

PB87-916901



NATIONAL TRANSPORTATION SAFETY BOARD

WASHINGTON, D.C. 20594

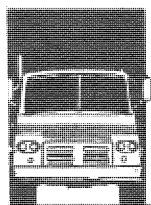
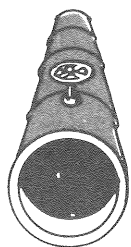
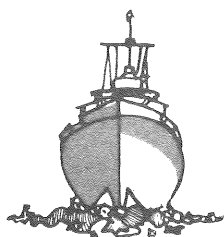
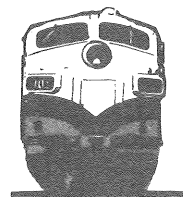
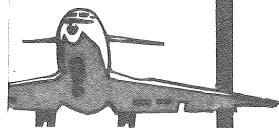
AIRCRAFT ACCIDENT REPORTS

BRIEF FORMAT
U.S. CIVIL AND FOREIGN AVIATION
ISSUE NUMBER 15, 1985 ACCIDENTS



NTSB / AAB-87 / 01

UNITED STATES GOVERNMENT



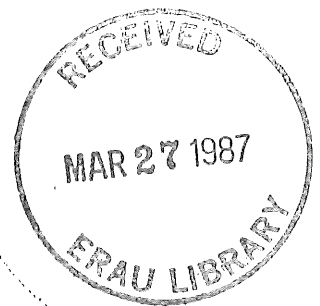
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TECHNICAL REPORT DOCUMENTATION PAGE

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12. Sponsoring Agency Name and Address NATIONAL TRANSPORTATION SAFETY BOARD Washington, D. C. 20594				13. Type of Report and Period Covered Approximately 200 General Aviation and Air Carrier Accidents Occurring in 1985 in Brief Format	
				14. Sponsoring Agency Code	
15. Supplementary Notes					
16. Abstract 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: 2801 through 3000 Supplemental Briefs					
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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 15

CALENDAR YEAR 1985

File Order Listing - Issue No. 15, 1985

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
2801	9949W	122985	FRANKFORT, NY	PIPER	PA-28-140	NONE	154
2802	7571P	122885	ELLINGTON, CT	PIPER	PA-24	NONE	38
2803	61260	122185	BRISTOL, CT	PIPER	PA-28R-201	NONE	36
2804	4499H	102685	LEE CENTER, NY	PIPER	PA-15	NONE	146
2805	13717	120585	BILLINGS, MT	CESSNA	177B	NONE	106
2806	922GG	042785	SALT LAKE CITY, UT	GAMBLE	SONERAI II	MINOR	224
2807	64069	120985	MISSOULA, MT	CESSNA	172P	NONE	110
2808	4351J	110385	RANCHOS DE TAOS, NM	PIPER	PA-28-140	NONE	130
2809	8143K	113085	BEULAH, ND	STINSON	108-1	NONE	114
2810	9910U	120185	FORT COLLINS, CO	GRUMMAN	AA-5A	NONE	26
2811	6884B	112785	HAYES, SD	PIPER	PA-18-150	NONE	182
2812	9250Y	120185	ENGLEWOOD, CO	PIPER	PA-31-350	SERIOUS	28
2813	37550	120885	AURORA, CO	PIPER	PA-28R-201	NONE	30
2814	19409	121585	AURORA, CO	CESSNA	150L	NONE	32
2815	47558	102185	AMITE, LA	PIPER	PA-28-161	NONE	76
2816	5637K	120585	COLUMBIA FALLS, MT	BEECH	35-B33	FATAL	104
2817	39DG	091985	NEW CASTLE, VA	SCHLEICHER	ASW-20	SERIOUS	242
2818	427FL	121585	EDGEWATER, MD	PIPER	PA-28-140	NONE	84
2819	4691G	100485	ANNAPOLIS, MD	CESSNA	172N	NONE	82
2820	2252A	041585	BOUTTE, LA	BELL	UH-1B	SERIOUS	68
2821	11250	091185	CAPE DOUGLAS, AK	DEHAVILLAND	DHC-3	NONE	2
2822	739KU	121585	LOGAN, UT	CESSNA	172N	NONE	226
2823	473FL	112285	ALBUQUERQUE, NM	PIPER	PA-28-140D	MINOR	132
2824	4849V	122885	LAS VEGAS, NM	CESSNA	172RG	NONE	134
2825	4101D	120685	BOZEMAN, MT	HELIO	H-391B	NONE	108

File Order Listing - Issue No. 15, 1985

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
2826	5272M	092985	CALEDONIA, MI	DOUGLAS MASE	XTC	NONE	92
2827	8036X	060885	WELLINGTON, OH	JENKINS	HP-18	SERIOUS	158
2828	40359	100385	CHAMBERLAIN, SD	PIPER	PA-18-150	FATAL	180
2829	249JM	120185	FRANKTOWN, CO	CESSNA	421B	SERIOUS	24
2830	184FH	121985	BOUNTIFUL, UT	FAIRCHILD HI	FH-1100	SERIOUS	228
2831	5330C	123185	COLUMBUS, NM	CESSNA	140A	MINOR	136
2834	51862	101985	DAGGETT, CA	TEXAS HILICO	M74A	NONE	16
2835	5634B	111785	GARDINER, NY	CESSNA	C182	NONE	148
2836	333FY	071785	FARMINGDALE, NY	GRUMMAN	AA-1C	NONE	142
2837	691U	062885	CAMBRIA, NY	SCHWEIZER	SGS 1-26	NONE	140
2838	5281U	120385	MT. LAFAYETTE, NH	CESSNA	172RG	MINOR	116
2839	98240	122185	ROCHESTER, NY	PIPER	PA-28-140	NONE	152
2840	3530S	120485	EAST MORICHES, NY	CESSNA	172	NONE	150
2841	7110W	101085	PECOS, TX	PIPER	PA-28-180	FATAL	194
2842	8571W	082585	WORTHINGTON, MN	PIPER	PA-28-235	FATAL	98
2843	1812V	082485	AFTON, VA	CESSNA	120	FATAL	238
2844	80530	040585	TAHOE PARADISE, CA	PIPER	PA-28-161	SERIOUS	6
2845	2082S	122985	WEST VALLEY, UT	CESSNA	T210L	FATAL	232
2846	10UB	122485	MONUMENT VALLEY, UT	BELL	206-L3	FATAL	230
2847	1909T	110985	ENGLEWOOD, CO	PIPER	PA-230-250	FATAL	22
2848	7467D	092385	DEMING, NM	PIPER	PA-18	SERIOUS	128
2849	32TV	092285	CHALKHILL, PA	BELL	206B	FATAL	172
2850	29158	100685	LEBEC, CA	CESSNA	T210L	FATAL	14
2851	1461G	110585	OKLAHOMA CITY, OK	BEECH	H18	FATAL	164
2852	9283F	110485	BATESVILLE, TX	HUGHES	269C	MINOR	206

File Number -----	Aircraft Regist. -----	Date ----	Location -----	Make ----	Aircraft Model -----	Injury Index -----	Page ----
2853	733SG	110885	WESTBROOK, TX	CESSNA	172N	NONE	210
2854	51079	120785	TEMPLE, TX	CESSNA	150J	NONE	216
2856	1859J	030985	FRIENDSHIP, MD	PIPER	PA-28-140	SERIOUS	80
2857	5410W	070685	KEYSTONE, SD	HUGHES	369HS	FATAL	178
2858	69GT	061185	VAN NUYS, CA	AERO COMMAND	1121	MINOR	10
2859	23MX	071485	ALMONT, MI	EIPPER	MX SUPER	FATAL	88
2860	6236E	090885	SWEETWATER, IL	CESSNA	172	FATAL	50
2861	3594N	071185	MATAGORDA ISLNG, LA	AEROSPATIALE	AS-350D	FATAL	70
2862	6213	110985	CANTON, TX	HOME BUILT	STARDUSTER	MINOR	212
2864	5291L	012685	GOLDSBORO, NC	PIPER	PA-28-180	NONE	112
2867	448RV	112385	GATESVILLE, TX	BILL MCCARLE	RV-4	SERIOUS	214
2868	3255X	083085	PALO PINTO, TX	CESSNA	L-19E	FATAL	190
2869	704MA	102685	ARLINGTON, TX	CESSNA	150M	NONE	202
2870	4602L	040285	LOWER LAKE, CA	CESSNA	152	NONE	4
2871	723GL	121285	COLLEGE STATION, TX	GATES LEARJE	35A	FATAL	218
2872	23CD	101685	EL PASO, TX	MITSUBISHI	MU-2B-2D	FATAL	198
2873	72BS	020185	CEDARVILLE, NJ	BEECHCRAFT	A100	FATAL	118
2874	4066U	122185	SHAWNEE, OK	CESSNA	150E	FATAL	166
2876	47GL	100485	TRAVERSE CITY, MI	LEONE	SONERAI II	MINOR	94
2877	2854R	120885	SO. LAKE TAHOE, CA	PIPER	PA-28-201T	FATAL	18
2878	2287D	062485	CAMBRIDGE, MN	NEUMANN-EVER	N2	FATAL	96
2879	64AB	052785	NEW BADEN, IL	STEENS	SKYBOLT	FATAL	46
2880	9429Y	040585	LA PORTE, IN	BEECH	N35	FATAL	54
2881	10000	071785	VEEDERSBURG, IN	TEXAS HELICO	OH13E/M74	SERIOUS	58
2882	48405	091885	BECKER, MN	GRUMMAN	164A	NONE	100

File Order Listing - Issue No. 15, 1985

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
2883	685TC	123085	PERRY, OH	MONNET	MONI	MINOR	162
2884	1012Y	082685	PAHALA, HI	EMROTH-EMAIR	MA-1B	FATAL	44
2885	27902	090485	NORFOLK, VA	PIPER	PA-31-350	NONE	240
2886	520BJ	091485	EUSTIS, FL	BROKAW	BULLET	NONE	40
2887	53172	081585	CAMILLA, GA	CESSNA	L-188	NONE	42
2888	73550	101585	MCCORDSVILLE, IN	BELL	H13G	NONE	64
2889	35AS	083185	FT. ATKINSON, WI	PDPS-PZL-BIE	SZD-45A OG	SERIOUS	246
2890	5608R	041985	AKRON, OH	CESSNA	172F	SERIOUS	156
2891	7C	100885	EVANSVILLE, IN	HODSON	MIDGET MUS	FATAL	62
2892	4202L	072885	PLAIN CITY, OH	CESSNA	172G	FATAL	160
2894	58320	110885	MONAHANS, TX	HUGHES	269C	SERIOUS	208
2897	98651	071885	ELLINGTON, CT	CESSNA	C172	MINOR	34
2898	7177W	121585	MT. JOY, PA	PIPER	PA-28-180	NONE	176
2899	5234G	032485	PERKASIE, PA	CESSNA	L-19	NONE	170
2900	200FC	090585	STRASBURG, CO	CONOVER'S	STEEN SKYB	MINOR	20
2901	714NC	081085	ELIOT, ME	CESSNA	C150	SERIOUS	86
2902	6167E	040685	AUBURN, CA	CESSNA	172	SERIOUS	8
2903	199TA	061985	ROCKSPRINGS, TX	SWEARINGEN	SA-26AT	FATAL	184
2904	5305A	122885	CADDO MILLS, TX	PITTS	S-2B	FATAL	220
2904	6876X	122885	CADDO MILLS, TX	CESSNA	172B	FATAL	222
2905	6LQ	112685	NORTH ADAMS, MA	PIPER	AZTEC	MINOR	78
2907	39554	062885	MEROM, IN	PIPER	PA-32RT-30	FATAL	56
2910	3768U	100285	TERRE HAUTE, IN	PIPER AIRCRA	PA-38-112	NONE	60
2911	4324D	120185	HAZLETON, PA	PIPER	PA-34	NONE	174
2912	2368C	101485	CISCO, TX	CESSNA	180	FATAL	196

File Order Listing - Issue No. 15, 1985

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make ----	Aircraft Model -----	Injury Index -----	Page ----
2913	210JT	082185	BELLAIRE, MI	SKYRANGER	SILVER CLO	SERIOUS	90
2914	2827B	042885	GUILFORD, VT	BELL	47H-1	SERIOUS	244
2915	40326	081785	SOMERS, NY	MAULE	M-4-220C	NONE	144
2917	5807F	052885	PRINCETON, NJ	CESSNA	210F	SERIOUS	120
2918	11HN	090785	ROMEDEVILLE, IL	GLOBE	GC-1B	FATAL	48
2919	1385W	080885	ST. JAMES, LA	BELL	UH-1B	FATAL	72
2920	13480	082185	LUMBERTON, NJ	CESSNA	172 M	SERIOUS	124
2921	5356M	080785	DALLAS, TX	FAIRCHILD/SW	SA226TC	NONE	186
2922	1880G	070485	CAPE MAY, NJ	BELLANCA	7GCBC	FATAL	122
2923	376EH	102385	PORT O'CONNER, TX	BELL	206B	NONE	200
2924	3091C	110185	AUSTIN, TX	BEECH	K35	SERIOUS	204
2925	3180K	053185	MILFORD, VA	BELL HELICOP	222U	NONE	234
2926	4793H	090985	KRAEMER, LA	MOONEY	M20J	FATAL	74
2927	7401R	082385	BIG SPRING, TX	PIPER	PA-28-140	NONE	188
2928	2170X	112185	WASHINGTON TWP., IN	PIPER	PA-28-161	FATAL	66
2930	515EH	100785	TOMBALL, TX	BELL	206L-1	NONE	192
2933	26FM	120185	MILLVILLE, NJ	BEECHCRAFT	D95A	FATAL	126
2934	15TW	120885	ROCHESTER, MN	LEAR	35A	FATAL	102
2935	167SA	112985	CHICAGO, IL	CESSNA	404 II	NONE	52
2936	7372K	081385	CULPEPER, VA	PIPER	PA-20-125	FATAL	236
3222	4382N	061685	APPLE VALLEY, CA	PIPER	PA-28-181	NONE	12
3237	3185Z	011385	YERINGTON, NV	BELL	206BIII	SERIOUS	138
3241	7277M	012685	WHITE CITY, OR	CESSNA	175	FATAL	168

AIRCRAFT ACCIDENT REPORTS

BRIEF FORMAT

U.S. CIVIL AND FOREIGN AVIATION

ISSUE NUMBER 15 OF 1985 ACCIDENTS

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2821 9/11/85 CAPE DOUGLAS, AK A/C Reg. No. N11250 Time (Lcl) - 1401 ADT

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

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

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

Make/Model	- DEHAVILLAND DHC-3	Eng Make/Model	- P&W R1340-59	ELT Installed/Activated	- YES/YES
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 8000	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 1	Rated Power	- 600 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	SAME AS ACC/INC	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	Runway Ident - N/A
Wind Dir/Speed- 180/008 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 50.0 SM	Type of Flight Plan - VFR	Runway Surface - N/A
Lowest Sky/Clouds - UNK/NR SCATTERED	Type of Clearance - VFR	Runway Status - WET
Lowest Ceiling - UNK/NR	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 35	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, ATP, CFI	Current - YES	Total - 8250
SE LAND, ME LAND	Months Since - 3	Make/Model - 120
GLIDER	Aircraft Type - UNK/NR	Instrument - 510
		Multi-Eng - 4000
		Last 24 Hrs - 6
		Last 30 Days - UNK/NR
		Last 90 Days - 212

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT NOSED OVER DURING A FORCED LANDING ON A TUNDRA FOLLOWING A LOSS OF PWR. THE PLT REPORTED HE MADE A LOW PASS OVER A DOWNED ACFT ON A BEACH AND AS HE ADVANCED THE THROTTLE, A RAPID DECREASE IN PWR OCCURRED. THE ACFT AND ENG WERE NOT RECOVERED FROM THE TUNDRA FOR INSPECTION.

Brief of Accident (Continued)

File No. - 2821

9/11/85

CAPE DOUGLAS, AK

A/C Reg. No. N11250

Time (Lcl) - 1401 ADT

Occurrence #1 LOSS OF POWER
Phase of Operation LANDING

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)
2. TERRAIN CONDITION - ROUGH/UNEVEN

----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. - 2870 4/02/85 LOWER LAKE, CA A/C Reg. No. N4602L Time (Lcl) - 1338 PDT

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	TRUCKEE, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	HOBERG
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3300 -UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 37	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 130
SE LAND	Months Since - UNK/NR	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CONTACTED TREES WHILE ATTEMPTING TO LAND AT HOBERG AIRSTRIP.

Brief of Accident (Continued)

File No. - 2870

4/02/85

LOWER LAKE, CA

A/C Reg. No. N4602L

Time (Lc1) - 1338 PDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING

Finding(s)

1. TERRAIN CONDITION - TREE(S)
2. PLANNED APPROACH - POOR - PILOT IN COMMAND
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) 2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2844 4/05/85 TAHOE PARADISE, CA A/C Reg. No. N80530 Time (Lcl) - 1105 PST

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

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

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

Make/Model - PIPER PA-28-161	Eng Make/Model - LYCOMING O-320-D3G	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2325	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	S. LAKE TAHOE, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 020/010 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 22	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - YES	Total - 665
SE LAND, ME LAND	Months Since - 11	Make/Model - 90
	Aircraft Type - UNK/NR	Instrument - 60
		Multi-Eng - 100
		Last 24 Hrs - UNK/NR
		Last 30 Days - UNK/NR
		Last 90 Days - 80

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT CONTACTED TREES AND THE TERRAIN DURING AN ATTEMPTED CLIMB IN A NARROW CANYON. THE PLT STATED HE WAS ATTEMPTING TO CLIMB IN ORDER TO CLEAR RISING TERRAIN IN THE CANYON WHEN A DOWNDRAFT WAS ENCOUNTERED. HE STATED, HE CLEARED THE TOP OF THE RIDGE AT 9000 FT WHEN THE DOWNDRAFT WAS EXPERIENCED AND THE LEFT WING CONTACTED TREES. LEVEL FLT COULD NOT BE MAINTAINED AND THE ACFT SETTLED INTO THE TREES.

Brief of Accident (Continued)

File No. - 2844

4/05/85

TAHOE PARADISE, CA

A/C Reg. No. N80530

Time (Lc1) - 1105 PST

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

Finding(s)

1. TERRAIN CONDITION - MOUNTAINOUS/HILLY
2. WEATHER CONDITION - UNFAVORABLE WIND
3. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
4. WEATHER CONDITION - DOWNDRAFT
5. REMEDIAL ACTION - NOT POSSIBLE - PILOT IN COMMAND

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

Finding(s)

6. OBJECT - TREE(S)

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

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

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

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. - 2902 4/06/85 AUBURN, CA A/C Reg. No. N6167E Time (Lcl) - 2000 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

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

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

Make/Model - CESSNA 172
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2200
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-300-A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 145 HP

ELT Installed/Activated - YES/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 - 50.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
FALLON, NV
Destination
AUBURN, CA

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

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

Age - 44

Biennial Flight Review

Current - YES
Months Since - 18
Aircraft Type - C-172

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

Total	-	191	Last 24 Hrs -	5
Make/Model-	191	Last 30 Days-	UNK/NR	
Instrument-	1	Last 90 Days-	39	

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CRASHED INTO TREES DURING AN APPROACH TO LAND AFTER SUNSET. THE PLT STATED THAT HE WAS DESCENDING FROM 10,500 FT THRU 5000 FT WITH THE ARPT IN SIGHT AS WELL AS THE LIGHTS OF SACRAMENTO, CA. HE DOES NOT REMEMBER THE ACCIDENT BUT REMEMBERS HIS WIFE WAS ASLEEP AND THE DOG IN BACK TRIED TO GET UP FRONT, WHICH HE LATER THOUGHT UNUSUAL. THE FLT LASTED AN HOUR AND THE HEATER WAS ON DURING THE FLT BUT TESTS FOR CO2 DAYS LATER WERE INCONCLUSIVE. POST ACC EXAM OF THE ACFT EXHAUST SYSTEM SHOWED NO MALFUNCTION. THE CRASH SITE WAS ABOUT 2 MILES FROM THE ARPT. THE ACFT CRASHED INVERTED ABOUT 100 FT FROM THE FIRST TREE IMPACT POINT.

Brief of Accident (Continued)

File No. - 2902

4/06/85

AUBURN, CA

A/C Reg. No. N6167E

Time (Lc1) - 2000 PST

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

Finding(s)
1. OBJECT - TREE(S)
2. UNDETERMINED

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

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

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

Brief of Accident

File No. - 2858 6/11/85 VAN NUYS, CA A/C Reg. No. N69GT Time (Lcl) - 0731 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - AERO COMMANDER 1121
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 14000
No. of Seats - 10

Eng Make/Model - GE CJ-610-1
Number Engines - 2
Engine Type - TURBOJET
Rated Power - 2850 LBS THRUST

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 - IMC
Wind Dir/Speed- UNK/NR
Visibility - 2.000 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 800 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
TUCSON, AZ
Destination
VAN NUYS, CA

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

VAN NUYS
Runway Ident - 16R
Runway Lth/Wid - 8000/ 150
Runway Surface - CONCRETE
Runway Status - DRY

ATC/Airspace

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

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

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

Age - 35
Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 5000 Last 24 Hrs - 2
Make/Model- 90 Last 30 Days- UNK/NR
Instrument- 650 Last 90 Days- 90
Multi-Eng - 3500

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT, EXECUTING AND ILS APCH, OBSERVED A PRIMARY HYDRAULIC PRESSURE DROP AND DECLARED HIS INTENT TO LAND WITHOUT THE USE OF FLAPS, SPEED BRAKES, REVERSERS OR NOSE WHEEL STEERING. THE ACFT RAN OFF THE END OF THE RWY DURING LANDING, TRAVELED APRX 1300 FT AND CAME TO REST ON A GOLF COURSE AFTER STRIKING 2 VEHICLES AND A CHAIN LINK FENCE. POST ACCIDENT INVESTIGATION REVEALED .8 QUARTS OF HYDRAULIC FLUID (SKYDROL) IN THE RESERVOIR. RESERVOIR CAPACITY IS 1.28 U.S. GALLONS. THE PLT STATED HE PUMPED THE BRAKES ON APCH TO BUILD PRESSURE IN THE EMERGENCY BRAKE SYSTEM. THE PLT ANNOUNCED HE HAD NO BRAKED AFTER TOUCHDOWN. THE JET COMMANDER 1121 OPERATOR'S MANUAL CAUTIONS AGAINST THIS PRACTICE. A FUNCTIONAL CHECK OF THE THRUST REVERSERS BY ON-SCENE INVESTIGATORS PRODUCED 2 COMPLETE CYCLES OF OPERATION. TWO PERSONS LOCATED IN A GROUND VEHICLE WERE INJURED DURING THE OVERRUN LANDING.

Brief of Accident (Continued)

File No. - 2858

6/11/85

VAN NUYS, CA

A/C Reg. No. N69GT

Time (Lcl) - 0731 MST

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. HYDRAULIC SYSTEM, RESERVOIR - LOW LEVEL
 2. BRAKES(NORMAL) - NOT POSSIBLE - OTHER MAINTENANCE PSNL
 3. BRAKES(EMERGENCY) - IMPROPER USE OF - PILOT IN COMMAND
 4. IMPROPER USE OF PROCEDURE - PILOT IN COMMAND
 5. REVERSERS - NOT USED - PILOT IN COMMAND
 6. AIRCRAFT PREFLIGHT - 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) 3,4,5

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3222 6/16/85 APPLE VALLEY, CA A/C Reg. No. N4382N Time (Lcl) - 1820 PDT

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

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

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

Make/Model - PIPER PA-28-181	Eng Make/Model - LYCOMING O-320-A4M	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2450	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	TEMPLE BAR, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SANTA ANA, CA	APPLE VALLEY
Wind Dir/Speed- 170/016 KTS	ATC/Airspace	Runway Ident - 18
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 6500/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FORCED LANDING	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 30	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 152
SE LAND	Months Since - 14	Make/Model- 6
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 7

Instrument Rating(s) - NONE

-----Narrative-----

ENG FAILED DUE TO FUEL EXHAUSTION WHILE THE ACFT WAS ON FINAL APCH TO RWY 18 AT APPLE VALLEY. A FORCED LANDING ON ROUGH TERRAIN SHORT OF THE RWY RESULTED IN SUBSTANTIAL DAMAGE TO THE ACFT.

Brief of Accident (Continued)

File No. - 3222

6/16/85

APPLE VALLEY, CA

A/C Reg. No. N4382N

Time (Lc1) - 1820 PDT

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

Finding(s)

1. FLUID, FUEL - EXHAUSTION
2. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, INATTENTIVE - PILOT IN COMMAND
4. JUDGEMENT - POOR - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

5. TERRAIN CONDITION - ROUGH/UNEVEN

----Probable Cause----

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

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. - 2850	10/06/85	LEBEC, CA	A/C Reg. No. N29158	Time (Lcl) - 1130 PDT
<hr/>				
-----Basic Information-----				
Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		
		DESTROYED		
Type of Operation	-PERSONAL	Fire	Crew	Fatal
Flight Conducted Under	-14 CFR 91	ON GROUND	Pass	1
Accident Occurred During	-MANEUVERING			3
		Injuries		
		Serious		
		Minor		
		None		
<hr/>				
-----Aircraft Information-----				
Make/Model	- CESSNA T210L	Eng Make/Model	- CONTINENTAL TS10-520-H	ELT Installed/Activated
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	- YES/NO
Max Gross Wt	- 3400	Engine Type	- RECIP-FUEL INJECTED	Stall Warning System
No. of Seats	- 6	Rated Power	- 285 HP	- YES
<hr/>				
-----Environment/Operations Information-----				
Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- FSS	Last Departure Point	OFF AIRPORT/STRIP	
Method	- TELEPHONE	BAKERSFIELD, CA		
Completeness	- WEATHER NOT PERTINENT	Destination	Airport Data	
Basic Weather	- VMC	LOMITA, CA		
Wind Dir/Speed	- 320/009 KTS	ATC/Airspace	Runway Ident	- N/A
Visibility	- 15.0 SM	Type of Flight Plan	Runway Lth/Wid	- N/A
Lowest Sky/Clouds	- CLEAR	Type of Clearance	Runway Surface	- N/A
Lowest Ceiling	- NONE	Type Apch/Lndg	Runway Status	- N/A
Obstructions to Vision	- NONE			
Precipitation	- NONE			
Condition of Light	- DAYLIGHT			
<hr/>				
-----Personnel Information-----				
Pilot-In-Command	Age - 58	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT		
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)		
PRIVATE	Current - UNK/NR	Total	- 3850	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	- UNK/NR	Last 90 Days - UNK/NR
		Multi-Eng	- UNK/NR	Rotorcraft - UNK/NR
<hr/>				
Instrument Rating(s) - AIRPLANE				
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-----Narrative-----				
THE ACFT CONTACTED TREES AND THE TERRAIN IN AN UNCONTROLLED DESCENT AND WAS DESTROYED BY IMPACT AND AN ENSUING FIRE.				
THE ACFT'S LEFT ELEVATOR WAS NOT LOCATED DURING THE POST ACCIDENT INSPECTION. WITNESSES REPORTED SEEING THE ACFT FLYING				
LOW (50 FT AGL) AND FAST PRIOR TO THE ACCIDENT.				
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Brief of Accident (Continued)

File No. - 2850

10/06/85

LEBEC, CA

A/C Reg. No. N29158

Time (Lc1) - 1130 PDT

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

Finding(s)

1. BUZZING - INTENTIONAL - PILOT IN COMMAND
2. OBJECT - TREE(S)
3. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
4. TERRAIN CONDITION - MOUNTAINOUS/HILLY
5. FLIGHT CONTROL, ELEVATOR - SEPARATION

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

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2834 10/19/85 DAGGETT, CA A/C Reg. No. N51862 Time (Lc1) - 1000 PDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
SUBSTANTIAL

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

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

Fire NONE
Crew 0
Pass 0

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

Make/Model - TEXAS HELICOPTER CORP. M74A
Landing Gear - SKID
Max Gross Wt - 2750
No. of Seats - 1

Eng Make/Model - LYCOMING VO-435-A1F
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 240 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- VARIABLE
Visibility - 100.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

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

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 39
Biennial Flight Review
Current - YES
Months Since - 14
Aircraft Type - BELL 47

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 9013
Make/Model- 1500
Instrument- 114
Multi-Eng - 20
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR
Rotorcraft - 8730

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED HE HAD JUST LIFTED OFF FOR A FERTILIZER SPREADING OPERATION WITH AN EXTERNAL LOAD BUCKET, WHEN THE ENG HAD A PARTIAL PWR LOSS AT 100 FT AGL. A DESCENT WAS STARTED AND THE BUCKET WAS DISENGAGED. HOWEVER, WHILE THE PLT WAS ATTEMPTING TO LAND THE HELICOPTER, THE TAIL ROTOR CONTACTED THE GROUND, FOLLOWED BY THE MAIN ROTOR BLADES. WHEN THE HELICOPTER CAME TO REST, IT WAS LAYING ON IT'S RIGHT SIDE. POST ACCIDENT INSPECTION DISCLOSED TE MOVABLE BREAKER OF THE LEFT MAGNETO BREAKER POINT ASSEMBLY WAS FOUND BROKEN OFF AND LAYING IN THE BOTTOM OF THE MAGNETO HOUSING.

Brief of Accident (Continued)

File No. - 2834

10/19/85

DAGGETT,CA

A/C Reg. No. N51862

Time (Lc1) - 1000 PDT

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

Finding(s)

1. IGNITION SYSTEM,MAGNETO - FAILURE,TOTAL
2. ALTITUDE - INADEQUATE -

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

3. LOAD JETTISON - PERFORMED - PILOT IN COMMAND

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

Finding(s)

4. 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) 1,4

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2877 12/08/85 SO. LAKE TAHOE, CA A/C Reg. No. N2854R Time (Lcl) - 1645 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

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

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

Make/Model - PIPER PA-28-201T
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2900
No. of Seats - 4

Eng Make/Model - CONTINENTAL TS10-360-FB
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 - 20.0 SM
Lowest Sky/Clouds - 1500 FT SCATTERED
Lowest Ceiling - 3000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - SNOW SHOWER
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
S. LAKE TAHOE, CA
Destination
TRACY, 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 - 42
Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - PA-28

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 103
Make/Model- 63
Instrument- 1
Last 24 Hrs - 3
Last 30 Days- 15
Last 90 Days- 34

Instrument Rating(s) - NONE

-----Narrative-----

PRIOR TO DEPARTING ON A VFR FLT FROM SOUTH LAKE TAHOE, CA, TO TRACY, CA, THE PLT FAILED TO OBTAIN A WX BRIEFING OR FILE A FLT PLAN. WX AT THE ARPT OF DEPARTURE WAS REPORTED AS SCATTERED CLOUDS AT 1500 FT, BROKEN CEILING CONDITIONS AT AN ESTIMATED 3000 FT, VISIBILITY 20 MILES, TEMP 30 DEGREES F., DEW POINT 16 DEGREES F., WITH LIGHT SNOW FALLING AT THE TIME OF TAKEOFF. AN ELT SIGNAL WAS RECEIVED BY A SATELLITE AND TRANSPORT ACFT AT APRX 1721 HRS AND WAS REPORTED TO SCOTT AFB ASR CENTER. A CAP ACFT WAS DISPATCHED TO THE REPORTED COORDINATES AND THE ACFT'S WRECKAGE WAS LOCATED AT ABOUT 1100 HRS ON THE MORNING FOLLOWING THE ACCIDENT. WX CONDITIONS NEAR THE ACCIDENT SITE WERE FORECAST TO BE OBSCURED WITH PRECIPITATION DURING THE TIME OF THE ACCIDENT.

Brief of Accident (Continued)

File No. - 2877

12/08/85

SO. LAKE TAHOE, CA

A/C Reg. No. N2854R

Time (Lc1) - 1645 PST

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

Finding(s)

1. PREFLIGHT BRIEFING SERVICE - NOT FOLLOWED - PILOT IN COMMAND
2. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
3. WEATHER EVALUATION - INACCURATE - PILOT IN COMMAND
4. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND

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

Finding(s)

5. IMPROPER USE OF PROCEDURE, SPATIAL DISORIENTATION - PILOT IN COMMAND

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

Finding(s)

6. SPIRAL - INADVERTENT - PILOT IN COMMAND

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

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

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

Brief of Accident

File No. - 2900 9/05/85 STRASBURG, CO A/C Reg. No. N200FC Time (Lc1) - 1140 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

Make/Model - CONOVER'S STEEN SKYBOLT
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1250
No. of Seats - 1

Eng Make/Model - LYCOMING IO-360-A1A
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- 180/010 KTS
Visibility - 100.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

COMMANCHE LIVESTOCK
Runway Ident - 15
Runway Lth/Wid - 2400/ 80
Runway Surface - GRAVEL
Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

ATP
SE LAND, ME LAND

Age - 75

Biennial Flight Review

Current - YES
Months Since - 8
Aircraft Type - SKYBOLT

Medical Certificate - EXPIRED

Flight Time (Hours)

Total	- 17500	Last 24 Hrs	- UNK/NR
Make/Model-	100	Last 30 Days-	5
Instrument-	UNK/NR	Last 90 Days-	5
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS OBSERVED DURING LANDING BY A WITNESS WHO SAID THAT THE ACFT BOUNCED ONCE BEFORE NOSING OVER TO AN INVERTED POSITION ON THE RT SIDE OF THE RWY. INVESTIGATION REVEALED THAT THE RT LANDING GEAR WAS WRAPPED TIGHT WITH WEEDS THAT BORDERED THE SIDE. THESE WEEDS WERE 3 TO 4 FT HIGH. THE PLT STATED THAT HE THOUGHT HE WAS IN THE MIDDLE OF THE RWY BUT DUE TO RESTRICTED FOWARD VISIBILITY DURING THE FLARE HE MUST HAVE DRIFTED TO THE RT ENOUGH TO CONTACT THE WEEDS WITH THE LANDING GEAR.

Brief of Accident (Continued)

File No. - 2900

9/05/85

STRASBURG, CO

A/C Reg. No. N200FC

Time (Lc1) - 1140 MDT

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

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. PROPER ALIGNMENT - INACCURATE - PILOT IN COMMAND
3. AIRCRAFT/EQUIPMENT, INADEQUATE DESIGN (STANDARD/REQUIREMENT), VISUAL RESTRICTION BY EQUIP/STRUCT - PILOT IN COMMAND

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

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. - 2847 11/09/85 ENGLEWOOD, CO A/C Reg. No. N1909T Time (Lcl) - 1300 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

DESTROYED

Fire

NONE

Crew

Pass

Fatal

1

0

Injuries

Serious

0

0

Minor

0

0

None

0

0

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

Make/Model - PIPER PA-230-250
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5200
No. of Seats - 4

Eng Make/Model - LYCOMING IO-540-C4B5
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 250 HP

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL

Basic Weather - IMC

Wind Dir/Speed- 290/014 KTS

Visibility - 1.000 SM

Lowest Sky/Clouds - 600 FT PART OBS

Lowest Ceiling - 600 FT OBSCURED

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

OMAHA, NE

Destination

SAME AS ACC/INC

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

CENTENNIAL

Runway Ident - 34R

Runway Lth/Wid - 10000/ 101

Runway Surface - ASPHALT

Runway Status - WET

ATC/Airspace

Type of Flight Plan - IFR

Type of Clearance - IFR

Type Apch/Lndg - ILS-COMPLETE

FULL STOP

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND, ME LAND

Age - 62

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 1231

Make/Model- UNK/NR

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT HAD NEW AVIONICS AND AUTOPILOT SYSTEM INSTALLED IN THE ACFT PRIOR TO THE ACCIDENT. NTP DATA INDICATED THAT THE ACFT DID NOT ATTAIN THE ASSIGNED ALT OF 8200 FT PRIOR TO REACHING THE OUTER MARKER. THE ACFT DID NOT GET ESTABLISHED ON THE LOCALIZER COURSE FOR RWY 34R AND THE RATE OF DESCENT INCREASED AFTER PASSAGE OF THE OUTER MARKER. THE ACFT IMPACTED HILLY TERRAIN AT A HIGH RATE OF SPEED WITH THE LANDING GEAR AND FLAPS IN THE UP POSITION, APRX 1 MILE NORTH OF THE MARKER. POST CRASH EXAM OF ACFT REVEALED NO. 1 NAV RADIO WAS TUNED TO 117.0, THE DENVER VOR FREQ. THE STANDBY NAV FREQ WAS 111.3, THE LOCALIZER FREQ FOR RWY 34R. THE INBOUND HEADING FOR 34R IS 347 DEGREES.

Brief of Accident (Continued)

File No. - 2847

11/09/85

ENGLEWOOD, CO

A/C Reg. No. N1909T

Time (Lcl) - 1300 MST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER

Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

1. WEATHER CONDITION - LOW CEILING
2. WEATHER CONDITION - ICING CONDITIONS
3. IFR PROCEDURE - INADEQUATE - PILOT IN COMMAND
4. AUTOPILOT - ATTEMPTED - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, INATTENTIVE - PILOT IN COMMAND
6. NAVIGATION RECEIVER - NOT SELECTED - PILOT IN COMMAND
7. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
8. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
9. PROPER ALIGNMENT - NOT ATTAINED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

10. PROPER DESCENT RATE - EXCEEDED - PILOT IN COMMAND
11. TERRAIN CONDITION - MOUNTAINOUS/HILLY
12. 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) 3,6,8,10

Factor(s) relating to this accident is/are finding(s) 1,2,4,5,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2829 12/01/85 FRANKTOWN, CO A/C Reg. No. N249JM Time (Lc1) - 1732 MST

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

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

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

Make/Model	- CESSNA 421B	Eng Make/Model	- CONTINENTAL TSIO-520-H	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 7200	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 8	Rated Power	- 375 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- 050/008 KTS</p> <p>Visibility - 3.000 SM</p> <p>Lowest Sky/Clouds - 1400 FT</p> <p>Lowest Ceiling - 1400 FT BROKEN</p> <p>Obstructions to Vision- HAZE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DUSK</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>CHANUTE, KS</p> <p>Destination</p> <p>ASPEN, CO</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 - SOFT</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 64	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 8200
SE LAND,ME LAND	Months Since - 3	Make/Model- 3
GLIDER	Aircraft Type - C-150	Instrument- 800
		Multi-Eng - 4100
		Last 24 Hrs - 0
		Last 30 Days- UNK/NR
		Last 90 Days- 30

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT DEPARTED NASHVILLE, TN, FOR A FLT TO ASPEN, CO. THE PLTS MADE ONE REFUELING STOP AT CHANUTE, KS. THE PLTS WERE UNABLE TO LAND AT ASPEN OR A NEARBY ALTERNATE ARPT (EAGLE, CO) AND ELECTED TO RETURN BACK TO THE DENVER AREA. THE PLTS INDICATED TO AN ARTCC CONTROLLER THAT THEY WERE LOW FUEL. BEFORE THEY COULD REACH AN ARPT THE PLT TOLD THE CONTROLLER THEY HAD ENG FAILURE AND THOUGHT THEY HAD RUN OUT OF FUEL. DURING THE EMERGENCY DESCENT THE ACFT STRUCK AN ELECTRICAL POWER POLE, POWER LINES AND THEN THE GROUND. INSPECTION OF THE ACFT REVEALED 2 TO 3 GALLONS OF FUEL REMAINING IN EACH MAIN FUEL TANK.

Brief of Accident (Continued)

File No. - 2829

12/01/85

FRANKTOWN, CO

A/C Reg. No. N249JM

Time (Lc1) - 1732 MST

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

Finding(s)

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

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

Finding(s)

5. OBJECT - UTILITY POLE
-

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

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) 1,4

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

Brief of Accident

File No. - 2810 12/01/85 FORT COLLINS, CO A/C Reg. No. N9910U Time (Lcl) - 1120 MST

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

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

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

Make/Model - GRUMMAN AA-5A	Eng Make/Model - LYCOMING O-320-E2G	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2000	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	FORT COLLINS, CO	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	COUNCIL BLUFFS, IA	Runway Ident - UNK/NR
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - UNK/NR
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Surface - ASPHALT
Lowest Sky/Clouds - 9000 FT SCATTERED	Type of Clearance - NONE	Runway Status - SNOW - 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 - 53	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1151
SE LAND	Months Since - 18	Last 24 Hrs - UNK/NR
	Aircraft Type - AA-5A	Make/Model- 171
		Instrument- 5
		Last 30 Days- UNK/NR
		Last 90 Days- 20

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT DURING TAKEOFF ROLL THE ACFT USED OVER TWICE THE NORMAL DISTANCE TO RWY TO BECOME AIRBORNE. AFTER BECOMING AIRBORNE, THE STALL WARNING SOUNDED, AND CONTINUED TO SOUND UNTIL THE FORCED LANDING WHEN THE PLT SAID HE COULD NOT MAINTAIN ALT. THE ACFT CONTACTED A ROAD SIGN APRX 1/2 MILE FROM THE RWY, PRIOR TO TOUCHDOWN ON THE HIGHWAY MEDIAN, AND LATER COMING TO REST OFF A HIGHWAY EXIT. THE ENTIRE SURFACE OF THE WINGS AND HORIZONTAL STABILIZER WERE COVERED WITH ROUGH ICE WHICH THE PLT STATED HE DID NOT ATTEMPT TO REMOVE PRIOR TO FLT. THE PLT ALSO STATED THAT THE ICE ON THE SURFACE OF THE AIRFOILS HAD NO BEARING ON THE ACCIDENT.

Brief of Accident (Continued)

File No. - 2810

12/01/85

FORT COLLINS, CO

A/C Reg. No. N9910U

Time (Lc1) - 1120 MST

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

Finding(s)

1. WING - ICE
 2. ICE/FROST REMOVAL FROM AIRCRAFT - NOT PERFORMED - PILOT IN COMMAND
 3. HORIZONTAL STABILIZER SURFACE - ICE
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - UNCONTROLLED

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

Finding(s)

4. 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2812	12/01/85	ENGLEWOOD, CO	A/C Reg. No. N9250Y	Time (Lc1) - 1808 MST
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-----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	2	0	0
Accident Occurred During - APPROACH					

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

Make/Model - PIPER PA-31-350	Eng Make/Model - LYCOMING LT10-540-V2AD	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 7200	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 7	Rated Power - 350 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- 050/008 KTS</p> <p>Visibility - 3.000 SM</p> <p>Lowest Sky/Clouds - 1400 FT</p> <p>Lowest Ceiling - 1400 FT BROKEN</p> <p>Obstructions to Vision- FOG</p> <p>Precipitation - SNOW</p> <p>Condition of Light - NIGHT(DARK)</p>	<p>Itinerary</p> <p>Last Departure Point EL PASO, TX</p> <p>Destination ENGLEWOOD, CO</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - IFR</p> <p>Type of Clearance - IFR</p> <p>Type Apch/Lndg - STRAIGHT-IN</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data CENTENNIAL</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) PRIVATE SE LAND, ME LAND</p>	<p>Age - 54</p> <p>Biennial Flight Review Current - YES Months Since - 7 Aircraft Type - PA-31P</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total - 1050</td> <td>Last 24 Hrs - 7</td> </tr> <tr> <td>Make/Model- 212</td> <td>Last 30 Days- UNK/NR</td> </tr> <tr> <td>Instrument- 180</td> <td>Last 90 Days- 40</td> </tr> <tr> <td>Multi-Eng - 730</td> <td></td> </tr> </table>	Total - 1050	Last 24 Hrs - 7	Make/Model- 212	Last 30 Days- UNK/NR	Instrument- 180	Last 90 Days- 40	Multi-Eng - 730	
Total - 1050	Last 24 Hrs - 7									
Make/Model- 212	Last 30 Days- UNK/NR									
Instrument- 180	Last 90 Days- 40									
Multi-Eng - 730										

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT HAD BEEN FLYING APRX 7 HRS AND WAS COMPLETING THE FLT AT NIGHT WHEN THE ACCIDENT OCCURRED. HE WAS USING VISUAL CUES (THE ARPT ENVIROMENT) TO POSITION THE ACFT AT A PROPER ALT FOR A VISUAL APCH AND LANDING. THE TERRAIN SOUTH OF THE ARPT RISES SEVERAL HUNDRED FEET ABOVE THE ARPT ELEVATION. THE TERRAIN IS SPARSELY LIT. THE ACFT TOUCHED DOWN 2 MILES SHORT OF RWY 34R IN AN OPEN PASTURE AT AN ELEV OF APRX 400 FT HIGHER THAN THE ARPT. THE PLT HAD FLOWN APRX 1 HR OF NIGHT TIME IN THE LAST 90 DAYS, ACCORDING TO HIS LOGBOOK.

Brief of Accident (Continued)

File No. - 2812

12/01/85

ENGLEWOOD, CO

A/C Reg. No. N9250Y

Time (Lc1) - 1808 MST

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, FATIGUE - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND
6. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF RECENT EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
7. ALTITUDE - MISJUDGED - PILOT IN COMMAND
8. TERRAIN CONDITION - RISING
9. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

----Probable Cause----

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

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

Brief of Accident

File No. - 2813 12/08/85 AURORA, CO A/C Reg. No. N37550 Time (Lcl) - 1300 MST

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

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

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

Make/Model - PIPER PA-28R-201T	Eng Make/Model - CONTINENTAL TSI0-360-FB	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2150	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	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	SPRINGFIELD, MD	CENTENNIAL
Wind Dir/Speed- 308/008 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 40.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - SCATTERED	Type of Clearance - NONE	Runway Surface - UNK/NR
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - UNK/NR
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 51	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1385
SE LAND	Months Since - 1	Make/Model- 1385
	Aircraft Type - PA-28R	Instrument- 275
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 17

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACCORDING TO THE PLT, THE RIGHT WING STRUCK A FENCE WHILE DIVERTING OFF THE TAXIWAY CENTERLINE TO MAKE ROOM FOR ANOTHER ONCOMING ACFT. CONTACT WITH THE FENCE RESULTED IN A BENT SPAR IN THE RIGHT WING.

Brief of Accident (Continued)

File No. - 2813

12/08/85

AURORA, CO

A/C Reg. No. N37550

Time (Lc1) - 1300 MST

Occurrence ON GROUND COLLISION WITH OBJECT

Phase of Operation TAXI

Finding(s)

1. OBJECT - FENCE
2. CLEARANCE - MISJUDGED - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, INATTENTIVE - PILOT IN COMMAND
4. AIRPORT FACILITIES, TAXIWAY CONDITION - CONGESTED

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2814	12/15/85	AURORA, CO	A/C Reg. No. N19409	Time (Lc1) - 1330 MST
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-----Basic Information-----

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

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

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

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

<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- 270/015 KTS</p> <p>Visibility - 50.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point 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 - TOUCH AND GO</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data</p> <p>AURORA</p> <p>Runway Ident - 14</p> <p>Runway Lth/Wid - 4694/ 40</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 - 24</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 8</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 2200</p> <p>Make/Model- 1200</p> <p>Instrument- 208</p> <p>Multi-Eng - 110</p> <p>Last 24 Hrs - 4</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 50</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACCORDING TO THE CFI, DURING A TOUCH & GO LANDING, THE STUDENT ALLOWED THE ACFT TO DRIFT TO THE LEFT SIDE OF THE RWY WHERE IT CONTACTED A SNOW BANK. THE CFI STATED SHE FAILED TO CORRECT FOR THE DRIFT SOON ENOUGH TO PREVENT THE ACCIDENT. THE LANDING WAS BEING MADE ON RWY 14 AND THE WIND WAS FROM 270 DEGREES AT 15 TO 20 KTS.

Brief of Accident (Continued)

File No. - 2814

12/15/85

AURORA, CO

A/C Reg. No. N19409

Time (Lc1) - 1330 MST

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - DUAL STUDENT
 3. PROPER ALIGNMENT - NOT MAINTAINED - DUAL STUDENT
 4. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND(CFI)
-

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

Finding(s)

5. 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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2897	7/18/85	ELLINGTON, CT	A/C Reg. No. N98651	Time (Lcl) - 1328 EDT
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-----Basic Information-----				
Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries	
Type of Operation	-PERSONAL	SUBSTANTIAL	Fatal	Serious
Flight Conducted Under	-14 CFR 91	Fire	Crew	Minor
Accident Occurred During	-TAKEOFF	NONE	Pass	None
			0	0
			0	1
			0	0
			0	0
<hr/>				
-----Aircraft Information-----				
Make/Model	- CESSNA C172	Eng Make/Model	- LYCOMING O-320-D2J	ELT Installed/Activated
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	- UNK/NR
Max Gross Wt	- 2150	Engine Type	- RECIPROCATING-CARBURETOR	Stall Warning System
No. of Seats	- 4	Rated Power	- 160 HP	- YES
<hr/>				
-----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	ELLINGTON	
Wind Dir/Speed	- UNK/NR	ATC/Airspace	Runway Ident	
Visibility	- UNK/NR	Type of Flight Plan	- 01	
Lowest Sky/Clouds	- UNK/NR	Type of Clearance	- UNK/NR	
Lowest Ceiling	- UNK/NR	Type Apch/Lndg	- UNK/NR	
Obstructions to Vision	- NONE		Runway Surface	
Precipitation	- NONE		- UNK/NR	
Condition of Light	- DAYLIGHT		Runway Status	
			- UNK/NR	
<hr/>				
-----Personnel Information-----				
Pilot-In-Command	Age - UNK/NR	Medical Certificate	- UNK/NR	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)		
UNK/NR	Current	Total	Last 24 Hrs	
	Months Since	Make/Model	- UNK/NR	
	Aircraft Type	Instrument	Last 30 Days	
		Multi-Eng	- UNK/NR	
			Last 90 Days	
			- UNK/NR	
			Rotorcraft	
			- UNK/NR	
<hr/>				
Instrument Rating(s) - UNK/NR				
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-----Narrative-----				
THE ACFT COLLIDED WITH THE GROUND DURING TAKEOFF FROM RWY 01 AT ELLINGTON, CONNECTICUT, AND WAS SUBSTANTIALLY DAMAGED BUT THERE WAS NO FIRE. THE PILOT RECEIVED MINOR INJURIES. THE AIRCRAFT CRASHED FOR UNDETERMINED REASONS.				
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Brief of Accident (Continued)

File No. - 2897

7/18/85

ELLINGTON, CT

A/C Reg. No. N98651

Time (Lc1) - 1328 EDT

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

Finding(s)
1. UNDETERMINED

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2803	12/21/85	BRISTOL, CT	A/C Reg. No. N61260	Time (Lcl) - 1630 EST
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-----Basic Information-----

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

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

Make/Model - PIPER PA-28R-201	Eng Make/Model - LYCOMING IO-360	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2150	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	BRADLEY, CT	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	TETERBORO, NJ	
Wind Dir/Speed- 330/008 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 10000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling -	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DUSK		

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

Pilot-In-Command	Age - 47	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL, CFI	Current - YES	Total - 5300	Last 24 Hrs - 0
SE LAND, ME LAND	Months Since - 8	Make/Model- 250	Last 30 Days- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 600	Last 90 Days- 100
		Multi-Eng - 800	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS ON A RETURN FLIGHT BACK TO TETERBORO WHEN AN ENG FAILURE OCCURRED FOR UNKNOWN REASONS. THE PLT REQUESTED VECTORS TO THE NEAREST ARPT WHICH WAS ROBERTSON BUT HE WAS NOT ABLE TO REACH IT. A FORCED LANDING RESULTED IN AN OPEN FLD DURING WHICH THE ACFT WAS SUBSTANTIALLY DAMAGED.

Brief of Accident (Continued)

File No. - 2803

12/21/85

BRISTOL, CT

A/C Reg. No. N61260

Time (Lcl) - 1630 EST

Occurrence #1 LOSS OF POWER
Phase of Operation CRUISE

Finding(s)

1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

2. TERRAIN CONDITION - ROUGH/UNEVEN

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

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

Brief of Accident

File No. - 2802	12/28/85	ELLINGTON,CT	A/C Reg. No. N7571P	Time (Lcl) - 1700 EST
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-----Basic Information-----

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

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

Make/Model - PIPER PA-24	Eng Make/Model - LYCOMING O-360-A1A	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2550	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	TORRINGTON,CT	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	ELLINGTON,CT	ELLINGTON
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 01
Visibility - 12.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 1900/ 50
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DUSK		

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

Pilot-In-Command	Age - 25	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 225
SE LAND	Months Since - 16	Last 24 Hrs - 0
	Aircraft Type - UNK/NR	Make/Model- 100
		Instrument- 5
		Last 30 Days- UNK/NR
		Last 90 Days- 4

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ON APCH FOR LANDING, ABOUT 50 FT FROM THE RWY, THE LANDING GEAR CONTACTED A BRIDGE AND THE ACFT BOUNCED INTO THE AIR. PWR WAS ADDED AT THIS TIME AND AGAIN THE ACFT BOUNCED. THE ACFT WAS THEN LANDED ON THE RWY AND IT SKIDDED TO A STOP. THE PLT STATED SHE INTENTIONALLY MADE A LOW, SLOW APCH BECAUSE THE RWY WAS SHORT. SHE ALSO REPORTED THE ACFT LANDING LIGHT WAS NOT USED DURING THE APCH.

Brief of Accident (Continued)

File No. - 2802

12/28/85

ELLINGTON, CT

A/C Reg. No. N7571P

Time (Lc1) - 1700 EST

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

Finding(s)

1. LIGHT CONDITION - DUSK
2. PROPER GLIDEPATH - MISJUDGED - PILOT IN COMMAND
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) 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. - 2886 9/14/85 EUSTIS, FL A/C Reg. No. N520BJ Time (Lcl) - 0945 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	0
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During	-TAKEOFF					

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

Make/Model	- BROKAW BULLET	Eng Make/Model	- LYCOMING JO-540	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 900	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 380 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- 180/012 KTS</p> <p>Visibility - 20.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="text-align: center;">SAME AS ACC/INC</p> <p>Destination</p> <p style="text-align: center;">LEESBURG, FL</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="text-align: center;">ON AIRPORT</p> <p>Airport Data</p> <p style="text-align: center;">MIDFLORIDA</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - WET</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 65	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - YES	Total - 9884
SE LAND, ME LAND, SE SEA, ME SEA	Months Since - 8	Last 24 Hrs - UNK/NR
	Aircraft Type - BULLET	Make/Model- 1098
		Instrument- 1900
		Last 30 Days- UNK/NR
		Last 90 Days- 20
		Multi-Eng - 4000

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT CONTACTED A DITCH DURING AN ATTEMPTED TAKEOFF ON A TAXIWAY. THE PLT REPORTEDLY DECIDED TO USE THE TAXIWAY FOR TAKEOFF RATHER THAN THE RWY BECAUSE OF THE SOFT RWY CONDITIONS WHICH RESULTED FROM RECENT RAINS. DURING TAKEOFF THE LEFT MAIN GEAR CONTACTED SOFT TERRAIN AND THE ACFT VEERED LEFT OFF THE TAXIWAY. THE PLT THEN INITIATED RETRACTION OF THE LANDING GEAR AND APPLIED BACK PRESSURE IN AN ATTEMPT TO BECOME AIRBORNE. HOWEVER, THE ACFT CONTINUED OFF THE TAXIWAY WHERE IT CONTACTED A DITCH.

Brief of Accident (Continued)

File No. - 2886

9/14/85

EUSTIS, FL

A/C Reg. No. N520BJ

Time (Lc1) - 0945 EDT

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

Finding(s)

1. TERRAIN CONDITION - SOFT
 2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 4. REMEDIAL ACTION - IMPROPER - 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) 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. - 2887 8/15/85 CAMILLA,GA A/C Reg. No. N53172 Time (Lcl) - 2015 EDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT
Type of Operation -AERIAL APPLICATION
Flight Conducted Under -14 CFR 137
Accident Occurred During -DESCENT

Aircraft Damage
SUBSTANTIAL
Fire
NONE

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

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

Make/Model - CESSNA L-188
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 4200
No. of Seats - 1

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

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 15.0 SM
Lowest Sky/Clouds - 25000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DUSK

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Age - 32
Biennial Flight Review
Current - YES
Months Since - 17
Aircraft Type - PA-28

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 10000
Make/Model- 4000
Instrument- 0
Last 24 Hrs - 10
Last 30 Days- 100
Last 90 Days- 300

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT DURING A SWATH RUN AT AN ALT OF APRX 5 FT AGL, A SUDDEN LOSS OF PWR OCCURRED. THE ACFT WAS DAMAGED WHEN IT SETTLED AND CONTACTED THE TERRAIN. POST ACCIDENT INSPECTION AND A TEST RUN OF THE ENG FAILED TO REVEAL ANY MECHANICAL FAILURE/MALFUNCTION.

Brief of Accident (Continued)

File No. - 2887

8/15/85

CAMILLA,GA

A/C Reg. No. N53172

Time (Lcl) - 2015 EDT

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

Finding(s)

1. UNDETERMINED
 2. REMEDIAL ACTION - NOT POSSIBLE - 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) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2884 8/26/85 PAHALA, HI A/C Reg. No. N1012Y Time (Lcl) - 0930 HST

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

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage DESTROYED		Injuries		
Type of Operation -AERIAL APPLICATION	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 137	ON GROUND	Pass	1	0	0
Accident Occurred During -DESCENT			0	0	0

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

Make/Model - EMROTH-EMAIR MA-1B	Eng Make/Model - WRIGHT R-1820-202A	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 6250	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	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- UNK/NR	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 35	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - UNK/NR
SE LAND, ME LAND, SE SEA, ME SEA	Months Since - 5	Last 24 Hrs - 0
	Aircraft Type - UNK/NR	Last 30 Days- UNK/NR
		Last 90 Days- 0
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WITNESSES REPORTED SEEING PIECES OF WOOD AND FABRIC COMING OFF THE ACFT DURING IT'S SECOND SWATH RUN. AT THE END OF THE RUN, THE ACFT CLIMBED ABRUPTLY TO CLEAR TREES AFTER WHICH IT ENTERED AN UNCONTROLLED DESCENT TO GROUND IMPACT. THE ACFT WAS DESTROYED BY FIRE ON IMPACT WITH THE TERRAIN. INVESTIGATION DISCLOSED A WING NOSE RIB AND A PIECE OF FABRIC HAD SEPARATED FROM THE ACFT AND WERE LOCATED APRX 1225 FT UPWIND FROM THE ACCIDENT SITE.

Brief of Accident (Continued)

File No. - 2884

8/26/85

PAHALA, HI

A/C Reg. No. N1012Y

Time (Lc1) - 0930 HST

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

Finding(s)

1. WING, WING RIB - SEPARATION

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

----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. - 2879 5/27/85 NEW BADEN, IL A/C Reg. No. N64AB Time (Lcl) - 1700 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire
ON GROUND

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

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

Make/Model - STEENS SKYBOLT
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2079
No. of Seats - 2

Eng Make/Model - LYCOMING IO-540-D4A5
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 260 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 290/008 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - 3300 FT SCATTERED
Lowest Ceiling - 7000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
NEW BADEN, IL
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRSTRIIP

Airport Data

FISCHER
Runway Ident - 18
Runway Lth/Wid - 2400/ 50
Runway Surface - GRASS/TURF
Runway Status - DRY

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

Pilot-In-Command

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

Age - 32

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	- 2756	Last 24 Hrs	- UNK/NR
Make/Model-	UNK/NR	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WITNESSES STATED THE ACFT MADE A LOW PASS DOWN THE RWY (20 TO 30 FT AGL) AT AN AIRSPEED OF APRX 200 MPH. THE ACFT THEN ENTERED A STEEP CLIMB AND AT ABOUT 100 AT AGL, THE ACFT ROLLED TO THE RIGHT. THE ACFT LOST ALT DURING THE ROLL AND DESCENDED TO GROUND IMPACT.

Brief of Accident (Continued)

File No. - 2879

5/27/85

NEW BADEN, IL

A/C Reg. No. N64AB

Time (Lcl) - 1700 CDT

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

Finding(s)

1. AIRCRAFT HANDLING
-

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

Finding(s)

2. MANEUVER - IMPROPER - PILOT IN COMMAND
 3. CLEARANCE - MISJUDGED - PILOT IN COMMAND
-

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2918 9/07/85 ROMEOVILLE, IL A/C Reg. No. N11HN Time (Lcl) - 1320 CDT

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

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

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

Make/Model - GLOBE GC-1B	Eng Make/Model - FRANKLIN GA-350-C1	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-RETRACTABLE MAINS	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1710	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 200 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	ROMEOVILLE, IL	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	CANTON, OH	
Wind Dir/Speed- 230/010 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 3000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 59	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 660
SE LAND	Months Since - UNK/NR	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 50

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS REPORTLY DEPARTING ON A XCOUNTRY FLT. DURING CLIMBOUT, IN THE TRAFFIC PATTERN, UPON REACHING BASE LEG AREA THE ACFT WAS OBSERVED TO TURN BACK TOWARDS THE ARPT DESCEND AND STRIKE THE GROUND. WITNESSES REPORTED NO SOUND OF ENGINE WAS HEARD. THE THROTTLE CONTROL WAS FOUND DISCONNECTED FROM THE CARBURETOR.

Brief of Accident (Continued)

File No. - 2918

9/07/85

ROMEDEVILLE,IL

A/C Reg. No. N11HN

Time (Lc1) - 1320 CDT

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

Finding(s)

1. THROTTLE/POWER LEVER, LINKAGE - DISCONNECTED
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

2. OBJECT - TREE(S)
-

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

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2860

9/08/85

SWEETWATER,IL

A/C Reg. No. N6236E

Time (Lcl) - 0955 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

Fatal

Injuries

Serious

Minor

None

Type of Operation -PERSONAL

Fire

Crew

1

0

0

0

Flight Conducted Under -14 CFR 91

NONE

Pass

0

0

0

0

Accident Occurred During -DESCENT

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

Make/Model - CESSNA 172

Eng Make/Model - CONTINENTAL O-300-B

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 - 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- 200/007 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SPRINGFIELD,IL

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

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

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 42

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 67

Make/Model- 67

Instrument- 0

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS OBSERVED FLYING AT LOW ALT PARALLEL TO A HIWAY BEFORE COLLIDING WITH A TREE BEFORE IMPACTING THE GROUND. THE PLTS WIFE SAID THAT THE PLT HAD BEEN UNDER EXTREME STRESS FOR A FEW MONTHS AND HAD NOT BEEN TO BED FOR 2 DAYS PRECEDING THE ACCIDENT. SHE ALSO SAID THAT HE MAY HAVE FALLEN ASLEEP BEFORE THE CRASH AS HE WAS KNOWN TO FALL ASLEEP SUDDENLY WHEN HE HAD BEEN WITHOUT SLEEP FOR SEVERAL DAYS. NO ACFT MALFUNCTIONS WERE FOUND. TOXICOLOGY REPORTS ON THE PLT INDICATED THAT EVIDENCE OF COCAINE WAS FOUND IN THE URINE AND VALIUM WAS FOUND IN THE BLOOD.

Brief of Accident (Continued)

File No. - 2860

9/08/85

SWEETWATER, IL

A/C Reg. No. N6236E

Time (Lcl) - 0955 CDT

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

Finding(s)

1. OBJECT - TREE(S)
 2. ALTITUDE - IMPROPER - PILOT IN COMMAND
 3. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
 4. PHYSICAL IMPAIRMENT(OTHER ORGANIC PROBLEM) - 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) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2935 11/29/85 CHICAGO, IL A/C Reg. No. N167SA Time (Lcl) - 1644 CST

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

Type Operating Certificate-COMMUTER

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

Aircraft Damage

SUBSTANTIAL

Fire
NONE

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

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

Make/Model - CESSNA 404 II
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 6500
No. of Seats - 10

Eng Make/Model - CONTINENTAL GTS10-520M
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 375 HP

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

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

Weather Data

Wx Briefing - COMPANY
Method - IN PERSON
Completeness - WEATHER NOT PERTINENT
Basic Weather - IMC
Wind Dir/Speed- 050/010 KTS
Visibility - 1.000 SM
Lowest Sky/Clouds -
Lowest Ceiling - 500 FT OBSCURED
Obstructions to Vision- UNK/NR
Precipitation - DRIZZLE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
CHICAGO, IL
Destination
MENOMINEE, WI

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

CHICAGO INTER
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - ASPHALT
Runway Status - WET

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

Pilot-In-Command

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

Age - 52

Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - 404

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total	- 7600
Make/Model-	100
Instrument-	1060
Multi-Eng -	7000
Last 24 Hrs -	8
Last 30 Days-	UNK/NR
Last 90 Days-	10
Rotorcraft -	UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE TUG DRIVER WITH BAGGAGE CART FAILED TO YIELD TO A TAXIING ACFT WHEN CROSSING AN ACTIVE TAXIWAY. IT WAS DARK NITE. ACFT HAD POSITION/TAXI LITES ON. VEHICLE STOP SIGN TO TAXI CENTERLINE IS 70 FT. DRIVER SAID HE STOPPED AT SIGN. TUG STRUCK RT WG TIP, WG LEADING RUPTURING FUEL TANK AND SEPARATED ONE PROP BLADE FROM RT PROP HUB. ACFT WAS PUSHED 4 FT SIDEWAYS BY IMPACT.

Brief of Accident (Continued)

File No. - 2935

11/29/85

CHICAGO, IL

A/C Reg. No. N167SA

Time (Lc1) - 1644 CST

Occurrence ON GROUND COLLISION WITH OBJECT
Phase of Operation TAXI - TO TAKEOFF

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. VISUAL LOOKOUT - INATTENTIVE - DRIVER OF VEHICLE
3. OBJECT - VEHICLE

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2880 4/05/85 LA PORTE, IN A/C Reg. No. N9429Y Time (Lc1) - 1106 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

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

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

Make/Model - BEECH N35
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3125
No. of Seats - 4

Eng Make/Model - CONTINENTAL IO-470-N
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 260 HP

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - IMC
Wind Dir/Speed- 030/005 KTS
Visibility - 1.500 SM
Lowest Sky/Clouds - 400 FT
Lowest Ceiling - 400 FT OVERCAST
Obstructions to Vision- UNK/NR
Precipitation - RAIN
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
CHICAGO, IL
Destination
COLUMBUS, OH

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

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

Age - 41
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 1300
Make/Model- 400
Instrument- UNK/NR
Multi-Eng - 169
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR
Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE THOUSAND HOUR PLUS INSTRUMENT RATED PLT FILED IFR INTO A KNOWN AREA OF THREE AND FOUR LEVEL THUNDERSTORMS. WHILE BEING DRCT BY ATC IT WAS NOTED THAT HEADINGS FLOWN WERE VERY ERRATIC. WHEN QUESTIONED BY ATC THE PILOT REPLIED "STAND BY". SHORTLY AFTERWARD THE ACFT WAS SEEN DESCENDING OUT OF A 400 FOOT OVERCAST AT HIGH SPEED AND STRIKING THE GROUND.

Brief of Accident (Continued)

File No. - 2880

4/05/85

LA PORTE, IN

A/C Reg. No. N9429V

Time (Lc1) - 1106 CST

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

Finding(s)

1. WEATHER CONDITION - THUNDERSTORM
 2. FLIGHT INTO KNOWN ADVERSE WEATHER - INTENTIONAL - PILOT IN COMMAND
 3. WEATHER CONDITION - TURBULENCE IN CLOUDS
-

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

Finding(s)

4. BECAME LOST/DISORIENTED - NOT CORRECTED - PILOT IN COMMAND
 5. IMPROPER USE OF PROCEDURE, - PILOT IN COMMAND
-

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

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

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

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. - 2907 6/28/85 MEROM,IN A/C Reg. No. N39554 Time (Lcl) - 1009 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire NONE

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

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

Make/Model - PIPER PA-32RT-300T
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3600
No. of Seats - 6

Eng Make/Model - LYCOMING TIO-540-51AD
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 - PARTIAL,LMTD BY PILOT
Basic Weather - IMC
Wind Dir/Speed- 140/004 KTS
Visibility - 3.000 SM
Lowest Sky/Clouds -
Lowest Ceiling - 500 FT OVERCAST
Obstructions to Vision- FOG
Precipitation - RAIN
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
FAIRFIELD,IA
Destination
INDIANAPOLIS,IN

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 32

Biennial Flight Review

Current - YES
Months Since - 28
Aircraft Type - PA32RT

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 277	Last 24 Hrs	- UNK/NR
Make/Model-	125	Last 30 Days-	UNK/NR
Instrument-	13	Last 90 Days-	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT WAS ON A VISUAL FLIGHT FROM FAIRFIELD IOWA TO INDIANAPOLIS, IN AND WAS ABOUT 55 NAUTICAL MILES SOUTH OF COURSE WHEN THE AIRCRAFT BROKE UP IN FLIGHT. THE MAIN WRECKAGE, EMPENNAGE, AND OUTER WING SECTIONS LANDED WITHIN ABOUT A QUARTER OF A MILE OF EACH OTHER IN MEROM, INDIANA. WEATHER AND RAIN SHOWERS WERE IN THE AREA AT THE TIME. THE FLIGHT WAS NOT ON A FLIGHT PLAN AT THE TIME AND THE NON-INSTRUMENT RATED PILOT LAST REPORTED HIS ALTITUDE AS 12,500 FEET. FAA FLIGHT SERVICE STATION PERSONNEL HAD BRIEFED THE PILOT ON MARGINAL VFR CONDITIONS ENROUTE AND RECOMMENDED A MORE NORTHERLY COURSE.

Brief of Accident (Continued)

File No. - 2907

6/28/85

MEROM, IN

A/C Reg. No. N39554

Time (Lc1) - 1009 EST

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

Finding(s)

1. WEATHER CONDITION - RAIN
2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
3. BECAME LOST/DISORIENTED - CONTINUED - PILOT IN COMMAND
4. WEATHER EVALUATION - POOR - PILOT IN COMMAND
5. VFR PROCEDURES NOT MAINTAINED - PILOT IN COMMAND
6. DESCENT - UNCONTROLLED - PILOT IN COMMAND

Occurrence #2 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

7. FLIGHT CONTROL, STABILATOR - FLUTTER
8. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND
9. FLIGHT CONTROL, STABILATOR - FAILURE, TOTAL
10. WING - OVERLOAD
11. WING - FAILURE, TOTAL

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) 7,8,9,10,11

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

Brief of Accident

File No. - 2881 7/17/85 VEEDERSBURG, IN A/C Reg. No. N10000 Time (Lcl) - 1650 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -POSITIONING
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
0
0

None
0
0

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

Make/Model - TEXAS HELICOPTER OH13E/M74
Landing Gear - SKID
Max Gross Wt - 2750
No. of Seats - 1

Eng Make/Model - LYCOMING VO-435-A1E
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 240 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 045/005 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
VEEDERSBURG, IN
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL
SE LAND, ME LAND, SE SEA
HELICOPTER

Age - 28

Biennial Flight Review

Current - YES
Months Since - 3
Aircraft Type - BE-76

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 2824	Last 24 Hrs	- UNK/NR
Make/Model-	46	Last 30 Days-	UNK/NR
Instrument-	173	Last 90 Days-	10
Multi-Eng -	64	Rotorcraft	- 1019

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS DESTROYED DURING A HARD FORCED LANDING IN A SOYBEAN FLD FOLLOWING A LOSS OF PWR. INSPECTION OF THE HELICOPTER REVEALED THE CARBURETOR, FUEL FILTER AND FUEL TANK WERE VOID OF FUEL. THE PLT RECEIVED RECEIVED SERIOUS INJURIES DURING THE ACCIDENT AND PASSED AWAY AT A LATER DATE FROM THOSE INJURIES.

Brief of Accident (Continued)

File No. - 2881

7/17/85

VEEDERSBURG, IN

A/C Reg. No. N10000

Time (Lcl) - 1650 EST

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

Finding(s)

1. FLUID, FUEL - EXHAUSTION
 2. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
-

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) 2

Brief of Accident

File No. - 2910 10/02/85 TERRE HAUTE, IN A/C Reg. No. N3768U Time (Lc1) - 1424 EST

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

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

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

Make/Model - PIPER AIRCRAFT CORP. PA-38-112	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 118 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	TERRE HAUTE, IN	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	TERRE HAUTE, IN	HULMAN REGIONAL
Wind Dir/Speed- 100/006 KTS	ATC/Airspace	Runway Ident - 13
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5290/ 150
Lowest Sky/Clouds - 20000 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 - 21	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 328
SE LAND,ME LAND	Months Since - 5	Make/Model- 97
	Aircraft Type - PA38	Instrument- 73
		Multi-Eng - 17
		Last 24 Hrs - 1
		Last 30 Days- 20
		Last 90 Days- 35
		Rotorcraft - 15

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT RT MAIN & NOSE GEAR COLLAPSED DURING A FORCED LANDING AFTER A POWER LOSS DURING TAKEOFF. THE STUDENT PLT WAS AT THE CONTROLS WHEN THE ENG QUIT AT ABOUT 300 FT AGL. THE CFI TOOK THE CONTROLS AND TURNED LEFT TOWARD A TAXIWAY FOR THE LANDING. THE ACFT LANDED BETWEEN THE RWY & TAXIWAY IN A GROWTH OF SOYBEANS. THE CULTIVATED AREA COLLAPSED THE LANDING GEAR BENDING THE RT WING DURING THE SLIDING STOP. POST ACC INSPECTION SHOWED NO ABNORMALITIES OR DEFECTS IN THE POWERPLANT OR SYSTEMS. WX CONDITIONS WERE NOT CONDUCTIVE TO CARB ICING AND NO EVIDENCE WAS FOUND TO INDICATE CARBURETOR ICE.

Brief of Accident (Continued)

File No. - 2910

10/02/85

TERRE HAUTE, IN

A/C Reg. No. N3768U

Time (Lc1) - 1424 EST

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

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)
2. LOWERING OF FLAPS - NOT PERFORMED - PILOT IN COMMAND(CFI)

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

Finding(s)
3. LANDING GEAR, MAIN GEAR - FAILURE, TOTAL
4. LANDING GEAR, NOSE GEAR ASSEMBLY - FAILURE, TOTAL
5. LANDING GEAR, NOSE GEAR ASSEMBLY - OVERLOAD
6. LANDING GEAR, MAIN GEAR - OVERLOAD
7. TERRAIN CONDITION - ROUGH/UNEVEN
8. 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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2891	10/08/85	EVANSVILLE, IN	A/C Reg. No. N7C	Time (Lcl) - 1817 CDT
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-----Basic Information-----				
Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries	
Type of Operation	-PERSONAL	DESTROYED	Fatal	Serious
Flight Conducted Under	-14 CFR 91	Fire	Crew 1	0
Accident Occurred During	-DESCENT	NONE	Pass 0	0
			Minor	0
			None	0
<hr/>				
-----Aircraft Information-----				
Make/Model	- HODSON MIDGET MUSTANG	Eng Make/Model	- LYCOMING O-320-A1A	
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	
Max Gross Wt	- 1018	Engine Type	- RECIPROCATING-CARBURETOR	
No. of Seats	- 1	Rated Power	- 150 HP	
		ELT Installed/Activated	- NO -N/A	
		Stall Warning System	- YES	
<hr/>				
-----Environment/Operations Information-----				
Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP	
Method	- N/A	EVANSVILLE, IN		
Completeness	- N/A	Destination	Airport Data	
Basic Weather	- VMC	SAME AS ACC/INC		
Wind Dir/Speed	- 170/008 KTS	ATC/Airspace	Runway Ident - N/A	
Visibility	- 7.0 SM	Type of Flight Plan	- NONE	
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- NONE	
Lowest Ceiling	- NONE	Type Apch/Lndg	- NONE	
Obstructions to Vision	- NONE		Runway Surface - N/A	
Precipitation	- NONE		Runway Status - N/A	
Condition of Light	- DAYLIGHT			
<hr/>				
-----Personnel Information-----				
Pilot-In-Command	Age - 43	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT		
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)		
PRIVATE	Current - YES	Total - UNK/NR	Last 24 Hrs - UNK/NR	
SE LAND	Months Since - 17	Make/Model- UNK/NR	Last 30 Days- UNK/NR	
	Aircraft Type - UNK/NR	Instrument- 0	Last 90 Days- UNK/NR	
		Multi-eng - 0	Rotorcraft - 0	
<hr/>				
Instrument Rating(s) - NONE				
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-----Narrative-----				
WITNESSES REPORTED SEEING THE PLT PERFORMING AEROBATICS AND FLYING LOW IN AN AREA NEAR HIS PARENT'S HOME. THE ACFT WAS THEN SEEN TO ENTER A STEEP RIGHT BANK DURING WHICH, WITNESSES STATED, THE ENG SPUTTERED AND QUIT. THE ACFT THEN PITCHED DOWN AND IMPACTED THE TERRAIN AT A HIGH SPEED.				
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Brief of Accident (Continued)

File No. - 2891

10/08/85

EVANSVILLE, IN

A/C Reg. No. N7C

Time (Lc1) - 1817 CDT

Occurrence #1 LOSS OF POWER
Phase of Operation MANEUVERING

Finding(s)

1. UNDETERMINED
 2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OSTENTATIOUS DISPLAY - PILOT IN COMMAND
-

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

Finding(s)

3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 4. STALL
-

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

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2888	10/15/85	MCCORDSVILLE, IN	A/C Reg. No. N73550	Time (Lcl) - 1915 EST
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-----Basic Information-----

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

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

Make/Model - BELL H13G	Eng Make/Model - FRANKLIN UNK	ELT Installed/Activated - YES-UNK/NR
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 3	Rated Power - 200 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	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	BROOKSIDE
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - UNK/NR
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DUSK		

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

Pilot-In-Command	Age - 53	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 53
	Months Since - N/A	Last 24 Hrs - UNK/NR
	Aircraft Type - N/A	Make/Model- 26
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 14
		Rotorcraft - 26

Instrument Rating(s) - NONE

-----Narrative-----

THE HELICOPTER ROLLED OVER AFTER THE MAIN ROTOR BLADES CONTACTED THE TERRAIN DURING AN ATTEMPT TO LAND FROM A HOVER.
THE PLT HAD A STUDENT PLT AIRPLANE CERTIFICATE AT THE TIME OF THE ACCIDENT.

Brief of Accident (Continued)

File No. - 2888

10/15/85

MCCORDSVILLE, IN

A/C Reg. No. N73550

Time (Lc1) - 1915 EST

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

Finding(s)

1. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
 2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
Phase of Operation LANDING

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2928 11/21/85 WASHINGTON TWP., IN A/C Reg. No. N2170X Time (Lcl) - 1340 EST

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

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

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

Make/Model - PIPER PA-28-161	Eng Make/Model - LYCOMING O-320-D3G	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2325	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 160 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	COVINGTON, KY	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	FORT WAYNE, IN	SMITHFIELD
Wind Dir/Speed- 100/005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 48	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 170
SE LAND	Months Since - 5	Last 24 Hrs - UNK/NR
	Aircraft Type - 161	Make/Model- 71
		Instrument- 4
		Last 30 Days- 17
		Last 90 Days- 63

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT AND PAX WERE RETURNING FROM A XCOUNTRY FLT. WHILE ON A LONG FINAL APPROACH THE ACFT WAS WITNESSED TO STALL AND FALL OFF ON THE LEFT WG. THE ACFT THEN DESCENDED INTO A WOODED AREA CAUSING LEFT WG SEPARATION AND THEN IMPACTED A CREEK BANK. AT THE TIME OF THE ACCIDENT THE CUMULATIVE FLT & GROUND TAXI TIME SINCE REFUELING WOULD HAVE BEEN ENOUGH TO ACCOUNT FOR FUEL EXHAUSTION, EVEN WITH GOOD FUEL MANAGEMENT DURING THE FLT.

Brief of Accident (Continued)

File No. - 2928

11/21/85

WASHINGTON TWP., IN

A/C Reg. No. N2170X

Time (Lc1) - 1340 EST

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 2. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
 3. FUEL CONSUMPTION CALCULATIONS - NOT PERFORMED - PILOT IN COMMAND
 4. REFUELING - NOT PERFORMED - PILOT IN COMMAND
-

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

Finding(s)

5. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
-

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

Finding(s)

6. OBJECT - TREE(S)
-

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

Finding(s)

7. TERRAIN CONDITION - DIRT BANK
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2820	4/15/85	BOUTTE, LA.	A/C Reg. No. N2252A	Time (Lcl) - 0830 CST
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-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage		Injuries	
	DESTROYED		Fatal	Serious
Type of Operation - OTHER WORK USE	Fire	Crew	0	1
Flight Conducted Under - 14 CFR 133	NONE	Pass	0	0
Accident Occurred During - DESCENT				Minor
				0
				None
				0

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

Make/Model - BELL UH-1B	Eng Make/Model - LYCOMING T-53-L-11D	ELT Installed/Activated - YES/YES
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 8500	Engine Type - TURBOSHAFT	
No. of Seats - 2	Rated Power - 1100 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Surface - DIRT
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - WET
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	HIGH VEGETATION
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 42	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 6317
SE LAND, SE SEA	Months Since - 16	Make/Model- 1200
HELICOPTER	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 158
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

THE PLT HAD STABILIZED ACFT IN A 125' HOVER, PRIOR TO PICKING UP A LOAD, WHEN THE ENG SPOOLED DOWN AND ACFT ENTERED TALL TREES WITH LOW ROTOR RPM AND PITCHED NOSE DOWN AS IT DESCENDED THRU THE TREES. GROUND WITNESSES HEARD 2 LOUD "BANGS" PRIOR TO THE ACFT ENTERING THE TREES. INVESTIGATION OF THE ENG REVEALED THAT THE FUEL CONTROL AND PWR GOVERNOR SCHEDULES WERE SET ABOVE THE SPECIFIED LIMITS. THESE SETTINGS WOULD INCREASE FUEL FLOW AND ENG PWR AVAILABLE WHILE DECREASING OPERATING TEMPERATURES; HOWEVER, IT ALSO REDUCES THE ENG SURGE MARGIN AND INCREASES THE POSSIBILITY OF ENG SURGE (COMPRESSOR STALL) AND PWR DROP. IN ADDITION, THE COMPRESSION WAS FOUND DIRTY AND THE BLEED AIR LINE WAS LOOSE, WHICH WOULD HAVE FURTHER REDUCED THE SURGE MARGIN. THE NATURE OF THE LONG LINE OPERATION AND THE SURROUNDING TALL TREES PRECLUDED THE SUCCESSFUL COMPLETION OF THE ENG OUT EMERGENCY PROCEDURE.

Brief of Accident (Continued)

File No. - 2820

4/15/85

BOUTTE,LA

A/C Reg. No. N2252A

Time (Lc1) - 0830 CST

Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF

Phase of Operation HOVER

1. FUEL SYSTEM,FUEL CONTROL - INCORRECT
2. MAINTENANCE,ADJUSTMENT - IMPROPER - COMPANY MAINTENANCE PSNL
3. TURBOSHAFT ENGINE,GAS GENERATOR - DIRTY(FOGGY)
4. BLEED AIR SYSTEM,ACTUATOR - LOSS,PARTIAL
5. MAINTENANCE,INSPECTION OF AIRCRAFT - POOR - COMPANY MAINTENANCE PSNL
6. TURBOSHAFT ENGINE,FREE TURBINE GOVERNOR - INCORRECT
7. MAINTENANCE,ADJUSTMENT - IMPROPER - COMPANY 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)

8. OBJECT - TREE(S)
9. TERRAIN CONDITION - NONE SUITABLE

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation DESCENT - EMERGENCY

Finding(s)

10. TERRAIN CONDITION - HIGH VEGETATION
11. TERRAIN CONDITION - SOFT

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

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

Factor(s) relating to this accident is/are finding(s) 10,11

Updated AAB 87/02
p. 24-25

Brief of Accident

File No. - 2861 7/11/85 MATAGORDA ISLNG,LA A/C Reg. No. N3594N Time (Lc1) - 1730 CDT

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

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage

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

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

NONE
Fire
NONE

Crew
Pass

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

Make/Model - AEROSPATIALE AS-350D
Landing Gear - SKID
Max Gross Wt - 4190
No. of Seats - 6

Eng Make/Model - LYCOMING LTS 101 600A
Number Engines - 1
Engine Type - TURBOSHAFT
Rated Power - 590 HP

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

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

Weather Data

Wx Briefing - COMPANY
Method - ACFT RADIO
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 130/012 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - 4000 FT SCATTERED
Lowest Ceiling - 25000 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
MATAGORDA 623,GM
Destination
PORT OCONNER, TX

ATC/Airspace

Type of Flight Plan - COMPANY (VFR)
Type of Clearance - NONE
Type Apch/Lndg - SIMULATED FORCED LANDING

Airport Proximity
ON AIRSTRIIP

Airport Data

MATAGORDA ISLAND
Runway Ident - 20
Runway Lth/Wid - 6000/ 200
Runway Surface - CONCRETE
Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL

HELICOPTER

Age - 29

Biennial Flight Review

Current - YES
Months Since - 9
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 1610	Last 24 Hrs	- 12
Make/Model-	141	Last 30 Days-	UNK/NR
Instrument-	80	Last 90 Days-	191
		Rotorcraft	- 1610

Instrument Rating(s) - HELICOPTER

-----Narrative-----

THE ACFT TOUCHED DOWN HARD DURING AN ATTEMPTED AUTOROTATION TO AN ABANDONED AIR BASE. INITIAL TOUCHDOWN OCCURRED ON THE STINGER AND THE ACFT YAWED TO THE LEFT OF RWY HEADING 30 TO 40 DEGREES. THE NEXT TOUCHDOWN WAS ON THE SKIDS AND THE ACFT YAWED FURTHER TO THE LEFT TO APRX 45 DEGREES. FOLLOWING THIS, THE ACFT ROLLED OVER. NO EVIDENCE OF PRE-IMPACT FAILURE OR MALFUNCTION OF THE ACFT COULD BE FOUND.

Brief of Accident (Continued)

File No. - 2861

7/11/85

MATAGORDA ISLNG, LA

A/C Reg. No. N3594N

Time (Lc1) - 1730 CDT

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
2. PROCEDURES/DIRECTIVES - DISREGARDED - PILOT IN COMMAND
3. AUTOROTATION - PERFORMED - PILOT IN COMMAND
4. FLARE - REDUCED - PILOT IN COMMAND
5. MINIMUM DESCENT ALTITUDE - DISREGARDED - PILOT IN COMMAND

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

Finding(s)

6. 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) 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. - 2919	8/08/85	ST. JAMES, LA	A/C Reg. No. N1385W	Time (Lcl) - 1215 CDT
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-----Basic Information-----

Type Operating Certificate-EXTERNAL LOAD	Aircraft Damage DESTROYED	Injuries		
Type of Operation - OTHER WORK USE	Fire	Fatal	Serious	Minor
Flight Conducted Under - 14 CFR 133	NONE	Crew 1	0	0
Accident Occurred During - DESCENT		Pass 0	0	0

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

Make/Model - BELL UH-1B	Eng Make/Model - LYCOMING T53-11D	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 8500	Engine Type - TURBOSHAFT	
No. of Seats - 2	Rated Power - 1000 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Surface - GRASS/TURF
Lowest Sky/Clouds - 2000 FT SCATTERED	Type of Clearance - NONE	Runway Status - WET
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	HIGH VEGETATION
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)
COMMERCIAL	Current - UNK/NR	Total - UNK/NR
	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
HELICOPTER	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Instrument- 0
		Multi-eng - 0
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - 0

Instrument Rating(s) - HELICOPTER

-----Narrative-----

ACFT WAS AT A 150' HOVER PREPARING TO PICK UP A LOG WHEN IT EXPERIENCED A POWER LOSS. WITNESSES STATED THAT THEY HEARD A LOUD "BANG" AND THE PILOT RADIOED "GET OUT OF THE WAY". ACFT AUTOROTATED THRU 60' TO 80' TREES WITH VERY LOW ROTOR RPM AND IMPACTED WITH NO HORZ SPEED AND HIGH VERTICAL SPEED. INVESTIGATION REVEALED THAT ENG HAD EXPERIENCED SEVERE INTERNAL DAMAGE. FOUR COMPRESSOR BLADES FROM THE 4TH STAGE ROTOR WERE FOUND TO HAVE SUFFERED PROGRESSIVE FATIGUE FAILURE, WHICH IN TURN CAUSED THE REMAINDER OF THE BLADES ON THE 4TH AND 5TH STAGES TO SEPARATE LEADING TO AN ENG SURGE AND LOSS OF POWER. THE ACCIDENT OCCURRED IN A FLT REGIME FROM WHICH THE PLT COULD NOT AFFECT A RECOVERY FROM THE ENG FAILURE.

Brief of Accident (Continued)

File No. - 2919

8/08/85

ST. JAMES, LA

A/C Reg. No. N1385W

Time (Lc1) - 1215 CDT

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

Finding(s)

1. COMPRESSOR ASSEMBLY, BLADE - FAILURE, TOTAL
2. COMPRESSOR ASSEMBLY, BLADE - FATIGUE

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 LOSS OF CONTROL - IN FLIGHT
Phase of Operation DESCENT - EMERGENCY
3. ROTOR RPM - NOT POSSIBLE - PILOT IN COMMAND

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

Finding(s)

4. TERRAIN CONDITION - NONE SUITABLE
5. TERRAIN CONDITION - HIGH VEGETATION

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2926	9/09/85	KRAEMER, LA	A/C Reg. No. N4793H	Time (Lcl) - 2205 CDT
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-----Basic Information-----

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

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

Make/Model - MOONEY M20J	Eng Make/Model - LYCOMING IO-360-A3B6D	ELT Installed/Activated - UNK/NR
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 - NWS	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	BEAUMONT, TX	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	NEW ORLEANS, LA	Runway Ident - N/A
Wind Dir/Speed- 240/005 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 2800 FT SCATTERED	Type of Clearance - VFR FLIGHT FOLLOWING	Runway Status - N/A
Lowest Ceiling - 25000 FT BROKEN	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - UNK/NR		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 66	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 2000
SE LAND	Months Since - UNK/NR	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 2
		Last 30 Days- 3
		Last 90 Days- 3
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACFT WAS DESCENDING FROM CRUISE ALT WHEN IT ENTERED A RADAR LVL 3 THUNDERSTORM AND CONTROL WAS LOST DURING A NIGHT VFR FLT. THE ACFT IMPACTED A SWAMP IN A VERTICAL ATTITUDE WITH THE RT WING LEADING SLIGHTLY. THE LFT WING WAS FOUND ABOUT 10' SOUTH OF THE MAIN CRATER INDICATING THAT THE ACFT WAS INTACT AT IMPACT. THE PLT HAD A STORM SCOPE INSTALLED THAT MORNING AND HAD RECEIVED A CHECKOUT ON ITS OPERATION PRIOR TO DEPARTURE. NEW ORLEANS TRACON HAD ADVISED THE PLT OF THE PRESENCE OF THE CELL ALONG HIS FLT PATH, BUT HE DID NOT ACKNOWLEDGE. RECORDED RADAR DATA INDICATED THAT THE ACFT WAS IN A NORMAL DESCENT PROFILE WHEN CONTROL WAS LOST AND THE ACFT ENTERED A VERT DESCENT. THE RADAR LVL 3 CELL WAS PROBABLY ACCOMPANIED BY AT LEAST MODERATE RAIN SHOWERS AND TURB. THE PLT HAD RECEIVED BRIEFINGS FROM BOTH FSS AND NWS AND WAS AWARE OF THE POSSIBILITY OF ISOLATED THUNDERSTORMS.

Brief of Accident (Continued)

File No. - 2926

9/09/85

KRAEMER, LA

A/C Reg. No. N4793H

Time (Lc1) - 2205 CDT

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

Finding(s)

1. WEATHER CONDITION - THUNDERSTORM
2. IN FLIGHT WEATHER AVOIDANCE ASSISTANCE - NOT FOLLOWED - PILOT IN COMMAND
3. WEATHER CONDITION - TURBULENCE (THUNDERSTORMS)
4. WEATHER CONDITION - RAIN
5. LIGHT CONDITION - DARK NIGHT

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

Finding(s)

6. VFR FLIGHT INTO IMC - INADVERTENT - PILOT IN COMMAND
7. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - PILOT IN COMMAND

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

Finding(s)

8. PULL-UP - NOT PERFORMED - PILOT IN COMMAND
9. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - PILOT IN COMMAND

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2815 10/21/85 AMITE, LA A/C Reg. No. N47558 Time (Lcl) - 0830 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries
Serious
0
0

Minor
0
0

None
1
0

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

Make/Model - PIPER PA-28-161
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2325
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-D3G
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed - 040/004 KTS
Visibility - 2.500 SM
Lowest Sky/Clouds - PART OBS
Lowest Ceiling - 25000 FT BROKEN
Obstructions to Vision - HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

SKYLINE
Runway Ident - 27
Runway Lth/Wid - 2800/ 200
Runway Surface - GRASS/TURF
Runway Status - WET

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

Pilot-In-Command

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

Age - 30

Biennial Flight Review

Current - YES
Months Since - 2
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 334
Make/Model- 36
Instrument- 48
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 87

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED A LOSS OF BRAKE EFFECTIVENESS WHILE LANDING ON A DEW-COVERED SOD STRIP. UNABLE TO STOP, THE ACFT SLID THROUGH A FENCE, DAMAGING THE WINGS.

Brief of Accident (Continued)

File No. - 2815

10/21/85

AMITE, LA

A/C Reg. No. N47558

Time (Lc1) - 0830 CDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)
1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - WET
2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND

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

Finding(s)
3. OBJECT - FENCE

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2905 11/26/85 NORTH ADAMS,MA A/C Reg. No. N6LQ Time (Lcl) - 1730 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

DESTROYED

Fire
NONE

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

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

Make/Model - PIPER AZTEC
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5200
No. of Seats - 6

Eng Make/Model - LYCOMING O-540-B1A5
Number Engines - 2
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 235 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - 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 - NIGHT(DARK)

Itinerary

Last Departure Point
ALBANY,NY
Destination
NO. ADAMS,MA

ATC/Airspace

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

VALLEY/TERRAIN FOLLOWING

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

HARRIAMN-WEST
Runway Ident - 29
Runway Lth/Wid - 4300/ 100
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 45

Biennial Flight Review

Current - YES
Months Since - 4
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 4910	Last 24 Hrs	- 5
Make/Model-	UNK/NR	Last 30 Days-	UNK/NR
Instrument-	160	Last 90 Days-	125
Multi-Eng	- 1500	Rotorcraft	- 150

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE FLIGHT DEPARTED ALBANY NEW YORK UNDER VFR CONDITIONS AND PICKED UP IFR CLEARANCE TO PITTSFIELD, MA. THE PILOT FLEW THE APPROACH UNTIL REACHING VFR UNDER A CLOUD LAYER AT ABOUT 2500 FT. CONTINUING VFR TOWARD NO. ADAMS AT AN ALTITUDE OF 2000 FT, THE PILOT SPOTTED THE CITY OF NO. ADAMS AN DESCENDED TO 1800 FT, RUNWAY LIGHTS WERE ACTIVATED AS THE FLIGHT TURNED FINAL. THE FLIGHT COLLIDED WITH TERRAIN AND CRASHED, DESTROYING THE AIRCRAFT.

Brief of Accident (Continued)

File No. - 2905

11/26/85

NORTH ADAMS, MA

A/C Reg. No. N6LQ

Time (Lc1) - 1730 EST

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

Finding(s)

1. LIGHT CONDITION - NIGHT
 2. CLEARANCE - INADEQUATE - PILOT IN COMMAND
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2856 3/09/85 FRIENDSHIP, MD A/C Reg. No. N1859J Time (Lcl) - 1250 EST

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point WOODBIDGE, VA	OFF AIRPORT/STRIP
Method - N/A	Destination ATLANTIC CITY, NJ	Airport Data
Completeness - N/A		LEE AIRPORT
Basic Weather - VMC	ATC/Airspace	Runway Ident - N/A
Wind Dir/Speed- 300/010 KTS	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Visibility - 20.0 SM	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Sky/Clouds - CLEAR	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Lowest Ceiling - NONE		
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 46	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 818
SE LAND	Months Since - 17	Make/Model- 818
	Aircraft Type - PA-28	Instrument- 1
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 0

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT HAD DEPARTED WOODBRIDGE, VA, EN ROUTE ATLANTIC CITY, NJ, FOR THE AFTERNOON. AS THE ACFT APPROACHED THE CHESAPEAKE BAY IN A CLIMB THE ENG LOST PWR. THE PLT WAS UNABLE TO RESTART THE ENG AND WAS FORCED TO LAND ON PVT PROPERTY. DURING THE EMERGENCY LANDING THE ACFT COLLIDED WITH TREES BEFORE COMING TO REST ON TERRAIN THAT LED UP TO RESIDENCES. EXAMINATION OF THE ENG REVEALED THAT THE SCREW AND LOCKPLATE WERE MISSING FROM THE CRANKSHAFT DRIVE GEAR AND THAT THE STEPPED DOWEL ON THE END OF THE CRANKSHAFT WAS FOUND SHEARED. THE CRANKSHAFT GEAR FITS INTO AND DRIVES THE ENG OIL PUMP.

Brief of Accident (Continued)

File No. - 2856

3/09/85

FRIENDSHIP, MD

A/C Reg. No. N1859J

Time (Lc1) - 1250 EST

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

Finding(s)

1. ACCESSORY DRIVE ASSY, DRIVE GEAR - OVERLOAD
 2. MAINTENANCE, INSTALLATION - NOT PERFORMED - OTHER MAINTENANCE PSNL
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

3. OBJECT - TREE(S)
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2819	10/04/85	ANNAPOLIS, MD	A/C Reg. No. N4691G	Time (Lc1) - 1530 EDT
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-----Basic Information-----

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

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

Make/Model - CESSNA 172N	Eng Make/Model - LYCOMING O-320-H2AD	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2400	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 160 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 - 160/005 KTS</p> <p>Visibility - 2.500 SM</p> <p>Lowest Sky/Clouds - 1900 FT SCATTERED</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision - HAZE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point - CHESTERFIELD, VA</p> <p>Destination - SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - IFR</p> <p>Type of Clearance - VFR</p> <p>Type Apch/Lndg - TRAFFIC PATTERN</p>	<p>Airport Proximity</p> <p>ON AIRPORT</p> <p>Airport Data</p> <p>LEE AIRPORT</p> <p>Runway Ident - 30</p> <p>Runway Lth/Wid - 2400/ 40</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 - 45</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 12</p> <p>Aircraft Type - C-172N</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total - 261</td> <td>Last 24 Hrs - 3</td> </tr> <tr> <td>Make/Model - 139</td> <td>Last 30 Days - UNK/NR</td> </tr> <tr> <td>Instrument - 80</td> <td>Last 90 Days - 13</td> </tr> </table>	Total - 261	Last 24 Hrs - 3	Make/Model - 139	Last 30 Days - UNK/NR	Instrument - 80	Last 90 Days - 13
Total - 261	Last 24 Hrs - 3							
Make/Model - 139	Last 30 Days - UNK/NR							
Instrument - 80	Last 90 Days - 13							

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT CROSSED MID-FIELD, AND ENTERED A LEFT DOWN WIND FOR RWY 30. HE THEN CHECKED WIND DIRECTION, COMPLETED A BASE LEG, AND ENTERED FINAL APCH. AFTER REDUCING HIS AIRSPEED, THE ACFT "FLOATED" PRIOR TO TOUCHING DOWN APRX 600 FT SHORT OF MID-FLD. THE PLT DECIDED NOT TO ATTEMPT A GO-AROUND AND IMMEDIATELY APPLIED BRAKES. HE THEN REALIZED THAT THE ACFT WOULD COLLIDE WITH AN ARPT BARRICADE (MADE OF TELEPHONE POLES) IF A LEFT TURN WAS NOT EXECUTED. THE PLT MADE A HARD LEFT TURN, AND THE ACFT'S RIGHT WING CONTACTED THE FIRST BARRICADE POLE. THE ACFT THEN PIVOTED TO THE RIGHT, AND COLLIDED WITH THE REST OF THE POLES. THE ACFT CAME TO REST BETWEEN TWO POLES, AND THE PLT AND TWO PASSENGERS EXITED THE ACFT THROUGH THE WINDOWS.

Brief of Accident (Continued)

File No. - 2819

10/04/85

ANNAPOLIS, MD

A/C Reg. No. N4691G

Time (Lcl) - 1530 EDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
 2. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
-

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

Finding(s)

3. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
-

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2818 12/15/85 EDGEWATER, MD A/C Reg. No. N427FL Time (Lcl) - 1330 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

Type of Operation -INSTRUCTIONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

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

Make/Model - PIPER PA-28-140

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 2150

No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E2A

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 150 HP

ELT Installed/Activated - YES/NO

Stall Warning System - YES

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

Weather Data

Wx Briefing - NWS

Method - UNK/NR

Completeness - WEATHER NOT PERTINENT

Basic Weather - VMC

Wind Dir/Speed- 240/010 KTS

Visibility - 20.0 SM

Lowest Sky/Clouds - 20000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

LANCASTER, PA

Destination

SAME AS ACC/INC

Airport Proximity

UNK/NR

Airport Data

LEE AIRPORT

Runway Ident - 12

Runway Lth/Wid - 2400/ 40

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN

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

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 36

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	61	Last 24 Hrs -	2
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Make/Model-	42	Last 30 Days-	6
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Instrument-	1	Last 90 Days-	8
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Instrument Rating(s) - NONE

-----Narrative-----

UPON RETURNING TO LEE ARPT, EDGEWATER, MD, FROM A X-COUNTRY FLT TO LANCASTER, PA, THE STUDENT PLT APPLIED FULL FLAPS DURING THE FINAL APCH FOR RWY 12. DURING THE LANDING FLARE, THE ACFT BALLOONED AND THE PLT APPLIED FULL PWR IN ORDER TO EXECUTE A GO-AROUND. ACCORDING TO THE PLT AFTER THE ACCIDENT, HE FAILED TO REDUCE PITCH IN TIME TO PREVENT A STALL, AND THE ACFT DROPPED TO THE RWY, CONTACTING THE MAIN GEAR FIRST. THE ACFT THEN SWERVED TO THE LEFT OF THE RWY INTO A FRESHLY PLOWED FLD AND FLIPPED OVER, COMING TO REST INVERTED.

Brief of Accident (Continued)

File No. - 2818

12/15/85

EDGEWATER, MD

A/C Reg. No. N427FL

Time (Lc1) - 1330 EST

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

Finding(s)

1. PROPER GLIDEPATH - NOT MAINTAINED - PILOT IN COMMAND
 2. GO-AROUND - ATTEMPTED - PILOT IN COMMAND
 3. STALL - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. TERRAIN CONDITION - SOFT
 5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2901 8/10/85 ELIOT,ME A/C Reg. No. N714NC Time (Lcl) - 0820 EDT

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

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

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

Make/Model - CESSNA C150	Eng Make/Model - CONTINENTAL O-200-A	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	ELIOT,ME	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LOCAL	LITTLEBROOK
Wind Dir/Speed-		Runway Ident - UNK/NR
Visibility - UNK/NR	ATC/Airspace	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - UNK/NR	Type of Flight Plan - NONE	Runway Surface - UNK/NR
Lowest Ceiling - UNK/NR	Type of Clearance - NONE	Runway Status - UNK/NR
Obstructions to Vision- NONE	Type Apch/Lndg - NONE	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

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

Instrument Rating(s) - NONE

-----Narrative-----

AIRCRAFT COLLIDED WITH TREES WHEN THE AIRCRAFT STALLED DURING AN ATTEMPTED GO AROUND. THE STUDENT PILOT WAS ON HIS FIRST SOLO SUPERVISED FLIGHT. ON LANDING HE CAME IN LONG AND PRIOR TO THE WHEELS TOUCHING DOWN, POWER WAS ADDED. HOWEVER DURING THE CLIMB, WITH THE AIRCRAFT IN A NOS HIGH ATTITUDE THE AIRCRAFT STALLED INTO TREES LEFT ON THE RUNWAY.

Brief of Accident (Continued)

File No. - 2901

8/10/85

ELIOT, ME

A/C Reg. No. N714NC

Time (Lc1) - 0820 EDT

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

Finding(s)

1. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
 2. STALL - INITIATED - PILOT IN COMMAND
 3. CLIMB - IMPROPER - PILOT IN COMMAND
 4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

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

Finding(s)

5. IMPROPER DECISION, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
 6. OBJECT - TREE(S)
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2859	7/14/85	ALMONT, MI	A/C Reg. No. N23MX	Time (Lcl) - 1425 EDT
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-----Basic Information-----

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

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

Make/Model - EIPPER MX SUPER	Eng Make/Model - ROTAX R503	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 310	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 48 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	ALMONT
Wind Dir/Speed- 270/015 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - UNK/NR
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - UNK/NR
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 30	Medical Certificate - UNK/NR	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - UNK/NR	Total - 506	Last 24 Hrs - UNK/NR
SE LAND, ME LAND, SE SEA	Months Since - UNK/NR	Make/Model- UNK/NR	Last 30 Days- UNK/NR
	Aircraft Type - UNK/NR	Instrument- UNK/NR	Last 90 Days- UNK/NR
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WITNESSES REPORTED THE ACFT WAS IN AN INVERTED FLIGHT APRX 60 TO 70 FT AGL BEFORE IT ENTERED A SPLIT "S" MANEUVER AND DESCENDED TO GROUND IMPACT. THE PLT WAS PERFORMING AEROBATICS IN AN AIRSHOW WHEN THE ACCIDENT OCCURRED. THE PLT'S AEROBATIC WAIVER HAD EXPIRED ON 7/31/84.

Brief of Accident (Continued)

File No. - 2859

7/14/85

ALMONT, MI

A/C Reg. No. N23MX

Time (Lc1) - 1425 EDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
 2. AEROBATICS - IMPROPER - PILOT IN COMMAND
 3. 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2913 8/21/85 BELLAIRE, MI A/C Reg. No. N210JT Time (Lcl) - 2015 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire NONE
Crew 0
Pass 0

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

Make/Model - SKYRANGER SILVER CLOUD
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1000
No. of Seats - 2

Eng Make/Model - ROTAX 532
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 65 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 15.0 SM
Lowest Sky/Clouds -
Lowest Ceiling - 2000 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
BELLAIRE, MI
Destination
BELLAIRE, MI

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

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

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

Age - 35
Biennial Flight Review
Current - NO
Months Since - 43
Aircraft Type - UNK/NR

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

Total	- 400	Last 24 Hrs - UNK/NR
Make/Model-	1	Last 30 Days- UNK/NR
Instrument-	1	Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT CRASHED AFTER COLLIDING WITH WIRES DURING A FORCED LANDING AFTER A POWER LOSS DURING CLIMBOUT. THE PLT. BUILDER HAD RIGGED A TEMPORARY PLASTIC FUEL CONTAINER ON THE COCKPIT FLOOR BECAUSE THE MAIN WING TANKS HAD NOT BEEN INSTALLED. THIS FLOOR TANK WAS NOT HIGH ENOUGH TO GIVE GRAVITY FEED AND AS THE ACFT NOSED UP THE ENGINE WOULD TEND TO STOP OPERATING. AFTER A LOSS OF POWER THE PLT TURNED TO LAND BUT FAILED TO CLEAR A POWERLINE ENROUTE AND CRASHED IN A STEEP NOSE DOWN ATTITUDE. THE PLASTIC FUEL CONTAINER RUPTURED ON IMPACT AND DRENCHED THE PLT BUT THERE WAS NO FIRE. THE PLT WAS SUSPENDED UNCONSCIOUS UPSIDE DOWN IN HIS LAP BELT & SHOULDER HARNESS AND WAS RESCUED

Brief of Accident (Continued)

File No. - 2913

8/21/85

BELLAIRE, MI

A/C Reg. No. N210JT

Time (Lc1) - 2015 EDT

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

Finding(s)

1. FLUID, FUEL - STARVATION
2. AIRCRAFT SERVICE - IMPROPER - PILOT IN COMMAND
3. FUEL SYSTEM, TANK - IMPROPER

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

4. OBJECT - WIRE, TRANSMISSION

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2826	9/29/85	CALEDONIA, MI	A/C Reg. No. N5272M	Time (Lcl) - 0830 EDT
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----Basic Information----

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

----Aircraft Information----

Make/Model - DOUGLAS MASELINK XTC	Eng Make/Model - KFM 107	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-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	OFF AIRPORT/STRIP
Method - N/A	HASTINGS, MI	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	
Wind Dir/Speed- 170/004 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 10000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - N/A
Obstructions to Vision- 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)
STUDENT	Current - N/A	Total - 56
	Months Since - N/A	Last 24 Hrs - UNK/NR
	Aircraft Type - N/A	Make/Model- 38
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

----Narrative----

THE ACFT STRUCK POWER LINES WHILE ON APCH FOR LANDING. THE PLT STATED THAT HE DID NOT SEE THE POWER LINES; HOWEVER, WITNESSES REPORTED THEY WARNED THE PLT OF THE ELECTRICAL LINES PRIOR TO THE ACCIDENT.

Brief of Accident (Continued)

File No. - 2826

9/29/85

CALEDONIA, MI

A/C Reg. No. N5272M

Time (Lcl) - 0830 EDT

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

Finding(s)

1. OBJECT - WIRE, TRANSMISSION
 2. AIRPORT FACILITIES, OBSTRUCTION MARKING - INADEQUATE
 3. PLANNED APPROACH - POOR - PILOT IN COMMAND
 4. UNSAFE/HAZARDOUS CONDITION WARNING - NOT FOLLOWED - PILOT IN COMMAND
-

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2876 10/04/85 TRAVERSE CITY, MI A/C Reg. No. N47GL Time (Lcl) - 0837 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - LEONE SONERAI II
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - UNK/NR
No. of Seats - 2

Eng Make/Model - VW 1914
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- 160/009 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - 6000 FT
Lowest Ceiling - 6000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
TRAVERSE CITY, MI
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
SE LAND

Age - 50
Biennial Flight Review
Current - YES
Months Since - 18
Aircraft Type - UNK/NR

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

Total	-	550	Last 24 Hrs -	2
Make/Model-	13		Last 30 Days-	UNK/NR
Instrument-	51		Last 90 Days-	46
Multi-Eng -	5			

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT CONTACTED A TREE AND IMPACTED THE TERRAIN IN A NOSE DOWN ATTITUDE DURING A FORCED LANDING FOLLOWING A LOSS OF PWR WHICH RESULTED FROM FUEL EXHAUSTION.

Brief of Accident (Continued)

File No. - 2876

10/04/85

TRAVERSE CITY, MI

A/C Reg. No. N47GL

Time (Lc1) - 0837 EDT

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

Finding(s)

1. FLUID, FUEL - EXHAUSTION
2. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND

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

Finding(s)

3. OBJECT - TREE(S)

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

Finding(s)

4. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2878 6/24/85 CAMBRIDGE, MN A/C Reg. No. N2287D Time (Lcl) - 1635 CDT

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

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

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

Make/Model - NEUMANN-EVERETT N2	Eng Make/Model - LYCOMING O-320-E3D	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2200	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	CAMBRIDGE, MN	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	Runway Ident - N/A
Wind Dir/Speed- 130/013 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Surface - GRASS/TURF
Lowest Sky/Clouds - 25000 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 - 50	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 118
SE LAND	Months Since - 1	Last 24 Hrs - 0
	Aircraft Type - BE-77	Make/Model- 11
		Last 30 Days- 8
		Instrument- 5
		Last 90 Days- 28

Instrument Rating(s) - NONE

-----Narrative-----

THE NEWLY RATED PRT PLT WAS ON HIS 12TH FLT IN THE RECENTLY CERTIFICATED HOMEBUILT THAT HE HAD DESIGNED AND BUILT HIMSELF. WHILE PERFORMING AN UNKNOWN MANEUVER BOTH HORIZONTAL STABILIZERS AND BOTH WINGS SEPARATED FROM THE ACFT. THE ACFT WAS RESTRICTED FROM PERFORMING AEROBATICS HOWEVER, AN ACFT LOG THE PLT KEPT REFLECTED THAT HE HAD FLOWN THE ACFT IN A STEEP DIVE RECOVERING AT 140 MPH. THE ACFT WAS REDLINED AT 103 MOH. HE HAD ALSO LOGGED THAT HAMMER HEADS AND WING OVERTURNS WERE PERFORMED BY HIMSELF IN THIS ACFT.

Brief of Accident (Continued)

File No. - 2878

6/24/85

CAMBRIDGE, MN

A/C Reg. No. N2287D

Time (Lcl) - 1635 CDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
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. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND
 4. IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND
 5. HORIZONTAL STABILIZER ATTACHMENT - FAILURE, TOTAL
 6. WING, WING ATTACHMENT FITTING - FAILURE, TOTAL
-

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

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. - 2842	8/25/85	WORTHINGTON, MN	A/C Reg. No. N8571W	Time (Lcl) - 1000 CDT
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-----Basic Information-----

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

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

Make/Model - PIPER PA-28-235	Eng Make/Model - LYCOMING O-540-B2B5	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2900	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 235 HP	

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - IMC</p> <p>Wind Dir/Speed- 030/008 KTS</p> <p>Visibility - 15.0 SM</p> <p>Lowest Sky/Clouds - 900 FT</p> <p>Lowest Ceiling - 900 FT BROKEN</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - DRIZZLE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point SIBLEY, IA</p> <p>Destination MANKATO, MN</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data WORTHINGTON</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - DIRT</p> <p>Runway Status - HIGH VEGETATION</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 - 54</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 10</p> <p>Aircraft Type - PA-28</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total - 687</td> <td>Last 24 Hrs - 0</td> </tr> <tr> <td>Make/Model- 123</td> <td>Last 30 Days- 0</td> </tr> <tr> <td>Instrument- 0</td> <td>Last 90 Days- 0</td> </tr> </table>	Total - 687	Last 24 Hrs - 0	Make/Model- 123	Last 30 Days- 0	Instrument- 0	Last 90 Days- 0
Total - 687	Last 24 Hrs - 0							
Make/Model- 123	Last 30 Days- 0							
Instrument- 0	Last 90 Days- 0							

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT HAD PROGRESSED 16 MILES ON A 95 MILE X-COUNTRY FLT WHEN IT WAS WITNESSED IN LOW FLT OVER A CORN FLD. THE ACFT WAS ABOUT 200 FT AGL WHEN IT ENTERED A DESCENDING RIGHT POWER ON TURN UNTIL GROUND IMPACT. AN AUTOPSY REPORT ON THE PLT DISCLOSED, "ATHEROSCLEROTIC CORONARY VASCULAR DISEASE, MODERATE TO FOCALLY SEVERE" WAS PRESENT.

Brief of Accident (Continued)

File No. - 2842

8/25/85

WORTHINGTON, MN

A/C Reg. No. N8571W

Time (Lc1) - 1000 CDT

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

Finding(s)
1. AIRCRAFT HANDLING - NOT MAINTAINED - PASSENGER
2. INCAPACITATION(OTHER CARDIOVASCULAR) - 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. - 2882 9/18/85 BECKER, MN A/C Reg. No. N48405 Time (Lc1) - 0930 CDT

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

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

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

Make/Model - GRUMMAN 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 - 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	BECKER, MN	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 150/003 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - BROKEN	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 26	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2588
SE LAND, ME LAND	Months Since - 10	Make/Model- 1754
	Aircraft Type - PA-22	Instrument- 0
		Multi-Eng - 13
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 270

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THE ENG PWR DROPPED FROM 2000 TO 1550 RPM DURING THE AERIAL APPLICATION FLT. THE PLT INCREASED THROTTLE AND ADVANCED THE PROP WITH NO INCREASE IN PWR. THE ACFT THEN SETTLED TO GROUND IMPACT AND NOSED OVER. POST ACCIDENT INSPECTION DISCLOSED ONE OF THE PROP BLADE COUNTER WEIGHTS HAD FAILED ALLOWING ONE PROP BLADE TO TRAVEL TO A HIGH PITCH (LOW RPM) SETTING WHILE THE OTHER REMAINED IN A LOW PITCH (HIGH RPM) SETTING.

Brief of Accident (Continued)

File No. - 2882

9/18/85

BECKER,MN

A/C Reg. No. N48405

Time (Lc1) - 0930 CDT

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

Finding(s)

1. PROPELLER SYSTEM/ACCESSORIES,COUNTERWEIGHT - FAILURE,TOTAL

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

Finding(s)

2. REMEDIAL ACTION - ATTEMPTED - PILOT IN COMMAND

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

Occurrence #4 NOSE OVER
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2934 12/08/85 ROCHESTER, MN A/C Reg. No. N15TW Time (Lc1) - 1339 CST

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

Type Operating Certificate-ON-DEMAND AIR TAXI

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

Aircraft Damage
DESTROYED
Fire NONE

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

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

Make/Model - LEAR 35A
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 18300
No. of Seats - 3

Eng Make/Model - GARRETT TFE-731-2-2B
Number Engines - 2
Engine Type - TURBOFAN
Rated Power - 3500 LBS THRUST

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- 300/008 KTS
Visibility - 3.000 SM

Lowest Sky/Clouds -
Lowest Ceiling - 1600 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
MINNEAPOLIS, MN
Destination
ROCHESTER, MN

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - ILS-COMplete
STRAIGHT-IN

Airport Proximity
ON AIRPORT

Airport Data

ROCHESTER MUNI
Runway Ident - 13
Runway Lth/Wid - 7533/ 150
Runway Surface - CONCRETE
Runway Status - DRY

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

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

Age - 40
Biennial Flight Review
Current - YES
Months Since - 5
Aircraft Type - 35

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 4986 Last 24 Hrs - 9
Make/Model- UNK/NR Last 30 Days- UNK/NR
Instrument- 780 Last 90 Days- 238
Multi-Eng - 4521

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT HAD JUST SUCCESSFULLY COMPLETED A SERIES OF PRACTICE APPROACHES TO A FULL STOP. THE TRAINING FLIGHT WAS BEING CONDUCTED TO GIVE REFRESHER TRAINING TO THE PILOT WHO HAD NOT FLOWN A LEAR JET IN OVER A YEAR AND HAD NEVER FLOWN A LEAR MODEL 35. THE FLIGHT INSTRUCTOR REQUESTED A PRACTICE APPROACH WITH A MISSED APPROACH AND WAS CLEARED FOR THE OPTION. WITNESSES STATED THAT THE AIRCRAFT ROLLED RIGHT AND THEN ROLLED LEFT TO AN INVERTED POSITION. COLLIDING WITH THE GROUND SHORTLY THEREAFTER.

Brief of Accident (Continued)

File No. - 2934

12/08/85

ROCHESTER, MN

A/C Reg. No. N15TW

Time (Lc1) - 1339 CST

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

Finding(s)

1. DIRECTIONAL CONTROL - NOT CORRECTED - PILOT IN COMMAND(CFI)
 2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND(CFI)
 3. REMEDIAL ACTION - NOT PERFORMED - PILOT IN COMMAND(CFI)
 4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF RECENT EXPERIENCE IN TYPE OF AIRCRAFT - DUAL STUDENT
-

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

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. - 2816 12/05/85 COLUMBIA FALLS, MT A/C Reg. No. N5637K Time (Lcl) - 2130 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire NONE

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

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

Make/Model - BEECH 35-B33
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3150
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/NO
Stall Warning System - YES

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

Weather Data

Wx Briefing - NWS
Method - IN PERSON
Completeness - FULL
Basic Weather - IMC
Wind Dir/Speed- CALM
Visibility - .125 SM
Lowest Sky/Clouds - PART OBS
Lowest Ceiling - 100 FT OBSCURED
Obstructions to Vision- FOG
Precipitation - SNOW
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
OGDEN, UT

ATC/Airspace

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

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

GLACIER PARK INTL
Runway Ident - 01
Runway Lth/Wid - 8000/ 150
Runway Surface - ASPHALT
Runway Status - SNOW - COMPACTED

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

Pilot-In-Command

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

Age - 33

Biennial Flight Review

Current - YES
Months Since - 13
Aircraft Type - 35-B33

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 465	Last 24 Hrs	- UNK/NR
Make/Model-	450	Last 30 Days-	20
Instrument-	12	Last 90 Days-	105

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CONTACTED SNOW COVERED TERRAIN IN AN UNCONTROLLED DESCENT APRX 3 MINUTES AFTER TAKEOFF. THE PLT OBTAINED A WX BRIEFING FROM KALISPELL, MT, NWS AND UPDATED BRIEFINGS FROM MISSOULA AND GREAT FALLS, MT, FSS, FOR PROPOSED NIGHT VFR FLT TO OGDEN, UT. VFR FLT WAS NOT RECOMMENDED. KALISPELL WX WAS SKY PARTIALLY OBSCURED, MEASURED CEILING 100 FT OVERCAST, VISIBILITY 2 MILES WITH FOG. THE PLT ASKED FOR A SPECIAL VFR CLEARANCE TO OGDEN. THE CONTROLLER ASKED IF HE WANTED "FLIGHT FOLLOWING ALL THE WAY." THE PLT ANSWERED AFFIRMATIVELY. THE PLT WAS NEVER GIVEN A SPECIAL VFR CLEARANCE. RADAR SHOWS THE ACFT TAKING OFF AT ABOUT 2128 MST. LAST CONTACT WAS AT 2130 MST. THE PLT WAS NOT INSTRUMENT RATED.

Brief of Accident (Continued)

File No. - 2816

12/05/85

COLUMBIA FALLS, MT

A/C Reg. No. N5637K

Time (Lc1) - 2130 MST

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

Finding(s)

1. WEATHER CONDITION - FOG
2. PREFLIGHT PLANNING/PREPARATION - PERFORMED - PILOT IN COMMAND
3. IMPROPER DECISION, SELF-INDUCED PRESSURE - PILOT IN COMMAND
4. WEATHER CONDITION - LOW CEILING
5. WEATHER EVALUATION - DISREGARDED - PILOT IN COMMAND
6. WEATHER CONDITION - OBSCURATION
7. JUDGEMENT - POOR - PILOT IN COMMAND
8. IMPROPER DECISION, SPATIAL DISORIENTATION - PILOT IN COMMAND
9. LIGHT CONDITION - DARK NIGHT
10. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND
11. IMPROPER DECISION, FATIGUE (GROUND SCHEDULE) - PILOT IN COMMAND

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

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED
12. TERRAIN CONDITION - SNOW COVERED
13. TERRAIN CONDITION - OPEN FIELD

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

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

Factor(s) relating to this accident is/are finding(s) 1,3,4,6,8,9,11,12,13

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2805 12/05/85 BILLINGS, MT A/C Reg. No. N13717 Time (Lc1) - 1946 MST

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

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

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

Make/Model	- CESSNA 177B	Eng Make/Model	- LYCOMING O-360-A1F6W	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-----

<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- 225/018 KTS</p> <p>Visibility - 39.0 SM</p> <p>Lowest Sky/Clouds - 10000 FT SCATTERED</p> <p>Lowest Ceiling - 20000 FT OVERCAST</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>PLENTYWOOD, MT</p> <p>Destination</p> <p>BILLINGS, MT</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - VFR</p> <p>Type of Clearance - VFR</p> <p>Type Apch/Lndg - FORCED LANDING</p>	<p>Airport Proximity</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 - SNOW - 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 - 38</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 1</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 713</p> <p>Make/Model- 221</p> <p>Instrument- 2</p> <p>Last 24 Hrs - 4</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 13</p>
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Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS DAMAGED DURING A FORCED LANDING IN A FLD FOLLOWING A LOSS OF PWR FROM FUEL EXHAUSTION. THE PLT STATED THAT DURING THE PREFLIGHT HE CHECKED THE FUEL LEVEL BY THE GAGES AND NOT VISUALLY. THE GAGES INDICATED SLIGHTLY OVER ONE-HALF FULL AT THAT TIME.

Brief of Accident (Continued)

File No. - 2805

12/05/85

BILLINGS,MT

A/C Reg. No. N13717

Time (Lc1) - 1946 MST

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

Finding(s)

1. FUEL SYSTEM - EXHAUSTION
 2. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
 3. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

4. TERRAIN CONDITION - ROUGH/UNEVEN
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2825 12/06/85 BOZEMAN,MT A/C Reg. No. N4101D Time (Lc1) - 1434 MST

-----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
IN FLIGHT

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

Make/Model - HELIO H-391B
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2900
No. of Seats - 4

Eng Make/Model - LYCOMING GO-435
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - UNK/NR

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- 132/003 KTS
Visibility - 34.5 SM
Lowest Sky/Clouds - 12000 FT SCATTERED
Lowest Ceiling - 25000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
BOZEMAN,MT
Destination
PORTLAND,OR

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

Pilot-In-Command

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

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

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

Total	- 3200	Last 24 Hrs	- UNK/NR
Make/Model-	42	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO PERSONNEL IN THE AREA, THE PLT RADIOED HE HAD SMOKE IN THE COCKPIT AND WAS RETURNING TO GALLANTIN FIELD, HIS DEPARTURE POINT. LATER, THE PLT TRANSMITTED THAT THE ENG LOST TOTAL PWR AND HE WAS MAKING A FORCED LANDING. DURING THE INVESTIGATION, IT WAS ASCERTAINED THE WIRING BETWEEN THE INSTRUMENT PANEL AND THE MAGNETOS HAD BURNED EXTENSIVELY AND THE MAGNETO "P" LEAD HAD SHORTED OUT.

Brief of Accident (Continued)

File No. - 2825

12/06/85

BOZEMAN,MT

A/C Reg. No. N4101D

Time (Lc1) - 1434 MST

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

Finding(s)

1. ELECTRICAL SYSTEM,ELECTRIC WIRING - BURNED
 2. MAINTENANCE,ANNUAL INSPECTION - INADEQUATE - OTHER MAINTENANCE PSNL
 3. ELECTRICAL SYSTEM,ELECTRIC WIRING - SHORTED
 4. IGNITION SYSTEM,MAGNETO - FAILURE,TOTAL
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

5. TERRAIN CONDITION - SNOW COVERED
-

-----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. - 2807 12/09/85 MISSOULA, MT

A/C Reg. No. N64069

Time (Lcl) - 1125 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

Type of Operation -INSTRUCTIONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

Fire
NONE

Crew
Pass

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

Make/Model - CESSNA 172P

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 2220

No. of Seats - 4

Eng Make/Model - LYCOMING O-360

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 180 HP

ELT Installed/Activated - YES/NO

Stall Warning System - YES

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

Weather Data

Wx Briefing - NWS

Method - TELEPHONE

Completeness - WEATHER NOT PERTINENT

Basic Weather - VMC

Wind Dir/Speed- 279/003 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- FOG

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

MISSOULA COUNTY

Runway Ident - 11

Runway Lth/Wid - 9499/ 150

Runway Surface - ASPHALT

Runway Status - ICE COVERED

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

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 34

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 19 Last 24 Hrs - 1

Make/Model- 15 Last 30 Days- UNK/NR

Instrument- 0 Last 90 Days- 19

Instrument Rating(s) - NONE

-----Narrative-----

THE SOLO STUDENT PLT WAS ATTEMPTING TO LAND DURING A LOCAL FLT WHEN HE LOST CONTROL OF THE ACFT DURING THE LANDING ROLL. THE PLT STATED THAT THE ACFT VEERED TO ONE SIDE OF THE ICE COVERED RWY WHERE IT CONTACTED 6 TO 8 INCHES OF SNOW, THE ACFT CONTINUED TRAVELING FOR APRX 60 FT BEFORE IT NOSED OVER.

Brief of Accident (Continued)

File No. - 2807

12/09/85

MISSOULA, MT

A/C Reg. No. N64069

Time (Lc1) - 1125 MST

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

Finding(s)

1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - ICY
 2. AIRCRAFT HANDLING - POOR - PILOT IN COMMAND
 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
-

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

Finding(s)

4. TERRAIN CONDITION - SNOWBANK
-

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) 2,3,4

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2864

1/26/85

GOLDSBORO, NC

A/C Reg. No. N5291L

Time (Lcl) - 2210 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire NONE
Crew Pass

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

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

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

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

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

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- VARIABLE/010 KTS
Visibility - UNK/NR
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- UNK/NR
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
MYRTLE BEACH, SC
Destination
SAME AS ACC/INC

Airport Proximity
ON AIRPORT

Airport Data

GOLDSBORO-WAYNE MUNI
Runway Ident - 04
Runway Lth/Wid - 3700/ 75
Runway Surface - ASPHALT
Runway Status - UNK/NR

ATC/Airspace

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

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

Pilot-In-Command

Certificate(s)/Rating(s)
STUDENT

Age - 37

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

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-----

WHILE LANDING AT NIGHT, THE ACFT ENCOUNTERED UNFAVORABLE WINDS & WENT OFF THE LEFT SIDE OF THE RWY. AFTER DEPARTING THE RWY, IT HIT A DRAINAGE DITCH & THE NOSE GEAR COLLAPSED. ABOUT 50 MI NORTHWEST AT THE RALEIGH/DURHAM ARPT, THE WIND WAS VARIABLE FROM 290 TO 320 DEG AT 10 KTS, GUSTING 20 TO 25 KTS. (BRIEF DEVELOPED FROM PRELIM RPRT, FAA RPRT LOST IN MAILING)

Brief of Accident (Continued)

File No. - 2864

1/26/85

GOLDSBORO, NC

A/C Reg. No. N5291L

Time (Lcl) - 2210 EST

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

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
 2. WEATHER CONDITION - UNFAVORABLE WIND
 3. WEATHER CONDITION - GUSTS
 4. WEATHER CONDITION - CROSSWIND
 5. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
 6. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 7. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
-

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

Finding(s)

8. TERRAIN CONDITION - DITCH
-

Occurrence #3 NOSE GEAR COLLAPSED
Phase of Operation LANDING

Finding(s)

9. 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) 5

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2809	11/30/85	BEULAH, ND	A/C Reg. No. N8143K	Time (Lc1) - 1645 MST
<hr/>				
-----Basic Information-----				
Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage SUBSTANTIAL	Injuries	
Type of Operation - PERSONAL		Fire	Fatal	Serious
Flight Conducted Under -14 CFR 91		NONE	Crew 0	Minor 0
Accident Occurred During -LANDING			Pass 0	None 1
<hr/>				
-----Aircraft Information-----				
Make/Model - STINSON 108-1	Eng Make/Model - LYCOMING O-435A-1	ELT Installed/Activated - YES/NO		
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO		
Max Gross Wt - 2100	Engine Type - RECIPROCATING-CARBURETOR			
No. of Seats - 4	Rated Power - 225 HP			
<hr/>				
-----Environment/Operations Information-----				
Weather Data		Itinerary	Airport Proximity	
Wx Briefing - FSS		Last Departure Point	ON AIRPORT	
Method - UNK/NR		BISMARCK, ND		
Completeness - WEATHER NOT PERTINENT		Destination	Airport Data	
Basic Weather - VMC		SAME AS ACC/INC	BEULAH	
Wind Dir/Speed- 359/007 KTS		ATC/Airspace	Runway Ident - 28	
Visibility - 5.8 SM		Type of Flight Plan - NONE	Runway Lth/Wid - 3500/ 50	
Lowest Sky/Clouds - 5000 FT SCATTERED		Type of Clearance - NONE	Runway Surface - ASPHALT	
Lowest Ceiling - 10000 FT OVERCAST		Type Apch/Lndg - FULL STOP	Runway Status - SNOW - DRY	
Obstructions to Vision- NONE				
Precipitation - SNOW				
Condition of Light - DUSK				
<hr/>				
-----Personnel Information-----				
Pilot-In-Command	Age - 32	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT		
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)		
COMMERCIAL, ATP	Current - YES	Total - 3809	Last 24 Hrs - UNK/NR	
SE LAND, ME LAND	Months Since - 8	Make/Model- 150	Last 30 Days- UNK/NR	
	Aircraft Type - UNK/NR	Instrument- 711	Last 90 Days- 110	
		Multi-Eng - 2503	Rotorcraft - 1	
<hr/>				
Instrument Rating(s) - AIRPLANE				
<hr/>				
-----Narrative-----				
DURING A LANDING AT DUSK ON A SNOW COVERED RWY, THE ACFT ENCOUNTERED DEEP SNOW AND NOSED OVER ONTO ITS BACK. THE PLT STATED THAT AFTER TOUCHDOWN, HE REALIZED THAT THERE WAS APRX ONE FT OF SNOW ON THE RWY AND WAS UNABLE TO MAKE A GO-AROUND.				
<hr/>				

Brief of Accident (Continued)

File No. - 2809

11/30/85

BEULAH,ND

A/C Reg. No. N8143K

Time (Lc1) - 1645 MST

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

Finding(s)

1. TERRAIN CONDITION - SNOW COVERED
 2. PROPER ALIGNMENT - NOT ATTAINED - PILOT IN COMMAND
 3. IMPROPER USE OF PROCEDURE,VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
 4. LIGHT CONDITION - DUSK
-

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2838 12/03/85 MT. LAFAYETTE, NH A/C Reg. No. N5281U Time (Lcl) - 0835 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - CESSNA 172RG
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2200
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-F1A6
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- UNK/NR
Visibility - 15.0 SM
Lowest Sky/Clouds - 5000 FT
Lowest Ceiling - 5000 FT
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
PORTLAND, ME
Destination
LYNDONVILLE, VT

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
ME LAND

Age - 56

Biennial Flight Review

Current - YES
Months Since - 5
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 18000	Last 24 Hrs -	3
Make/Model-	2000	Last 30 Days-	UNK/NR
Instrument-	1550	Last 90 Days-	420
Multi-Eng -	3000		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT, WHILE IN CRUISE FLT EN ROUTE TO LYNDONVILLE, VT, ENCOUNTERED A SEVERED DOWNDRAFT AND THE PLT WAS UNABLE TO PENETRATE OR CLIMB OUT OF THE DESCENT. THE ACFT CONTINUED TO DESCEND UNTIL IMPACT WITH A MOUNTAIN OCCURRED. THE ACFT CONTACTED THE TERRAIN AT CLIMB POWER AND ATTITUDE.

Brief of Accident (Continued)

File No. - 2838

12/03/85

MT. LAFAYETTE, NH

A/C Reg. No. N5281U

Time (Lc1) - 0835 EST

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

Finding(s)

1. WEATHER CONDITION - DOWNDRAFT
 2. PLANNING-DECISION - POOR - PILOT IN COMMAND
-

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

Finding(s)

3. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
 4. 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) 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. - 2873	2/01/85	CEDARVILLE, NJ	A/C Reg. No. N72BS	Time (Lc1) - 2147 EST
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-----Basic Information-----

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

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

Make/Model - BEECHCRAFT A100	Eng Make/Model - P&W PT6A-28	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 11500	Engine Type - TURBOPROP	
No. of Seats - 11	Rated Power - 680 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	RIDGELAND, SC	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	SAME AS ACC/INC	MILVILLE MUNICIPAL
Wind Dir/Speed- 360/005 KTS	ATC/Airspace	Runway Ident - 10
Visibility - 1.000 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 5000/ 150
Lowest Sky/Clouds - UNK/NR	Type of Clearance - IFR	Runway Surface - CONCRETE
Lowest Ceiling - 400 FT OVERCAST	Type Apch/Lndg - ILS-LOCALIZER	Runway Status - WET
Obstructions to Vision- FOG		
Precipitation - RAIN		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 59	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP, CFI	Current - YES	Total - 17300
SE LAND, ME LAND, SE SEA	Months Since - 5	Last 24 Hrs - 6
	Aircraft Type - A100	Make/Model- 4000
		Last 30 Days- UNK/NR
		Instrument- 1465
		Last 90 Days- 38
		Multi-Eng - 12300

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE TWO ATP RATED PLTS WERE EN ROUTE BACK TO THEIR HOME BASE ARPT FLYING ON AN IFR FLT PLAN IN ACTUAL INSTRUMENT WX CONDITIONS. COMMUNICATIONS WITH ATC CONTROLLERS WAS NORMAL. DURING A NIGHT LOCALIZER APCH INTO MILLVILLE MUNICIPAL ARPT, AN ATC SPECIALIST OBSERVED THE ACFT PASSING THROUGH THE LOCALIZER TRACK AND ISSUED A VECTOR FOR RE-INTERCEPTION. THE ACFT WAS SUBSEQUENTLY OBSERVED TRACKING INBOUND ON COURSE. THE PLT REPORTED CROSSING THE OM. THIS WAS THE LAST TRANSMISSION HEARD FROM THE PLT AND WAS ROUTINE. THE ACFT CRASHED INTO A WOODED AREA JUST BEYOND THE OM AND WAS DESTROYED IN A POST IMPACT FIRE. POST ACCIDENT EXAMINATION OF THE WRECKAGE REVEALED EVIDENCE TO INDICATE THE LEFT ENG WAS PRODUCING LESS PWR THAN THE RIGHT ENG AT IMPACT.

Brief of Accident (Continued)

File No. - 2873

2/01/85

CEDARVILLE, NJ

A/C Reg. No. N72BS

Time (Lc1) - 2147 EST

Occurrence #1 LOSS OF POWER
Phase of Operation APPROACH

Finding(s)

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

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

Finding(s)

3. WEATHER CONDITION - LOW CEILING
4. WEATHER CONDITION - FOG
5. WEATHER CONDITION - RAIN
6. LIGHT CONDITION - DARK NIGHT
7. IFR PROCEDURE - IMPROPER - PILOT IN COMMAND
8. 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) 2,7,8

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2917 5/28/85 PRINCETON, NJ A/C Reg. No. N5807F Time (Lcl) - 2130 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	0	1	0	0
Accident Occurred During	-DESCENT	NONE	Pass	0	1	2
						0

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

Make/Model	- CESSNA 210F	Eng Make/Model	- CONTINENTAL IO 520 A	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3300	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 285 HP		

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

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - IN PERSON</p> <p>Completeness - FULL</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 030/018 KTS</p> <p>Visibility - 15.0 SM</p> <p>Lowest Sky/Clouds -</p> <p>Lowest Ceiling - 600 FT BROKEN</p> <p>Obstructions to Vision- UNK/NR</p> <p>Precipitation - RAIN SHOWERS</p> <p>Condition of Light - NIGHT(DARK)</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>NO. MYRTLE BCH, SC</p> <p>Destination</p> <p>PRINCETON, NJ</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - IFR</p> <p>Type of Clearance - SPECIAL VFR</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p>OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 50	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - YES	Total - 1033
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model- 527
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 167
		Multi-Eng - 13
		Last 24 Hrs - UNK/NR
		Last 30 Days- 6
		Last 90 Days- 35
		Rotorcraft - 42

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH TREES & CRASHED AFTER OVERFLYING MERCER CTY ARPT ON A SPECIAL VFR CLEARANCE. THE ACFT HAD DESCENDED TO 900 FT TO OVERFLY MERCER AND WAS ATTEMPTING TO PROCEED VFR TO PRINCETON ARPT TO LAND WHEN IT CONTACTED TREES AND CRASHED. THE WX WAS IMC AT THE ACCIDENT SITE AND AT MERCER CTY ARPT AT THE TIME OF THE ACCIDENT. THE PLT WAS IN RADIO & VISUAL CONTACT WITH THE MERCER CTY ARPT AFTER AN ILS APPROACH AND WAS CLEARED FOR A FULL STOP LANDING BUT ASKED TO OVERFLY AND PROCEED TO PRINCETON. HE WAS ADVISED THAT THE FIELD WAS IFR AND HE WOULD HAVE TO LAND AS THE TOWER COULD NOT APPROVE THE FLT PLAN. THE PLT THEN ASKED FOR A SPECIAL VFR DEPARTURE OUT OF THE CONTROL ZONE WHICH HE RECEIVED AT 2114 EDT. THE PLT REPORTED CLEAR OF THE ZONE AT 2116 EDT. THE CRASH OCCURRED AT 2130 EDT.

Brief of Accident (Continued)

File No. - 2917

5/28/85

PRINCETON, NJ

A/C Reg. No. N5807F

Time (Lc1) - 2130 EDT

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

Finding(s)

1. WEATHER CONDITION - LOW CEILING
 2. WEATHER CONDITION - CLOUDS
 3. IN-FLIGHT PLANNING/DECISION - MISJUDGED - PILOT IN COMMAND
-

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

Finding(s)

4. ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
 5. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
 6. OBJECT - TREE(S)
-

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2922 7/04/85 CAPE MAY, NJ A/C Reg. No. N1880G Time (Lcl) - 1229 EDT

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

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

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

Make/Model	- BELLANCA 7GCBC	Eng Make/Model	- LYCOMING O-320	ELT Installed/Activated	- UNK/NR
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- UNK/NR
Max Gross Wt	- 2400	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 3	Rated Power	- 150 HP		

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 290/005 KTS</p> <p>Visibility - 5.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- HAZE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point ATLANTIC CITY, NJ</p> <p>Destination CAPE MAY CO., NJ</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</p> <p>CAPE MAY COUNTY AIRPORT</p> <p>Runway Ident - UNK/NR</p> <p>Runway Lth/Wid - UNK/NR</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - UNK/NR</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>Age - 22</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-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 1000</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) - AIRPLANE

-----Narrative-----

THE TOW PLANE CAME IN FOR A BANNER PICKUP. THE GROUND HANDLER HOLDING THE TAIL OF THE DOUBLE BANNER HAD HIS LEFT FOOT CAUGHT BY THE BANNER AS IT WENT AIRBORNE. THE GROUND HANDLER WAS CARRIED 50 TO 100 FT IN THE AIR PRIOR TO FALLING TO THE GROUND. THE GROUND HANDLER WAS FATALLY INJURED. THE AIRCRAFT WAS NOT DAMAGED AND PILOT WAS NOT INJURED. THE OPERATOR STATED THAT THE GROUND HANDLER WHO HAD BEEN EMPLOYED TWO WEEKS HAD RECEIVED TRAINING ON PROPER PROCEDURES. NO TRAINING IS REQUIRED BY THE 14 CFR 91.

Brief of Accident (Continued)

File No. - 2922

7/04/85

CAPE MAY,NJ

A/C Reg. No. N1880G

Time (Lcl) - 1229 EDT

Occurrence MISCELLANEOUS/OTHER
Phase of Operation MANEUVERING

Finding(s)

1. TOWING/ADVERTISING EQUIPMENT - OTHER
2. PROPER ASSISTANCE - MISJUDGED - GROUND PERSONNEL
3. IMPROPER USE OF PROCEDURE,DIVERTED ATTENTION - GROUND PERSONNEL
4. INSUFFICIENT STANDARDS/REQUIREMENTS,OPERATION/OPERATOR - COMPANY/OPERATOR MGMT
5. IMPROPER USE OF PROCEDURE,LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - GROUND PERSONNEL

-----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) 3,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2920	8/21/85	LUMBERTON, NJ	A/C Reg. No. N13480	Time (Lcl) - 2104 EDT
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----Basic Information----

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

----Aircraft Information----

Make/Model - CESSNA 172 M	Eng Make/Model - LYCOMING L-36351-27A	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

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

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - TELEPHONE</p> <p>Completeness - WEATHER NOT PERTINENT</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- CALM</p> <p>Visibility - 7.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- GROUND FOG</p> <p>Precipitation - NONE</p> <p>Condition of Light - NIGHT(BRIGHT)</p>	<p>Itinerary</p> <p>Last Departure Point ALBION, NJ</p> <p>Destination LUMBERTON, NJ</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - STRAIGHT-IN FULL STOP</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data</p> <p>FLYING W</p> <p>Runway Ident - UNK/NR</p> <p>Runway Lth/Wid - UNK/NR</p> <p>Runway Surface - MACADAM</p> <p>Runway Status - UNK/NR</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 - 34</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 1</p> <p>Aircraft Type - 152</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total - 124</td> <td>Last 24 Hrs - 3</td> </tr> <tr> <td>Make/Model- 3</td> <td>Last 30 Days- 12</td> </tr> <tr> <td>Instrument- 5</td> <td>Last 90 Days- 19</td> </tr> </table>	Total - 124	Last 24 Hrs - 3	Make/Model- 3	Last 30 Days- 12	Instrument- 5	Last 90 Days- 19
Total - 124	Last 24 Hrs - 3							
Make/Model- 3	Last 30 Days- 12							
Instrument- 5	Last 90 Days- 19							

Instrument Rating(s) - NONE

----Narrative----

THE PLT LANDED HARD AFTER A LONG AND FAST APPROACH TO A NIGHT LANDING AT A STRANGE AND HIS TOTAL NIGHT EXPERIENCE WAS ABOUT 5 HOURS OF DUAL. WHEN THE ACFT BOUNCED DURING THE LANDING THE PLT DECIDED TO TRY A GO-AROUND. DURING THE ATTEMPT THE ACFT STALLED NOSE HIGH AND PULLED RIGHT TO CRASH TO THE RT OF THE RWY. THE PLT HAD BECOME LOST DURING THIS FLT WHICH HAD DELAYED HIS ARRIVAL UNTIL AFTER DARK.

Brief of Accident (Continued)

File No. - 2920

8/21/85

LUMBERTON, NJ

A/C Reg. No. N13480

Time (Lc1) - 2104 EDT

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

Finding(s)

1. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
 2. FLARE - IMPROPER - PILOT IN COMMAND
 3. LIGHT CONDITION - NIGHT
 4. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
-

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

Finding(s)

5. GO-AROUND - ATTEMPTED - PILOT IN COMMAND
 6. STALL - NOT CORRECTED - PILOT IN COMMAND
-

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - GO-AROUND (VFR)

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2933 12/01/85 MILLVILLE, NJ A/C Reg. No. N26FM Time (Lcl) - 1850 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire NONE

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

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

Make/Model - BEECHCRAFT D95A
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 4200
No. of Seats - 5

Eng Make/Model - LYCOMING IO-360-B1B
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 180 HP

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - IMC
Wind Dir/Speed- 060/006 KTS
Visibility - 1.000 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 300 FT OBSCURED
Obstructions to Vision- FOG
Precipitation - DRIZZLE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
SARASOTA, FL
Destination
MILLVILLE, NJ

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

MILLVILLE MUNI
Runway Ident - 10
Runway Lth/Wid - 5000/ 150
Runway Surface - CONCRETE
Runway Status - WET

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

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

Age - 53
Biennial Flight Review
Current - YES
Months Since - 7
Aircraft Type - D95A

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

Total	- 800	Last 24 Hrs	- UNK/NR
Make/Model-	300	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 & HIS WIFE DEPTD SARASOTA FL FOR A 5HR AND 10MIN PLANNED FLT TO MILLVILLE, NJ. 5HRS AND 8MIN LTR THE ACFT CRASHED IN WOODS ABT 2 MILES SHORT OF MIV. FUEL CALCULATIONS INDICATED THE ACFT SHOULD HAVE HAD OVR 11GALS LEFT IN THE TANKS. WITNESSES LOCATED IN A HOUSING DEVELOPMENT 4MILES WEST OF THE ARPT STATED THEY HEARD AND SAW THE ACFT FLYING LOW IN THE AREA. THE WX WAS 300 OBS WITH FOG AND DRIZZLE.

Brief of Accident (Continued)

File No. - 2933

12/01/85

MILLVILLE,NJ

A/C Reg. No. N26FM

Time (Lcl) - 1850 EST

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

1. WEATHER CONDITION - FOG
2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
3. WEATHER CONDITION - RAIN
4. REFUELING - NOT PERFORMED - PILOT IN COMMAND
5. WEATHER CONDITION - OBSCURATION
6. IFR PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND
7. OBJECT - TREE(S)
8. DECISION HEIGHT - EXCEEDED - PILOT IN COMMAND

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

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

Factor(s) relating to 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. - 2848	9/23/85	DEMING, NM	A/C Reg. No. N7467D	Time (Lc1) - 1822 MDT
<hr/>				
-----Basic Information-----				
Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage SUBSTANTIAL	Injuries	
Type of Operation	-PERSONAL	Fire	Fatal	Serious
Flight Conducted Under	-14 CFR 91	NONE	Crew 0	1
Accident Occurred During	-TAKEOFF		Pass 0	0
				Minor 0
				None 1
<hr/>				
-----Aircraft Information-----				
Make/Model	- PIPER PA-18	Eng Make/Model	- LYCOMING O-320-A2A	ELT Installed/Activated
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	- NO -N/A
Max Gross Wt	- 1750	Engine Type	- RECIPROCATING-CARBURETOR	Stall Warning System
No. of Seats	- 2	Rated Power	- 150 HP	- NO
<hr/>				
-----Environment/Operations Information-----				
Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP	
Method	- N/A	SAME AS ACC/INC		
Completeness	- N/A	Destination	Airport Data	
Basic Weather	- VMC	LOCAL	LUNA	
Wind Dir/Speed	- UNK/NR	ATC/Airspace	Runway Ident - UNK/NR	
Visibility	- 50.0 SM	Type of Flight Plan	Runway Lth/Wid - UNK/NR	
Lowest Sky/Clouds	- CLEAR	Type of Clearance	Runway Surface - UNK/NR	
Lowest Ceiling	- NONE	Type Apch/Lndg	Runway Status - UNK/NR	
Obstructions to Vision	- NONE			
Precipitation	- NONE			
Condition of Light	- DAYLIGHT			
<hr/>				
-----Personnel Information-----				
Pilot-In-Command	Age - 61	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT		
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)		
COMMERCIAL, ATP, CFI	Current - YES	Total - 22000	Last 24 Hrs - UNK/NR	
SE LAND, ME LAND	Months Since - 21	Make/Model - 1500	Last 30 Days - UNK/NR	
	Aircraft Type - UNK/NR	Instrument - UNK/NR	Last 90 Days - UNK/NR	
		Multi-Eng - 12000	Rotorcraft - UNK/NR	
<hr/>				
Instrument Rating(s) - AIRPLANE				
<hr/>				
-----Narrative-----				
WHILE PRACTICING TOUCH AND GO LANDINGS THE PLT ADDED PWR FOR TAKEOFF AND THE ENG QUIT. THE PLT VEERED THE ACFT TO THE LEFT TO AVOID HITTING FARM MACHINERY AND COLLIDED WITH A TREE STUMP. POST ACCIDENT EXAM OF THE ENG REVEALED THE ENG MOST LIKELY FAILED AS A RESULT OF TOO RICH OF A MIXTURE AND RAPID THROTTLE APPLICATION.				
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Brief of Accident (Continued)

File No. - 2848

9/23/85

DEMING,NM

A/C Reg. No. N7467D

Time (Lcl) - 1822 MDT

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

Finding(s)

1. TOUCH-AND-GO LANDING - ATTEMPTED - PILOT IN COMMAND
 2. ENGINE ASSEMBLY - FAILURE,TOTAL
 3. MIXTURE - IMPROPER USE OF - PILOT IN COMMAND
 4. THROTTLE/POWER CONTROL - EXCESSIVE - PILOT IN COMMAND
-

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

Finding(s)

5. OBJECT - TREE(S)
 6. GROUND LOOP/SWERVE - INTENTIONAL - PILOT IN COMMAND
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2808 11/03/85 RANCHOS DE TAOS,NM A/C Reg. No. N4351J Time (Lcl) - 0915 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

Type of Operation -INSTRUCTIONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

Fire NONE Crew Pass

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

Make/Model - PIPER PA-28-140

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 2150

No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E2A

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 150 HP

ELT Installed/Activated - YES/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- 003 KTS

Visibility - 46.0 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 - SPECIAL VFR

Type Apch/Lndg - FORCED LANDING

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

TAOS MUNICIPAL

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - DIRT

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 42

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	43	Last 24 Hrs -	2
Make/Model-	38	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	23

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT DURING TAKEOFF, AFTER A TOUCH AND GO, THE ENG QUIT DUE TO FUEL EXHAUSTION. THE ACFT NOSED OVER DURING A FORCED LANDING IN A SAGE BRUSH COVERED FLD 3/4 OF A MILE NORTH OF THE RWY. ACCORDING TO THE PLT, HE FAILED TO SWITCH THE FUEL TANKS DURING THE 1.2 HOUR LOCAL FLT WHICH PRECEDED THE TOUCH AND GO.

Brief of Accident (Continued)

File No. - 2808

11/03/85

RANCHOS DE TAOS,NM

A/C Reg. No. N4351J

Time (Lc1) - 0915 MST

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

Finding(s)

1. FLUID,FUEL - STARVATION
2. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE,EXPERIENCE - 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 - NONE SUITABLE

-----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. - 2823 11/22/85 ALBUQUERQUE, NM A/C Reg. No. N473FL Time (Lcl) - 1630 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

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

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

Make/Model - PIPER PA-28-140D
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2150
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E2A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

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

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

Weather Data

Wx Briefing - FSS
Method - IN PERSON
Completeness - FULL

Basic Weather - VMC

Wind Dir/Speed- 180/015 KTS

Visibility - 60.0 SM

Lowest Sky/Clouds - 25000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

ALBUQUERQUE, NM

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - VFR

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

CORONADO

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND, ME LAND

HELICOPTER

Age - 38

Biennial Flight Review

Current - YES

Months Since - 3

Aircraft Type - PA-28

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 1174

Make/Model- 32

Instrument- 90

Multi-Eng - 127

Last 24 Hrs - 2

Last 30 Days- UNK/NR

Last 90 Days- 10

Rotorcraft - 704

Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

ACCORDING TO THE PLT, THE ENG LOST PWR SHORTLY AFTER TAKEOFF, REQUIRING THE PLT TO MAKE A FORCED LANDING. DURING THE INVESTIGATION, IT WAS DETERMINED THAT THE PLT HAD FLOWN INTO, AND LATER ATTEMPTED TO DEPART FROM ALBUQUERQUE, NM, WITH THE MIXTURE FULL RICH. DURING THE ENG INSPECTION, IT WAS DETERMINED THAT THE SPARK PLUGS WERE FOULED. DURING THE END TEST RUN, THE ENG FUNCTIONED NORMALLY AFTER THE PLUGS WERE CLEANED.

Brief of Accident (Continued)

File No. - 2823

11/22/85

ALBUQUERQUE,NM

A/C Reg. No. N473FL

Time (Lc1) - 1630 MST

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

Finding(s)

1. IGNITION SYSTEM, SPARK PLUG - CONTAMINATION
 2. MIXTURE - IMPROPER USE OF - PILOT IN COMMAND
 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2824	12/28/85	LAS VEGAS, NM	A/C Reg. No. N4849V	Time (Lc1) - 0745 MST
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-----Basic Information-----

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

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

Make/Model - CESSNA 172RG	Eng Make/Model - LYCOMING O-360-F1A6	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2200	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	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	ARLINGTON, TX	Runway Ident - N/A
Wind Dir/Speed- 239/004 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 30.0 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 - BROKEN	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 42	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 161
SE LAND	Months Since - 12	Make/Model- 85
	Aircraft Type - C-172RG	Instrument- 2
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 20

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE PLT, HE WAS ATTEMPTING TO DEPART FROM A PVT GRASS STRIP, WHICH IS LOCATED ON A PLATEAU AT AN ELEV OF APRX 6,400 MSL. THE GRASS STRIP, WHICH IS APRX 3,000 FT IN LENGTH, HAS AN UPSLOPE OF ABOUT 10% FOR THE FIRST HALF AND A DOWNSLOPE AT ABOUT 10% ON THE SECOND HALF. THE PLT STATED HE WAS NOT ABLE TO ACHIEVE FLT DUE TO THE ELEV AND ROUGHNESS OF THE GRASS STRIP. ACCORDING TO THE PLT, WHEN IT BECAME OBVIOUS FLT WAS NOT GOING TO BE ACHIEVED, HE ABORTED, BUT TOO LATE. THE ACFT CONTACTED A FENCE AND ROUGH TERRAIN DURING THE ABORTED TAKEOFF.

Brief of Accident (Continued)

File No. - 2824

12/28/85

LAS VEGAS,NM

A/C Reg. No. N4849V

Time (Lc1) - 0745 MST

Occurrence #1 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAKEOFF

Finding(s)

1. OBJECT - FENCE
2. LIFT-OFF - PREMATURE - PILOT IN COMMAND
3. AIRSPEED - INADEQUATE - PILOT IN COMMAND
4. ABORT - DELAYED - PILOT IN COMMAND

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

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

Brief of Accident

File No. - 2831 12/31/85 COLUMBUS,NM A/C Reg. No. N5330C Time (Lcl) - 1200 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

Crew
Pass

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

Make/Model - CESSNA 140A
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1500
No. of Seats - 2

Eng Make/Model - CONTINENTAL C-90-12F
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 90 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- 228/005 KTS
Visibility - 60.0 SM
Lowest Sky/Clouds - 25000 FT THIN OVC
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
COLUMBUS,NM
Destination
EL PASO, TX

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 23
Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - UNK/NR

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

Total	-	3700	Last 24 Hrs -	2
Make/Model-	43		Last 30 Days-	UNK/NR
Instrument-	180		Last 90 Days-	23
Multi-Eng -	60		Rotorcraft -	30

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACCORDING TO THE PLT, AFTER PERFORMING THE PREFLIGHT ENGINE RUNUP, HE LEANED THE MIXTURE CONTROL AND SWITCHED THE FUEL SELECTOR TO BOTH TANKS. SHORTLY AFTER TAKEOFF AT APPROXIMATELY 50 FT AGL, THE ENG LOST PARTIAL PWR. THE PLT MADE A FORCED LANDING FOLLOWING THE PARTIAL PWR LOSS. THE CESSNA 140A FUEL SELECTOR HAS THREE POSITIONS, LEFT TANK, RIGHT TANK, AND BOTH OFF.

Brief of Accident (Continued)

File No. - 2831

12/31/85

COLUMBUS,NM

A/C Reg. No. N5330C

Time (Lc1) - 1200 MST

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

Finding(s)

1. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
2. AIRCRAFT PREFLIGHT - INATTENTIVE - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 MAIN GEAR COLLAPSED
Phase of Operation LANDING

Finding(s)

4. TERRAIN CONDITION - ROUGH/UNEVEN
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

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

Brief of Accident

File No. - 3237	1/13/85	YERINGTON,NV	A/C Reg. No. N3185Z	Time (Lcl) - 0910 PST
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-----Basic Information-----

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

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

Make/Model - BELL 206BIII	Eng Make/Model - ALLISON 250-C20J	ELT Installed/Activated - YES/NO
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 3200	Engine Type - TURBOSHAFT	
No. of Seats - 5	Rated Power - 317 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - ACFT RADIO	RENO,NV	
Completeness - PARTIAL,LMTD BY PILOT	Destination	Airport Data
Basic Weather - VMC	IONE,NV	Runway Ident - N/A
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 1.000 SM	Type of Flight Plan - VFR	Runway Surface - N/A
Lowest Sky/Clouds - 400 FT PART OBS	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 400 FT OVERCAST	Type Apch/Lndg - NONE	
Obstructions to Vision- FOG		
Precipitation - SNOW GRAINS		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 49	Medical Certificate - EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 5000
SE LAND,ME LAND	Months Since - 10	Make/Model- 500
HELICOPTER	Aircraft Type - 206B	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - 4000

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

THE PLT MADE AN EN ROUTE EMERGENCY LANDING DUE TO DETERIORATED WX. AFTER WAITING SOME PERIOD OF TIME, A TAKEOFF WAS ATTEMPTED BUT THE HELICOPTER WAS UNABLE TO BECOME AIRBORNE. THE HELICOPTER BOUNCED DOWN HILLY TERRAIN AND ROLLED OVER TO THE LEFT. WX AT THE TIME OF THE ACCIDENT CONSISTED OF FREEZING TEMPS, FOG AND SNOW GRAINS. THE HELICOPTER WAS FOUND TO BE LOADED OVER THE MAX GROSS WEIGHT WHICH COMBINED WITH ICE ON THE ROTOR BLADES AND IN THE AIR INTAKE RESULTED IN A REDUCED POWER OUTPUT DURING THE ATTEMPTED TAKEOFF.

Brief of Accident (Continued)

File No. - 3237

1/13/85

YERINGTON, NV

A/C Reg. No. N3185Z

Time (Lc1) - 0910 PST

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

Finding(s)

1. LIFT-OFF - NOT POSSIBLE -
2. AIRCRAFT PERFORMANCE, TAKEOFF CAPABILITY - DETERIORATED
3. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND
4. ICE/FROST REMOVAL FROM AIRCRAFT - NOT PERFORMED - PILOT IN COMMAND
5. WEATHER CONDITION - ICING CONDITIONS
6. WEATHER EVALUATION - POOR - PILOT IN COMMAND
7. TERRAIN CONDITION - MOUNTAINOUS/HILLY

Occurrence #2 ROLL OVER
Phase of Operation TAKEOFF

Finding(s)

8. 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) 2,3,4,8

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

Brief of Accident

File No. - 2837 6/28/85 CAMBRIA, NY A/C Reg. No. N691U Time (Lcl) - 1630 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

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

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

Make/Model - SCHWEIZER SGS 1-26
Landing Gear - UNK/NR
Max Gross Wt - 600
No. of Seats - 1

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

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

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

Weather Data

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

Itinerary

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

ATC/Airspace

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

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

LOCKPORT/CAMBRIA
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - GRASS/TURF
Runway Status - HIGH VEGETATION

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND
GLIDER

Age - 49

Biennial Flight Review

Current - YES
Months Since - 22
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 338	Last 24 Hrs	- UNK/NR
Make/Model-	UNK/NR	Last 30 Days-	UNK/NR
Instrument-	86	Last 90 Days-	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE GLIDER, WHILE RETURNING TO LAND AFTER A PLEASURE FLT, ENCOUNTER A RAINSHOWER AND STRONG DOWNDRAFT. THE PLT MADE A LANDING IN A FARMERS FLD. DURING THE LANDING THE RIGHT WING CAUGHT AND THE ACFT GROUND LOOPED, INCURRING SUBSTANTIAL DAMAGE.

Brief of Accident (Continued)

File No. - 2837

6/28/85

CAMBRIA, NY

A/C Reg. No. N691U

Time (Lc1) - 1630 EDT

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

Finding(s)

1. WEATHER CONDITION - DOWNDRAFT

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

2. 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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2836 7/17/85 FARMINGDALE, NY A/C Reg. No. N333FY Time (Lcl) - 0808 EDT

-----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	Crew 0	0	0	1
Accident Occurred During -LANDING		Pass 0	0	0	0

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

Make/Model - GRUMMAN AA-1C	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 - 1560	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 108 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	FARMINGDALE, NY	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	REPUBLIC
Wind Dir/Speed- 030/012 KTS	ATC/Airspace	Runway Ident - 01
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5516/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TOUCH AND GO	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 22	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 44
	Months Since - N/A	Last 24 Hrs - 0
	Aircraft Type - N/A	Make/Model- 44
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 5

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS PERFORMING A SERIES OF TOUCH AND GO LANDINGS AT REPUBLIC ARPT WHEN THE ACCIDENT OCCURRED. DURING THE FINAL LANDING, A HARD TOUCH DOWN WAS MADE WHICH RESULTED IN A PORPOISED LANDING.

Brief of Accident (Continued)

File No. - 2836

7/17/85

FARMINGDALE, NY

A/C Reg. No. N333FY

Time (Lc1) - 0808 EDT

Occurrence HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND
 2. RECOVERY FROM BOUNCED LANDING - POOR - PILOT IN COMMAND
-

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2915	8/17/85	SOMERS, NY	A/C Reg. No. N40326	Time (Lcl) - 1210 EDT
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-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage DESTROYED	Injuries				
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	-DESCENT			0	0	0	3

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

Make/Model	- MAULE M-4-220C	Eng Make/Model	- FRANKLIN 220C	ELT Installed/Activated	- YES/YES
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 2300	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 220 HP		

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

Weather Data	Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	ON AIRSTRIP	
Method	- N/A		
Completeness	- N/A		
Basic Weather	- VMC	Airport Data	
Wind Dir/Speed	- CALM	Runway Ident	- N/A
Visibility	- 30.0 SM	Runway Lth/Wid	- N/A
Lowest Sky/Clouds	- 3000 FT SCATTERED	Runway Surface	- N/A
Lowest Ceiling	- NONE	Runway Status	- N/A
Obstructions to Vision	- NONE		
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 44	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 203
SE LAND	Months Since - 15	Make/Model - 54
	Aircraft Type - M-4	Instrument - 0
		Last 24 Hrs - 2
		Last 30 Days - UNK/NR
		Last 90 Days - 44

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT STALLED & NOSED OVER DURING AN ATTEMPTED GO-AROUND AFTER A FAST APPROACH TO A GRAVEL LANDING STRIP WHICH WAS 5 MILES FROM THE PLANNED DESTINATION. THE PLT SAID HE ADDED POWER TO GO AROUND WHEN HE THOUGHT HIS AIRSPEED WAS TOO HIGH. THE ACFT DROPPED ON THE RT MAIN GEAR AND NOSED OVER

Brief of Accident (Continued)

File No. - 2915

8/17/85

SOMERS,NY

A/C Reg. No. N40326

Time (Lc1) - 1210 EDT

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

Finding(s)

1. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
2. GO-AROUND - ATTEMPTED - PILOT IN COMMAND
3. STALL - UNCONTROLLED - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

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

Occurrence #3 NOSE OVER
Phase of Operation DESCENT - UNCONTROLLED

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2804 10/26/85 LEE CENTER, NY A/C Reg. No. N4499H Time (Lcl) - 0700 EDT

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

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

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

Make/Model - PIPER PA-15	Eng Make/Model - LYCOMING O-145-B2	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1100	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 145 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	Runway Ident - N/A
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - UNK/NR	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 33	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 2000
SE LAND	Months Since - 5	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 700
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 75

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT EXPERIENCED A LOSS OF CONTROL DURING AN APCH TO THE PLT'S PVT AIRSTRIP. AFTER A PLEASURE FLT OF ONE-HALF HOUR, WITH NO REPORTED PROBLEMS THE ACFT RETURNED TO THE ARPT. ON ABOUT A ONE-HALF MILE FINAL, THE ACFT ENTERED A STEEP LEFT TURN AT ABOUT A 60 DEGREE BANK. THE PLT TRIED TO CORRECT WITH FULL RIGHT AILERON AND RIGHT RUDDER. REDUCING THE BANK ANGLE TO ABOUT 15 DEGREES. THE PLT ELECTED TO LAND ON A ROAD. THE LEFT WING COLLIDED WITH A GUARD RAIL, SPINNING THE ACFT INTO A DITCH. THE PLT REPORTED, AFTER THE ACCIDENT, THAT THE RIGHT LOWER TAIL BRACE WIRE ATTACH FITTING, PIPER P/N 10075-04, HAD FAILED. HE ALSO REPORTED A PRE-EXISTING CRACK WAS FOUND IN THE FITTING.

Brief of Accident (Continued)

File No. - 2804

10/26/85

LEE CENTER,NY

A/C Reg. No. N4499H

Time (Lcl) - 0700 EDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. HORIZONTAL STABILIZER ATTACHMENT - FATIGUE

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

Finding(s)

2. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2835 11/17/85 GARDINER, NY A/C Reg. No. N5634B Time (Lcl) - 1230 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - CESSNA C182
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2550
No. of Seats - 4

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 120/019 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - 5000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
STORMVILLE, NY
Destination
GARDINER, NY

Airport Proximity
ON AIRPORT

Airport Data

GARDINER
Runway Ident - 31
Runway Lth/Wid - 2300/ 75
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 27

Biennial Flight Review

Current - NO
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	259	Last 24 Hrs	-	0
Make/Model	-	115	Last 30 Days	-	UNK/NR
Instrument	-	0	Last 90 Days	-	63

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CONTACTED POWER LINES ON FINAL APCH AND DESCENDED UNCONTROLLED TO GROUND IMPACT. THE PLT REPORTED THAT TURBULENCE WAS ENCOUNTERED WHEN HE ENTERED THE TRAFFIC PATTERN. HE THEN PROCEEDED ONTO FINAL APCH AT A "NORMAL ALTITUDE" AND FULL FLAPS WERE ADDED. SHORTLY AFTER FULL FLAPS WERE ADDED, THE PLT REPORTED A MODERATE TO SEVERE WIND SHEAR WAS ENCOUNTERED AND A SINK RATE DEVELOPED. POWER WAS ADDED TO RECOVER, HOWEVER, THE ACFT CONTACTED THE POWER LINES, DESCENDED TO GROUND IMPACT AND NOSED OVER.

Brief of Accident (Continued)

File No. - 2835

11/17/85

GARDINER, NY

A/C Reg. No. N5634B

Time (Lc1) - 1230 EST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. WEATHER CONDITION - TURBULENCE

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

Finding(s)

2. OBJECT - WIRE, TRANSMISSION (MARKED)
3. CLEARANCE - MISJUDGED - PILOT IN COMMAND
4. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND

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

Occurrence #4 NOSE OVER
Phase of Operation LANDING

-----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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2840 12/04/85 EAST MORICHES,NY A/C Reg. No. N3530S Time (Lc1) - 1245 EST

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

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

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

Make/Model - CESSNA 172	Eng Make/Model - CONTINENTAL O-300-D	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 - 145 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	SPADAROS
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - N/A
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - UNK/NR	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 56	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 7100
SE LAND,SE SEA	Months Since - 7	Last 24 Hrs - 0
	Aircraft Type - UNK/NR	Make/Model- 7100
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- 20
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS SUBSTANTIALLY DAMAGED WHEN IT COLLIDED WITH TREES DURING A FORCED LANDING FOLLOWING A LOSS OF PWR DURING A TAKEOFF CLIMB. THE PLT REPORTED THAT THE PWR LOSS RESULTED FROM CARB ICE.

Brief of Accident (Continued)

File No. - 2840

12/04/85

EAST MORICHES, NY

A/C Reg. No. N3530S

Time (Lcl) - 1245 EST

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

Finding(s)

1. FUEL SYSTEM, CARBURETOR - ICE
 2. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND
-

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

Finding(s)

3. OBJECT - TREE(S)
-

Occurrence #3 NOSE GEAR COLLAPSED
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. - 2839	12/21/85	ROCHESTER, NY	A/C Reg. No. N98240	Time (Lcl) - 1450 EST
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----Basic Information----

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

----Aircraft Information----

Make/Model - PIPER PA-28-140	Eng Make/Model - LYCOMING O-320-E28	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2050	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	ROCHESTER, NY	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - UNK/NR	LOCAL	ROCHESTER
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - 25
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - 4403/ 150
Lowest Sky/Clouds - UNK/NR	Type of Clearance - UNK/NR	Runway Surface - ASPHALT
Lowest Ceiling - UNK/NR	Type Apch/Lndg - TOUCH AND GO	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

----Personnel Information----

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

Instrument Rating(s) - NONE

----Narrative----

THE ACFT CONTACTED THE TERRAIN FOLLOWING A LOSS OF CONTROL DURING AN ATTEMPTED GO-AROUND.

Brief of Accident (Continued)

File No. - 2839

12/21/85

ROCHESTER, NY

A/C Reg. No. N98240

Time (Lc1) - 1450 EST

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

Finding(s)

1. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND

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

Occurrence #3 NOSE GEAR COLLAPSED
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

2. 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2801 12/29/85 FRANKFORT, NY A/C Reg. No. N9949W Time (Lcl) - 1200 EDT

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

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

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

Make/Model - PIPER PA-28-140	Eng Make/Model - LYCOMING O-320-E2A	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2050	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	ALBANY, NY	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	UTICA, NY	FRANKFORT-HIGHLAND
Wind Dir/Speed- 270/005 KTS	ATC/Airspace	Runway Ident - 31
Visibility - 2.000 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2500/ 30
Lowest Sky/Clouds -	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling -	Type Apch/Lndg - STRAIGHT-IN	Runway Status - SNOW - CRUSTED
Obstructions to Vision- BLOWING SNOW		
Precipitation - SNOW		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 27	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 154
SE SEA	Months Since - UNK/NR	Last 24 Hrs - 0
	Aircraft Type - UNK/NR	Make/Model- 36
		Instrument- 3
		Last 30 Days- UNK/NR
		Last 90 Days- 4

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT DIVERTED TO FRANKFORT-HIGHLAND EN ROUTE FROM HIS ORIGINAL DESTINATION OF UTICA, NY, BECAUSE OF IFR WEATHER AT UTICA. THE PLT STATED THAT AS THE NOSE WHEEL SETTLED TO THE RWY DURING TOUCHDOWN, IT DUG INTO SNOW ON THE RWY AND THE ACFT NOSED OVER. IT WAS LATER DISCOVERED THE RWY WAS COVERED WITH 1 1/2 FEET OF SNOW AT THE POINT WHERE TOUCHDOWN WAS ACCOMPLISHED. THE REMAINING RWY SURFACE WAS COVERED WITH APRX 6 INCHES OF SNOW.

Brief of Accident (Continued)

File No. - 2801

12/29/85

FRANKFORT, NY

A/C Reg. No. N9949W

Time (Lcl) - 1200 EDT

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

Finding(s)

1. WEATHER CONDITION - SNOW
2. WEATHER EVALUATION - POOR - PILOT IN COMMAND
3. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
4. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
5. TERRAIN CONDITION - SNOW COVERED
6. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
7. LANDING GEAR, NOSE GEAR - OVERLOAD

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

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

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

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. - 2890	4/19/85	AKRON, OH	A/C Reg. No. N5608R	Time (Lcl) - 2006 EST
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-----Basic Information-----

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

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

Make/Model - CESSNA 172F	Eng Make/Model - CONTINENTAL O-300-D	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-----

<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- 240/008 KTS</p> <p>Visibility - 15.0 SM</p> <p>Lowest Sky/Clouds - 25000 FT SCATTERED</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - NIGHT(DARK)</p>	<p>Itinerary</p> <p>Last Departure Point KENT, OH</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - VFR</p> <p>Type Apch/Lndg - ILS-LOCALIZER FORCED LANDING</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>AKRON FULTON INTL. ARPT</p> <p>Runway Ident - 25</p> <p>Runway Lth/Wid - 6355/ 150</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s) PRIVATE</p>	<p>Age - 50</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 21</p> <p>Aircraft Type - C-172F</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total - 1115</td> <td>Last 24 Hrs - UNK/NR</td> </tr> <tr> <td>Make/Model- 875</td> <td>Last 30 Days- UNK/NR</td> </tr> <tr> <td>Instrument- 118</td> <td>Last 90 Days- 4</td> </tr> </table>	Total - 1115	Last 24 Hrs - UNK/NR	Make/Model- 875	Last 30 Days- UNK/NR	Instrument- 118	Last 90 Days- 4
Total - 1115	Last 24 Hrs - UNK/NR							
Make/Model- 875	Last 30 Days- UNK/NR							
Instrument- 118	Last 90 Days- 4							

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT CONTACTED TREES DURING A NIGHT FORCED LANDING FOLLOWING A LOSS OF PWR. STATE PATROL PERSONNEL REPORTED THERE WAS NO SIGN OF FUEL ON BOARD THE ACFT AT THE ACCIDENT SITE. THE ENG WAS TEST RUN AFTER THE ACCIDENT, DURING WHICH TIME IT FUNCTIONED NORMALLY.

Brief of Accident (Continued)

File No. - 2890

4/19/85

AKRON, OH

A/C Reg. No. N5608R

Time (Lcl) - 2006 EST

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

Finding(s)

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

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

4. LIGHT CONDITION - DARK NIGHT
 5. OBJECT - TREE(S)
-

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

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2827 6/08/85 WELLINGTON, OH A/C Reg. No. N8036X Time (Lcl) - 1330 EDT

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

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

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

Make/Model	- JENKINS HP-18	Eng Make/Model	- N/A	ELT Installed/Activated	- NO -N/A
Landing Gear	- N/A	Number Engines	- N/A	Stall Warning System	- UNK/NR
Max Gross Wt	- UNK/NR	Engine Type	- N/A		
No. of Seats	- 1	Rated Power	- N/A		

-----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- 260/011 KTS</p> <p>Visibility - 6.0 SM</p> <p>Lowest Sky/Clouds - 4700 FT</p> <p>Lowest Ceiling - 4700 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 SAME AS ACC/INC</p> <p>Destination SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FULL STOP</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, COMMERCIAL</p> <p>SE LAND</p> <p>GLIDER</p>	<p>Age - 48</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 13</p> <p>Aircraft Type - HP-18</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 350</p> <p>Make/Model- 50</p> <p>Instrument- 0</p> <p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- UNK/NR</p>
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Instrument Rating(s) - NONE

-----Narrative-----

FOLLOWING AN APRX ONE-HALF HOUR FLT, WITNESSES STATED THAT THE GLIDER DID NOT APPEAR TO FLARE FOR LANDING, BUT INSTEAD, IMPACTED THE GROUND WITHOUT ARRESTING THE RATE OF DESCENT. THE PLT EPORTED HE HAD VERY POOR VENTILATION IN THE COCKPIT AND FEELS THAT HE WAS A VICTIM OF HEAT PROSTRATION. ACCORDING TO THE PLT, HE HAD NOT CONSUMED ENOUGH LIQUIDS PRIOR TO TAKEOFF. HE ALSO STATED THAT THE OUTSIDE AIR TEMP ON THE AFTERNOON OF THE FLT WAS 90 DEGS F.

Brief of Accident (Continued)

File No. - 2827

6/08/85

WELLINGTON, OH

A/C Reg. No. N8036X

Time (Lc1) - 1330 EDT

Occurrence #1 MISCELLANEOUS/OTHER
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. WEATHER CONDITION - TEMPERATURE EXTREMES
2. JUDGEMENT - POOR - PILOT IN COMMAND
3. PHYSICAL IMPAIRMENT(HYPOGLYCEMIA/DIET) - PILOT IN COMMAND
4. JUDGEMENT - REDUCED - PILOT IN COMMAND

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

Finding(s)

5. FLARE - NOT PERFORMED - PILOT IN COMMAND
6. IMPROPER DECISION, INCAPACITATION(LOSS OF CONSCIOUSNESS) - PILOT IN COMMAND

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2892 7/28/85 PLAIN CITY, OH A/C Reg. No. N4202L Time (Lcl) - 2030 EDT

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

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

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

Make/Model - CESSNA 172G	Eng Make/Model - CONTINENTAL O-300-D	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 - 145 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	Runway Ident - N/A
Wind Dir/Speed- 070/005 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 42	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 896
SE LAND	Months Since - 8	Last 24 Hrs - 0
	Aircraft Type - C-172	Make/Model- UNK/NR
		Instrument- 6
		Last 30 Days- 9
		Last 90 Days- 25

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT HAD JUST TAKEN OFF FROM HIS PVT STRIP FOR THE FOURTH FLT OF THE DAY WHEN WITNESSES HEARD THE ENG QUIT. THE ACFT HAD BEEN FLOWN 3.4 HRS SINCE THE LAST REFUELING. THE ACFT WAS BEING OPERATED ON A MIXTURE OF AVGAS AND AUTOMOTIVE FUEL WITH NO STC. THE ACFT WAS TURNING BACK TOWARD THE STRIP WHEN IT STALLED AND IMPACTED THE TERRAIN IN A NOSE DOWN ATTITUDE. POST ACCIDENT INSPECTION FAILED TO REVEAL ANY MECHANICAL FAILURE/MALFUNCTION WHICH WOULD HAVE RESULTED IN THE LOSS OF PWR.

Brief of Accident (Continued)

File No. - 2892

7/28/85

PLAIN CITY, OH

A/C Reg. No. N4202L

Time (Lc1) - 2030 EDT

Occurrence #1 LOSS OF POWER
Phase of Operation MANEUVERING

Finding(s)

1. UNDETERMINED

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

Finding(s)

2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
3. STALL - UNCONTROLLED - PILOT IN COMMAND

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

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

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

Brief of Accident

File No. - 2883 12/30/85 PERRY,OH A/C Reg. No. N685TC Time (Lcl) - 1200 EST

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

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

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

Make/Model - MONNET MONI	Eng Make/Model - KFM KFM 107E	ELT Installed/Activated - NO -N/A
Landing Gear - UNK/NR	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - UNK/NR	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 22 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	PAINESVILLE,OH	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 310/008 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 32	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 109
SE LAND	Months Since - 4	Make/Model- 19
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- 2
		Last 90 Days- 21

Instrument Rating(s) - NONE

-----Narrative-----

AFTER INITIATING A 180 DEG TURN, THE PLT HEARD A "THUMP" AND NOTED A LOW VIBRATION. THE ACFT THEN PITCHED DOWN ABRUPTLY AND ENTERED AN INVERTED SPIN TO GROUND CONTACT. THE PLT STATED AN IN FLIGHT STRUCTURAL FAILURE OF THE TAIL SECTION HAD OCCURRED WHICH RESULTED IN THE LOSS OF CONTROL.

Brief of Accident (Continued)

File No. - 2883

12/30/85

PERRY, OH

A/C Reg. No. N685TC

Time (Lcl) - 1200 EST

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

Finding(s)

1. FLIGHT CONTROL SURFACES/ATTACHMENTS - FAILURE, PARTIAL

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

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

Updated AAB 87/02
p. 40-47

Brief of Accident

File No. - 2851 11/05/85 OKLAHOMA CITY, OK A/C Reg. No. N1461G Time (Lcl) - 1511 CST

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

Type Operating Certificate	ON-DEMAND AIR TAXI	Aircraft Damage		Injuries			
Name of Carrier	-STARFLIGHT INC.	DESTROYED		Fatal	Serious	Minor	None
Type of Operation	-NON SCHED, DOMESTIC, CARGO	Fire	Crew	2	0	0	0
Flight Conducted Under	-14 CFR 135	ON GROUND	Pass	0	0	0	0
Accident Occurred During	-DESCENT						

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

Make/Model	- BEECH H18	Eng Make/Model	- P&W R-985-AN-1	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL-RETRACTABLE MAINS	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 9500	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- UNK/NR	Rated Power	- 450 HP		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- FSS	Last Departure Point		OFF AIRPORT/STRIP	
Method	- TELEPHONE	SAME AS ACC/INC			
Completeness	- WEATHER NOT PERTINENT	Destination		Airport Data	
Basic Weather	- VMC	LAWTON, OK		EXPRESSWAY	
Wind Dir/Speed	- 190/015 KTS	ATC/Airspace		Runway Ident	- 20
Visibility	- 15.0 SM	Type of Flight Plan	- IFR	Runway Lth/Wid	- 3000/ 70
Lowest Sky/Clouds	- 10000 FT SCATTERED	Type of Clearance	- VFR	Runway Surface	- ASPHALT
Lowest Ceiling	- 25000 FT BROKEN	Type Apch/Lndg	- UNK/NR	Runway Status	- DRY
Obstructions to Vision	- NONE				
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

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

Pilot-In-Command	Age - 51	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - YES	Total - 16000	Last 24 Hrs - UNK/NR
SE LAND, ME LAND	Months Since - 2	Make/Model - 3000	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 900	Last 90 Days - UNK/NR
		Multi-Eng - 13500	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ATR PLT DEPARTING ARPT UNDER VMC EXPERIENCED FAILURE OF THE RIGHT ENG SHORTLY AFTER LIFT-OFF. THE ACFT YAWED RIGHT FOLLOWED BY A STEEP RIGHT ROLL, CONTACTING POWER LINES WITH THE RIGHT WING AND SUBSEQUENTLY IMPACTED THE GROUND. A POST-CRASH FIRE DESTROYED THE ACFT WITH THE EXCEPTION OF BOTH ENGS AND A PORTION OF THE RIGHT WING PANEL. THE ENG FAILED DUE TO LACK OF LUBRICATION TO THE IMPELLER SHAFT CAUSED BY BLOCKAGE OF OIL JET DUE TO FOD. OIL LINE FROM SCAVENGE SUMP TO SCAVENGE PUMP INLET HAD BEEN REPLACED PRIOR TO ACCIDENT. THE ACFT HAD EXPERIENCED MAINTENANCE PROBLEM (OIL LEAK) APRX 2 WEEKS PRIOR TO ACCIDENT. SOURCE OF FOD IS UNDETERMINED.

Brief of Accident (Continued)

File No. - 2851

11/05/85

OKLAHOMA CITY,OK

A/C Reg. No. N1461G

Time (Lc1) - 1511 CST

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

Finding(s)

1. FLUID,OIL - STARVATION
 2. ENGINE ASSEMBLY - FAILURE,TOTAL
 3. MAINTENANCE - IMPROPER - OTHER MAINTENANCE PSNL
-

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

Finding(s)

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2874 12/21/85 SHAWNEE, OK A/C Reg. No. N4066U Time (Lc1) - 1525 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire NONE

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

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

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

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

ELT Installed/Activated - 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- 250/010 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SHAWNEE, OK
Destination
UNK/NR

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

SHAWNEE MUNI
Runway Ident - 12
Runway Lth/Wid - UNK/NR
Runway Surface - GRASS/TURF
Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)
NONE

Age - 48

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 UNLICENSED PLT WAS CONDUCTING AN UNAUTHORIZED FLT WHEN THE ACCIDENT OCCURRED. THE PLT TOOK OFF FROM A SOD FLD ADJACENT TO A CLOSED Rwy AT SHAWNEE, OK. WITNESSES STATED THAT THE ACFT ASSUMED AN EXCESSIVELY NOSE HIGH ATTITUDE IMMEDIATELY AFTER TAKEOFF AND THE LEFT WING DROPPED FOLLOWED BY THE NOSE AT APRX 50 FT AGL. THE ACFT IMPACTED IN AN EXTREME NOSE DOWN ATTITUDE. THE PLT, WHO WAS UNRESTRAINED, WAS FATALLY INJURED. THE PLT HAD RECEIVED THERAPY FOR MENTAL DISORDERS OVER AN EXTENDED PERIOD OF TIME.

Brief of Accident (Continued)

File No. - 2874

12/21/85

SHAWNEE,OK

A/C Reg. No. N4066U

Time (Lc1) - 1525 CST

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

Finding(s)

1. STOLEN AIRCRAFT/UNAUTHORIZED USE - INTENTIONAL - UNQUALIFIED PERSON
 2. IMPROPER USE OF EQUIPMENT/AIRCRAFT,PSYCHOLOGICAL CONDITION - PILOT IN COMMAND
 3. STALL - INADVERTENT - UNQUALIFIED PERSON
-

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

Finding(s)

4. SEAT BELT - NOT USED - UNQUALIFIED PERSON
 5. DESCENT - UNCONTROLLED - UNQUALIFIED PERSON
-

----Probable Cause----

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

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. - 3241 1/26/85 WHITE CITY, OR A/C Reg. No. N7277M 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

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

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

Make/Model - CESSNA 175
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2350
No. of Seats - 4

Eng Make/Model - CONTINENTAL GO-300 SERIES ELT Installed/Activated - YES/NO
Number Engines - 1 Stall Warning System - YES
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 175 HP

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

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 200/005 KTS
Visibility - UNK/NR
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DUSK

Itinerary
Last Departure Point
EUGENE, OR
Destination
WHITE CITY, OR
ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN
FULL STOP

Airport Proximity
OFF AIRPORT/STRIP
Airport Data
BEAGLE SKY RANCH
Runway Ident - 32
Runway Lth/Wid - 3000/ 200
Runway Surface - GRASS/TURF
Runway Status - DRY

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

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

Age - 49
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - EXPIRED
Flight Time (Hours)
Total - 100 Last 24 Hrs - 2
Make/Model- 100 Last 30 Days- UNK/NR
Instrument- 0 Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CRASHED AFTER STALLING DURING A GO-AROUND ATTEMPT. WITNESSES SAID THE ACFT WAS ON FINAL APPROACH TO THE UNLIGHTED ARPT WITH 40 DEGREES OF FLAP WHEN THE GO-AROUND ATTEMPT WAS MADE. THE ACFT ROLLED AND TURNED 180 DEGREES BEFORE IMPACTING THE GROUND NOSE FIRST.

Brief of Accident (Continued)

File No. - 3241

1/26/85

WHITE CITY, OR

A/C Reg. No. N7277M

Time (Lcl) - 1802 PST

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

Finding(s)

1. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
2. STALL - UNCONTROLLED - PILOT IN COMMAND
3. LIGHT CONDITION - DUSK

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

Brief of Accident

File No. - 2899	3/24/85	PERKASIE,PA	A/C Reg. No. N5234G	Time (Lcl) - 1410 EST
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-----Basic Information-----

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

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

Make/Model - CESSNA L-19	Eng Make/Model - CONTINENTAL O-470 SERIES	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2430	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 260 HP	

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

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point SAME AS ACC/INC	
Method - N/A	Destination SAME AS ACC/INC	Airport Data PENNRIDGE
Completeness - N/A		Runway Ident - 26
Basic Weather - VMC	ATC/Airspace	Runway Lth/Wid - 4000/ 60
Wind Dir/Speed- 005 KTS	Type of Flight Plan - NONE	Runway Surface - ASPHALT
Visibility - 8.0 SM	Type of Clearance - NONE	Runway Status - DRY
Lowest Sky/Clouds - 6000 FT UNK/NR	Type Apch/Lndg - TRAFFIC PATTERN	
Lowest Ceiling -		
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 34	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 2825
SE LAND,ME LAND,SE SEA	Months Since - 5	Make/Model- 260
	Aircraft Type - UNK/NR	Instrument- 365
		Multi-Eng - 50
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 68

Instrument Rating(s) - AIRPLANE

-----Narrative-----

CESSNA L-19,A PRACTICE FLIGHT OF TAKEOFFS AND LANDINGS FOR GLIDER TOW OPERATION FOR PHILIDELPHIA GLIDER COUNCIL ENCOUNTER A WIND SHIFT ON LANDING. THE STUDENT PILOT OVER CORRECTED AND THE AIRCRAFT GROUND LOOPED. THE INSTUCTOR PILOT AT THIS TIME TOOK CONTROL OF THE AIRCRAFT AND APPLIED FULL RIGHT RUDDER ALONG WITH HARD BRAKING WHICH STOPPED THE GROUND LOOP. THE AIRCRAFT CAME TO REST 20 DEGREES TO THE LEFT OF CENTERLINE. THE AIRPLANE FLIPPED FORWARD WHEN THE RIGHT GEAR CONTACTED THE RUNWAY AND RIGHT BRAKING WAS APPLIED AND THE GEAR SEPARATED.

Brief of Accident (Continued)

File No. - 2899

3/24/85

PERKASIE, PA

A/C Reg. No. N5234G

Time (Lc1) - 1410 EST

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

Finding(s)

1. WEATHER CONDITION - GUSTS
 2. DIRECTIONAL CONTROL - NOT MAINTAINED - DUAL STUDENT
 3. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - DUAL STUDENT
 4. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND(CFI)
-

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

Finding(s)

5. LANDING GEAR, MAIN GEAR - FAILURE, TOTAL
 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) 2,3,4

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2849 9/22/85 CHALKHILL, PA A/C Reg. No. N32TV Time (Lcl) - 1010 EDT

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

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

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

Make/Model	- BELL 206B	Eng Make/Model	- ALLISON 250-C20	ELT Installed/Activated	- YES/NO
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 3350	Engine Type	- TURBOSHAFT		
No. of Seats	- 5	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- 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;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>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 - 38	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 8500
	Months Since - 7	Last 24 Hrs - 7
HELICOPTER	Aircraft Type - 206B	Make/Model- 2200
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- 110
		Multi-Eng - UNK/NR
		Rotorcraft - 8500

Instrument Rating(s) - NONE

-----Narrative-----

THE HELICOPTER WAS BEING USED ON AN EXTERNAL LOAD OPERATION WITH A 100 FT CABLE ATTACHED. WHEN A 618 LB LOAD WAS READY TO BE MOVED, THE PLT STARTED THE ENG, LIFTED OFF & MOVED THE HELICOPTER TO A HOVER OVER THE LOAD. THE LOADERS HOOKED THE LOAD TO THE CABLE & GAVE THE PLT A SIGNAL TO DEPART. THEN THEY NOTICED THE CABLE WAS DROOPED OVER THE AFT PART OF THE LEFT SKID. THE CREW TRIED TO SIGNAL THE PLT, BUT AS THE HELICOPTER LIFTED THE LOAD, IT BEGAN MOVING IN A REARWARD & LEFT TURNING, PENDULOUS MOTION. SUBSEQUENTLY, THE HELICOPTER CRASHED NEARLY INVERTED ONTO WOODED TERRAIN. AFTER THE ACNT, THE 100 FT CABLE WAS ABOVE THE HELICOPTER IN A TREE & EXTENDED TO WHERE IT WAS WRAPPED AROUND ANOTHER TREE. ALL OF THE CIRCUIT BREAKERS WERE FOUND OPEN. THE CARGO HOOK HAD A MANUAL & AN ELECTRICAL RELEASE. THE CARGO HOOK WAS TORN FROM THE HELICOPTER.

Brief of Accident (Continued)

File No. - 2849

9/22/85

CHALKHILL, PA

A/C Reg. No. N32TV

Time (Lc1) - 1010 EDT

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
 2. PICK-UP EQUIPMENT - INCORRECT
 3. ELECTRICAL SYSTEM, CIRCUIT BREAKER - NOT ENGAGED
 4. CREW/GROUP COORDINATION - INADEQUATE - GROUND PERSONNEL
-

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) 1,4

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2911 12/01/85 HAZLETON, PA A/C Reg. No. N4324D Time (Lcl) - 1520 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
NONE

Crew
Pass

Fatal
0
0

Injuries
Serious
0
0

Minor
0
0

None
2
1

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

Make/Model - PIPER PA-34
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 4570
No. of Seats - 7

Eng Make/Model - CONTINENTAL TS10-360
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 - FSS
Method - TELEPHONE
Completeness - UNK/NR
Basic Weather - IMC
Wind Dir/Speed- 120/012 KTS
Visibility - 1.000 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 700 FT
Obstructions to Vision- UNK/NR
Precipitation - RAIN
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
LANCASTER, PA
Destination
HAZLETON, PA

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

HAZLETON
Runway Ident - 28
Runway Lth/Wid - 4900/ 90
Runway Surface - ASPHALT
Runway Status - WET

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

Pilot-In-Command

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

Age - 65
Biennial Flight Review
Current - YES
Months Since - 13
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 28140 Last 24 Hrs - UNK/NR
Make/Model- 55 Last 30 Days- UNK/NR
Instrument- 5055 Last 90 Days- 123
Multi-Eng - 17300

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PIPER AIRCRAFT RAN OFF THE RUNWAY DURING LANDING AT HAZLETON PENNSYLVANIA. ACCORDING TO THE PILOT THE FIRST APPROACH WAS MISSED DUE TO BAD VISIBILITY. THE FLIGHT RETURNED TO THE INITIAL APPROACH FIX FOR A SECOND ATTEMPT. THE PILOT BROKE OUT OF THE CLOUDS AT ABOUT 700 FT, THE PILOT SET FULL FLAPS AND TOUCHED DOWN ABOUT MID WAY DOWN RUNWAY 28. THE AIRCRAFT BEGAN TO HYDROPLANE ON THE WET SURFACE. ON APPLYING POWER FOR GO AROUND, THE RIGHT ENGINE DID NOT RESPOND. THE PILOT REDUCED POWER TO ABORT. THE AIRCRAFT CONTINUED OFF THE RUNWAY BREAKING ONE RUNWAY LIGHT, GROUND LOOPED COLLAPSING RIGHT MAIN GEAR.

Brief of Accident (Continued)

File No. - 2911

12/01/85

HAZLETON, PA

A/C Reg. No. N4324D

Time (Lc1) - 1520 EST

Occurrence #1 MISCELLANEOUS/OTHER
Phase of Operation APPROACH - MISSED APPROACH (IFR)

Finding(s)
1. WEATHER CONDITION - FOG

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #3 OVERRUN
Phase of Operation LANDING - ROLL

Occurrence #4 GEAR COLLAPSED
Phase of Operation LANDING - ROLL

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2898	12/15/85	MT. JOY, PA	A/C Reg. No. N7177W	Time (Lcl) - 1245 EST
<hr/>				
-----Basic Information-----				
Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries	
		SUBSTANTIAL	Fatal	Serious
Type of Operation	-PERSONAL	Fire	Crew	Minor
Flight Conducted Under	-14 CFR 91	NONE	Pass	None
Accident Occurred During	-LANDING		0	0
			0	0
			0	1
			0	1
<hr/>				
-----Aircraft Information-----				
Make/Model	- PIPER PA-28-180	Eng Make/Model	- LYCOMING O-360-A4M	ELT Installed/Activated - UNK/NR
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System - YES
Max Gross Wt	- 2175	Engine Type	- RECIPROCATING-CARBURETOR	
No. of Seats	- 4	Rated Power	- 180 HP	
<hr/>				
-----Environment/Operations Information-----				
Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- UNK/NR	Last Departure Point	OFF AIRPORT/STRIP	
Method	- UNK/NR	LANCASTER, PA		
Completeness	- UNK/NR	Destination	Airport Data	
Basic Weather	- VMC	MT. JOY, PA		
Wind Dir/Speed	- UNK/NR	ATC/Airspace	Runway Ident - N/A	
Visibility	- UNK/NR	Type of Flight Plan	Runway Lth/Wid - N/A	
Lowest Sky/Clouds	- UNK/NR	Type of Clearance	Runway Surface - N/A	
Lowest Ceiling	- UNK/NR	Type Apch/Lndg	Runway Status - HIGH VEGETATION	
Obstructions to Vision	- NONE			
Precipitation	- NONE			
Condition of Light	- DAYLIGHT			
<hr/>				
-----Personnel Information-----				
Pilot-In-Command	Age - UNK/NR	Medical Certificate - UNK/NR		
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)		
PRIVATE	Current - UNK/NR	Total	Last 24 Hrs - UNK/NR	
SE LAND	Months Since - UNK/NR	Make/Model	Last 30 Days - UNK/NR	
	Aircraft Type - UNK/NR	Instrument	Last 90 Days - UNK/NR	
		Multi-Eng	Rotorcraft - UNK/NR	
<hr/>				
Instrument Rating(s) - NONE				
<hr/>				
-----Narrative-----				
PIPER AIRCRAFT WAS IN CRUISE FLIGHT FROM LANCASTER, PA TO MT JOY, PA. WHEN AN OIL LINE APPARENTLY FRACTURED. AN EMERGENCY LANDING WAS MADE IN A FIELD. DURING LANDING, THE NOSE COLLAPSED AND THE AIRCRAFT WAS SUBSTANTIALLY DAMAGED.				

Brief of Accident (Continued)

File No. - 2898

12/15/85

MT. JOY, PA

A/C Reg. No. N7177W

Time (Lc1) - 1245 EST

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

Finding(s)

1. LUBRICATING SYSTEM, OIL LINE - BURST
-

Occurrence #2 FORCED LANDING
Phase of Operation CRUISE

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

Finding(s)

2. 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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2857 7/06/85 KEYSTONE,SD A/C Reg. No. N5410W Time (Lc1) - 1109 MDT

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

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

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

Make/Model - HUGHES 369HS	Eng Make/Model - ALLISON 250-C18B	ELT Installed/Activated - NO -N/A
Landing Gear - HIGH SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2550	Engine Type - TURBOSHAFT	
No. of Seats - 5	Rated Power - 278 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- VARIABLE/005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 24	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1479
SE LAND	Months Since - 1	Make/Model- 500
HELICOPTER	Aircraft Type - 369HS	Instrument- 0
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 87
		Rotorcraft - 1156

Instrument Rating(s) - NONE

-----Narrative-----

MAIN ROTOR HUB WAS OVERHAULED BY A REPAIR STATION THAT WAS NOT AUTHORIZED BY HUGHES HELICOPTERS FOR HUB OVERHAULS. THE MAIN ROTOR HUB AND BLADES SEPARATED IN-FLT 279 HRS AFTER OVERHAUL. THE ACFT CRASHED IN A DENSILY WOODED AREA. POST ACCIDENT EXAM OF THE MAIN ROTOR SYSTEM REVEALED THE TORSION-TENSION STRAP PACK FAILED DUE TO FATIGUE CRACKING IN THE STAINLESS STEEL LAMINANTS. METALLURGICAL EXAM REVEALED EVIDENCE OF CORROSION PITTING IN THE LAMINANTS. THE CORROSION PITS WERE THE ORIGIN OF FATIGUE CRACKS. THE MAXIMUM ALLOWABLE NUMBER OF LAMINANT FAILURES IN ANY ONE STRAP IS 3. THE FAILED STRAP PACK CONTAINED 9 FATIGUE FAILED LAMINANTS.

Brief of Accident (Continued)

File No. - 2857

7/06/85

KEYSTONE,SD

A/C Reg. No. N5410W

Time (Lc1) - 1109 MDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation APPROACH - VFR PATTERN - BASE TURN

Finding(s)

1. ROTOR SYSTEM,MAIN ROTOR BLADE - SEPARATION
 2. ROTOR SYSTEM,MAIN ROTOR HUB - SEPARATION
 3. MAINTENANCE,OVERHAUL - IMPROPER - OTHER MAINTENANCE PSNL
-

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

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

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

Brief of Accident

File No. - 2828 10/03/85 CHAMBERLAIN,SD A/C Reg. No. N40359 Time (Lcl) - 1445 CDT

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

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

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

Make/Model - PIPER PA-18-150	Eng Make/Model - LYCOMING O-320-A2B	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1625	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	UNK/NR
Method - N/A	CHAMBERLAIN,SD	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 315/025 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 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 - 500 FT OVERCAST	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - RAIN		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 43	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - 4000
SE LAND,ME LAND	Months Since - UNK/NR	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 100
		Multi-Eng - 2500
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT AND HIS PASSENGER FRIEND WERE LOOKING FOR STRAY CATTLE WHEN APRX AT 142 FT ABOVE THE GROUND THEIR ACFT STRUCK AN ANTENNAE MOUNTED ON A MICROWAVE TOWER. THE ACFT DESCENDED AND WAS DESTROYED ON GROUND IMPACT.

Brief of Accident (Continued)

File No. - 2828

10/03/85

CHAMBERLAIN, SD

A/C Reg. No. N40359

Time (Lc1) - 1445 CDT

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

Finding(s)

1. OBJECT - ELECT TOWER
 2. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
 3. VISUAL LOOKOUT - NOT PERFORMED - 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. - 2811	11/27/85	HAYES, SD	A/C Reg. No. N6884B	Time (Lc1) - 1630 MST
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-----Basic Information-----

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

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

Make/Model - PIPER PA-18-150	Eng Make/Model - LYCOMING O-320-A2A	ELT Installed/Activated - NO -N/A
Landing Gear - SKI/WHEEL	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1625	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 150 HP	

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 050/006 KTS</p> <p>Visibility - 60.0 SM</p> <p>Lowest Sky/Clouds - 4000 FT SCATTERED</p> <p>Lowest Ceiling - 23000 FT OVERCAST</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point HAYES, SD</p> <p>Destination SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FULL STOP</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 - SNOW</p> <p>Runway Status - SNOW - CRUSTED SNOW - COMPACTED</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>Age - 27</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 21</p> <p>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 - 3630</td> <td>Last 24 Hrs - UNK/NR</td> </tr> <tr> <td>Make/Model- 500</td> <td>Last 30 Days- UNK/NR</td> </tr> <tr> <td>Instrument- 90</td> <td>Last 90 Days- 65</td> </tr> <tr> <td>Multi-Eng - 130</td> <td></td> </tr> </table>	Total - 3630	Last 24 Hrs - UNK/NR	Make/Model- 500	Last 30 Days- UNK/NR	Instrument- 90	Last 90 Days- 65	Multi-Eng - 130	
Total - 3630	Last 24 Hrs - UNK/NR									
Make/Model- 500	Last 30 Days- UNK/NR									
Instrument- 90	Last 90 Days- 65									
Multi-Eng - 130										

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT DURING THE UPHILL LDG ON SNOW COVERED TERRAIN, THE ACFT CRESTED THE HILL, THEN STARTED DOWNHILL ON THE OPPOSITE SIDE. ACCORDING TO THE PLT HE WAS UNABLE TO STOP THE ACFT BEFORE REACHING A CLIFF. THE PLT EGRESSSED THE ACFT PRIOR TO IT GOING OVER THE CLIFF. A TAILWIND WAS PRESENT DURING THE LANDING.

Brief of Accident (Continued)

File No. - 2811

11/27/85

HAYES, SD

A/C Reg. No. N6884B

Time (Lcl) - 1630 MST

Occurrence #1

OVERRUN

Phase of Operation

LANDING - ROLL

Finding(s)

1. TERRAIN CONDITION - SNOW COVERED
 2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
 3. TERRAIN CONDITION - DOWNHILL
 4. WEATHER CONDITION - TAILWIND
-

-----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. - 2903 6/19/85 ROCKSPRINGS, TX A/C Reg. No. N199TA Time (Lcl) - 1510 CDT

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

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

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

Make/Model - SWEARINGEN SA-26AT	Eng Make/Model - GARRETT TPE-331-1151G	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 10062	Engine Type - TURBOPROP	
No. of Seats - 8	Rated Power - 665 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	DEL RIO, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	MCGREGORY, TX	Runway Ident - N/A
Wind Dir/Speed- 080/003 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 7.0 SM	Type of Flight Plan - IFR	Runway Surface - N/A
Lowest Sky/Clouds - 2000 FT SCATTERED	Type of Clearance - IFR	Runway Status - N/A
Lowest Ceiling - 5000 FT BROKEN	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 45	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 4843
SE LAND, ME LAND	Months Since - 3	Last 24 Hrs - 2
	Aircraft Type - SA-26AT	Last 30 Days- 28
		Last 90 Days- 105
		Multi-Eng - 1808

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AS THE ACFT WAS CLIMBING THRU 14,800' FOR 19,000', THE PLT REPORTED A RAPID DECOMPRESSION. TWO MINUTES LATER, HE REPORTED THAT HE HAS LOST THE TAIL. ACFT IMPACTED IN AN INVERTED FLAT SPIN AND THE TAIL AND A SECTION OF EMPENNAGE WERE FOUND ABOUT 3/4 MILE AWAY FROM MAIN WRECKAGE. INVESTIGATION REVEALED THAT A SKIN SEAM HAD SPLIT OPEN ALONG A 54" SPAN IN AN AREA WHERE 2 PIECES OF "L" SHAPED CHANNEL HAD BEEN RIVETED TOGETHER TO FORM A STRINGER. NORMALLY THE STRINGER WOULD BE MADE USING A SINGLE PIECE OF "T" SHAPED CHANNEL. THE NON-STANDARD STRINGER HAD BEEN FABRICATED DURING REPAIRS MADE ON THE ACFT FOLLOWING A GEAR UP LANDING 7 YRS PRIOR TO THIS ACCIDENT. ANALYSIS REVEALED THAT THE RIVETS HOLDING THE "L" CHANNELS TOGETHER AND FAILED IN FATIGUE DUE TO TENSILE CYCLIC LOADING WHENEVER THE ACFT WAS PRESSURIZED. ACFT HAD A HISTORY OF PRESSURIZATION PROBLEMS FOLLOWING THE REPAIR THAT WAS NOT PROPERLY PERFORMED OR INSPECTED.

Brief of Accident (Continued)

File No. - 2903

6/19/85

ROCKSPRINGS, TX

A/C Reg. No. N199TA

Time (Lc1) - 1510 CDT

Occurrence #1 DECOMPRESSION
Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. FUSELAGE - DECOMPRESSION
2. FUSELAGE, SKIN - SEPARATION
3. FUSELAGE, STRINGER - FATIGUE
4. MAINTENANCE, MAJOR REPAIR - IMPROPER - OTHER MAINTENANCE PNL
5. FACILITY, INADEQUATE DESIGN (STANDARD/REQUIREMENT) - OTHER MAINTENANCE PNL
6. FUSELAGE, STRINGER - PREVIOUS DAMAGE
7. MAINTENANCE, INSPECTION OF AIRCRAFT - NOT PERFORMED - OTHER MAINTENANCE PNL
8. FACILITY, INADEQUATE DESIGN (STANDARD/REQUIREMENT) - FAA (ORGANIZATION)

Occurrence #2 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation DESCENT - EMERGENCY

Finding(s)

9. FUSELAGE - SEPARATION

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

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2921 8/07/85 DALLAS, TX A/C Reg. No. N5356M Time (Lcl) - 1850 CDT

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

Type Operating Certificate-COMMUTER	Aircraft Damage		Injuries		
Name of Carrier -AIR MIDWEST INC.	SUBSTANTIAL		Fatal	Serious	Minor
Type of Operation -SCHEDULED, DOMESTIC, CARGO	Fire	Crew	0	0	0
Flight Conducted Under -14 CFR 135	NONE	Pass	0	0	0
Accident Occurred During -LANDING					2
					0

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

Make/Model - FAIRCHILD/SWEARINGEN SA226TC	Eng Make/Model - ALLISON TPE331-3UW303	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 - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	FAYETTEVILLE, AR	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	LOVE FIELD
Wind Dir/Speed- CALM		Runway Ident - 13L
Visibility - 15.0 SM	ATC/Airspace	Runway Lth/Wid - 7754/ 150
Lowest Sky/Clouds - 20000 FT SCATTERED	Type of Flight Plan - IFR	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type of Clearance - IFR	Runway Status - DRY
Obstructions to Vision- NONE	Type Apch/Lndg - STRAIGHT-IN	
Precipitation - NONE		
Condition of Light - UNK/NR		

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

Pilot-In-Command	Age - 38	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, ATP	Current - UNK/NR	Total - UNK/NR
SE LAND, ME LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Last 30 Days - UNK/NR
		Last 90 Days - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT SUSTAINED SUBSTANTIAL DAMAGE WHEN IT LANDED WITH THE GEAR UP. THE PILOTS REPORTED LOWERING THE GEAR, BUT DID NOT CONFIRM THE GEAR POSITION. THE TOWER TRANSMITTED A WARNING, BUT THE CREW DID NOT RESPOND. SUBSEQUENT INVESTIGATION REVEALED A MALFUNCTION IN THE VOLTAGE REGULATORS ON BOTH GENERATORS. THE BATTERY VOLTAGE AVAILABLE WAS NOT SUFFICIENT TO INITIATE GEAR EXTENSION. MANUAL GEAR EXTENSION WAS AVAILABLE.

Brief of Accident (Continued)

File No. - 2921

8/07/85

DALLAS, TX

A/C Reg. No. N5356M

Time (Lcl) - 1850 CDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. ELECTRICAL SYSTEM, VOLTAGE REGULATOR - FAILURE, TOTAL
2. MAINTENANCE, SERVICE OF AIRCRAFT - INADEQUATE - COMPANY MAINTENANCE PSNL
3. LANDING GEAR, NORMAL RETRACTION/EXTENSION ASSEMBLY - INOPERATIVE
4. BATTERY - INADVERTENT USE - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, IMPROPER TRAINING(EMERGENCY PROCEDURE(S)) - CHECK PILOT

Occurrence #2 GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

6. WHEELS UP LANDING - INADVERTENT - PILOT IN COMMAND
7. IMPROPER USE OF PROCEDURE, ANXIETY/APPREHENSION - PILOT IN COMMAND
8. CHECKLIST - 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) 1,3,6,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2927	8/23/85	BIG SPRING, TX	A/C Reg. No. N7401R	Time (Lcl) - 2035 CDT
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-----Basic Information-----

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

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

Make/Model - PIPER PA-28-140	Eng Make/Model - LYCOMING O-320-E2A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1950	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 140 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	ODESSA, TX	BIG SPRING
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 35
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 8800/ 150
Lowest Sky/Clouds - SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE	FORCED LANDING	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 58	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - YES	Total - 2380
SE LAND, ME LAND	Months Since - 7	Make/Model- 49
	Aircraft Type - PA24260	Instrument- 0
		Multi-Eng - 67
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COCKPIT/CABIN FILLED WITH SMOKE AFTER TAKEOFF. THE PLT & PASSG SMELLED AN ODOR OF ELECTRICAL WIRING BURNING AND SAW FIRE AT THE FIREWALL NEAR THE RUDDER PEDALS. THE ACFT WAS TURNED 180 DEGREES AND LANDED ON RWY 35. THE 2 OCCUPANTS IMMEDIATELY EGRESSSED. INVESTIGATION SHOWED THAT THE ENG LEFT EXHAUST STACK, PN 63726-02, WHICH SHOULD BE INSERTED INTO THE MUFFLER ASSEM, PN 66704-00 AND SECURED WITH CLAMP ASSEM, PN 65442-03 WAS DISPLACED AWAY FROM THE END OF THE MUFFLER ALLOWING HOT GASES TO BE DIRECTED ONTO THE FIREWALL IN THE AREA OF THE STARTER SOLENOID AND BRAKE RESERVOIR. THE SECURING CLAMP ASSEM WAS PRESENT ON THE MUFFLER WITH THE NUT INSTALLED AND CLAMP FLUSH WITH THE OUTSIDE DIAMETER OF THE MUFFLER EXTENSION. THE LOCATER PIN WAS EXTENDING THRU THE MUFFLER EXTENSION. THE EXHAUST STACK HAD THE LOCATOR HOLD AND INSPECTION DID NOT SHOW THAT THE PIN WAS WORN OR SHEARED TO ALLOW DISENGAGEMENT. FIRE DAMAGED THE ACFT FROM THE FIREWALL TO THE BAGGAGE/REAR AREA. FLUID FROM THE MELTED BRAKE RESERVOIR APPEARED TO ADD TO THE FIRE.

Brief of Accident (Continued)

File No. - 2927

8/23/85

BIG SPRING, TX

A/C Reg. No. N7401R

Time (Lc1) - 2035 CDT

Occurrence #1 FIRE
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. EXHAUST SYSTEM, MUFFLER - DISCONNECTED
2. EXHAUST SYSTEM, STACK - NOT ENGAGED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 FIRE
Phase of Operation LANDING - ROLL

----Probable Cause----

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

Brief of Accident

File No. - 2868 8/30/85 PALO PINTO, TX A/C Reg. No. N3255X Time (Lcl) - 1720 CDT

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

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

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

Make/Model - CESSNA L-19E	Eng Make/Model - CONTINENTAL O-470-15	ELT Installed/Activated - UNK/NR
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2430	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - UNK/NR	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	MCKINNEY, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 150/008 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 38	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 350
SE LAND	Months Since - UNK/NR	Make/Model- UNK/NR
FREE BALLOON	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 WAS REPORTED BY WITNESSES TO HAVE BEEN FLYING VERY LOW OVER A LAKE JUST PRIOR TO ACCIDENT. THE ACFT COLLIDED WITH PWR LINES AFTER PASSING OVER A DAM AND WAS DESTROYED ON GROUND IMPACT. THE PLT REPORTED A LOSS PWR WAS EXPERIENCED. THE ENG WAS TEST RUN WITH NO INDICATION OF A PRE-IMPACT MALFUNCTION FOUND.

Brief of Accident (Continued)

File No. - 2868

8/30/85

PALO PINTO, TX

A/C Reg. No. N3255X

Time (Lc1) - 1720 CDT

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

Finding(s)

1. OBJECT - WIRE, TRANSMISSION
 2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
 3. VISUAL LOOKOUT - POOR - PILOT IN COMMAND
 4. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
 5. 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) 3,4,5

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2930 10/07/85 TOMBALL, TX

A/C Reg. No. N515EH

Time (Lc1) - 0810 CDT

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

Type Operating Certificate-AIR CARRIER - ALL CARGO

Aircraft Damage
SUBSTANTIAL

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

Type of Operation -POSITIONING

Fire

Crew

Flight Conducted Under -14 CFR 91

NONE

Pass

Accident Occurred During -LANDING

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

Make/Model - BELL 206L-1
Landing Gear - EMERGENCY FLOAT
Max Gross Wt - 4150
No. of Seats - 6

Eng Make/Model - ALLISON 250-C28B
Number Engines - 1
Engine Type - TURBOSHAFT
Rated Power - 435 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 050/005 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
HOUSTON, TX

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

DAVID WAYNE HOOKS
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - GRASS/TURF
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)

COMMERCIAL
SE LAND
HELICOPTER

Age - 34

Biennial Flight Review

Current - YES
Months Since - UNK/NR
Aircraft Type - 206L-1

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 4333	Last 24 Hrs	- 1
Make/Model	- 3444	Last 30 Days	- UNK/NR
Instrument	- 140	Last 90 Days	- 155
Multi-Eng	- UNK/NR	Rotorcraft	- 4196

Instrument Rating(s) - NONE

-----Narrative-----

ACFT WAS SUBSTANTIALLY DAMAGED AS A RESULT OF A HARD LANDING DURING AN EMERGENCY AUTOROTATION FOLLOWING A COMPLETE POWER LOSS. THE POWER LOSS OCCURRED AS A RESULT OF AN UNCONTAINED FAILURE OF THE NO. 1 TURBINE WHEEL. THE WHEEL BURST AS A RESULT OF A FATIGUE FAILURE OF THE TURBINE TO COMPRESSOR COUPLING WHICH ALLOWED THE SHAFT TO DECOUPLE. WHEN THE TURBINE SECTION DECOUPLED THE ENGINE EXPERIENCED AN OVERSPEED. THE ORIGIN OF THE FATIGUE FRACTURE WAS FOUND IN THE SCALLOP AREA ON THE TURBINE END OF THE SHAFT. THE ENG FAILURE OCCURRED AT LOW ALTITUDE ON DEPARTURE AND THE PLT HAD TO MANEUVER THE ACFT IN ORDER TO MAKE THE ONLY AVAILABLE FORCED LANDING AREA.

Brief of Accident (Continued)

File No. - 2930

10/07/85

TOMBALL, TX

A/C Reg. No. N515EH

Time (Lc1) - 0810 CDT

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

Finding(s)

1. TURBOSHAFT ENGINE, GAS GENERATOR TURBINE SHAFT - DISCONNECTED
2. TURBOSHAFT ENGINE, GAS GENERATOR TURBINE SHAFT - FATIGUE

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

3. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - NONE SUITABLE
4. AUTOROTATION - PERFORMED - PILOT IN COMMAND

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

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

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

Brief of Accident

File No. - 2841 10/10/85 PECOS, TX A/C Reg. No. N7110W Time (Lcl) - 0650 CDT

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

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

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

Make/Model - PIPER PA-28-180	Eng Make/Model - LYCOMING O-360-A1D	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2400	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - IMC	MONAHANS, TX	PECOS MUNI
Wind Dir/Speed- 010/011 KTS	ATC/Airspace	Runway Ident - 31
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 6255/ 100
Lowest Sky/Clouds - 700 FT	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 700 FT OVERCAST	Type Apch/Lndg - NONE	Runway Status - WET
Obstructions to Vision- FOG		
Precipitation - DRIZZLE		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 46	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - NO	Total - 830
SE LAND	Months Since - 34	Last 24 Hrs - 0
	Aircraft Type - PA-28	Make/Model- 79
		Instrument- 2
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE NON-INSTRUMENT RATED PVT PLT DEPARTED ON A NIGHT FLT WITH WX REPORTED AS 300 AND 2 IN FOG AND DRIZZLE. ACFT IMPACTED TERRAIN SHORTLY THEREAFTER IN A 60 DEGREE NOSE DOWN ATTITUDE. THE PLT HAD TOLD A FRIEND THAT AFTER DEPARTURE HE WOULD ACQUIRE AND THEN FOLLOW THE LIGHTS ALONG A NEARBY INTERSTATE HWY TO HIS DESTANTION. THE FRIEND, WHO WITNESSED THE DEPARTURE, STATED THAT SHORTLY AFTER LIFTOFF HE LOST SIGHT OF THE ACFT'S ROTATING BEACON DUE TO THE LOW VISIBILITY. THE PLT HAD A REPUTATION FOR FLYING IN MARGINAL OR WORSE WX AND HAD BEEN VIOLATED FOR THE SAME ON ONE PREVIOUS OCCASION. NO EVIDENCE OF PRE-IMPACT FAILURE OR MALFUNCTION WAS REVEALED DURING THE INVESTIGATION.

Brief of Accident (Continued)

File No. - 2841

10/10/85

PECOS, TX

A/C Reg. No. N7110W

Time (Lc1) - 0650 CDT

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

Finding(s)

1. WEATHER CONDITION - LOW CEILING
2. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
4. WEATHER CONDITION - RAIN
5. WEATHER CONDITION - FOG
6. PREFLIGHT BRIEFING SERVICE - NOT USED - PILOT IN COMMAND
7. LIGHT CONDITION - DARK NIGHT

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

Finding(s)

8. VFR FLIGHT INTO IMC - INTENTIONAL - PILOT IN COMMAND
9. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - PILOT IN COMMAND

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2912	10/14/85	CISCO, TX	A/C Reg. No. N2368C	Time (Lcl) - 1400 CDT
<hr/>				
-----Basic Information-----				
Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries	
Type of Operation	-PERSONAL	DESTROYED	Fatal	Serious Minor None
Flight Conducted Under	-14 CFR 91	Fire	Crew 1	0 0 0
Accident Occurred During	-DESCENT	ON GROUND	Pass 1	0 0 0
<hr/>				
-----Aircraft Information-----				
Make/Model	- CESSNA 180	Eng Make/Model	- CONTINENTAL D-470-A	ELT Installed/Activated - YES/NO
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System - YES
Max Gross Wt	- 2550	Engine Type	- RECIPROCATING-CARBURETOR	
No. of Seats	- 4	Rated Power	- 225 HP	
<hr/>				
-----Environment/Operations Information-----				
Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP	
Method	- N/A	UNK/NR		
Completeness	- N/A	Destination	Airport Data	
Basic Weather	- IMC	UNK/NR		
Wind Dir/Speed	- 350/009 KTS	ATC/Airspace	Runway Ident	- N/A
Visibility	- UNK/NR	Type of Flight Plan	Runway Lth/Wid	- N/A
Lowest Sky/Clouds	-	Type of Clearance	Runway Surface	- N/A
Lowest Ceiling	- 100 FT OBSCURED	Type Apch/Lndg	Runway Status	- N/A
Obstructions to Vision	- FOG			
Precipitation	- NONE			
Condition of Light	- DAYLIGHT			
<hr/>				
-----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 - 700	Last 24 Hrs - UNK/NR	
SE LAND	Months Since - 5	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) - NONE				
<hr/>				
-----Narrative-----				
NON-INSTRUMENT RATED PVT PILOT PROCEEDED INTO INSTRUMENT WEATHER CONDITIONS. CONTROL WAS LOST AND THE AIRCRAFT IMPACTED STEEP NOSE DOWN IN CITY LIMITS. NO RECORD OF A WX BRIEFING BEING RECEIVED BY THE PILOT WAS FOUND. NO EVIDENCE OF PRE-IMPACT FAILURE OR MALFUNCTION OF AIRCRAFT WAS FOUND. NO FLIGHT PLAN WAS FILED.				
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Brief of Accident (Continued)

File No. - 2912

10/14/85

CISCO, TX

A/C Reg. No. N2368C

Time (Lcl) - 1400 CDT

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

Finding(s)

1. VFR FLIGHT INTO IMC - INADVERTENT - PILOT IN COMMAND
2. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
3. PREFLIGHT BRIEFING SERVICE -- NOT USED - PILOT IN COMMAND

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

Finding(s)

4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND

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

Finding(s)

5. DESCENT - UNCONTROLLED - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2872	10/16/85	EL PASO, TX	A/C Reg. No. N23CD	Time (Lcl) - 2301 CDT
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-----Basic Information-----

Type Operating Certificate - ON-DEMAND AIR TAXI Name of Carrier - AIR EXCHANGE INC. Type of Operation - NON SCHED, DOMESTIC, CARGO Flight Conducted Under - 14 CFR 135 Accident Occurred During - CRUISE	Aircraft Damage DESTROYED Fire ON GROUND	<table border="0"> <tr> <td></td> <td colspan="4">Injuries</td> </tr> <tr> <td></td> <td>Fatal</td> <td>Serious</td> <td>Minor</td> <td>None</td> </tr> <tr> <td>Crew</td> <td>1</td> <td>0</td> <td>0</td> <td>0</td> </tr> <tr> <td>Pass</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> </tr> </table>		Injuries					Fatal	Serious	Minor	None	Crew	1	0	0	0	Pass	0	0	0	0
	Injuries																					
	Fatal	Serious	Minor	None																		
Crew	1	0	0	0																		
Pass	0	0	0	0																		

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

Make/Model - MITSUBISHI MU-2B-2D Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 9920 No. of Seats - 2	Eng Make/Model - GARRETT TPE3311151A Number Engines - 2 Engine Type - TURBOPROP Rated Power - 665 HP	ELT Installed/Activated - UNK/NR Stall Warning System - YES
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-----Environment/Operations Information-----

Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - FULL Basic Weather - IMC Wind Dir/Speed - 300/014 KTS Visibility - UNK/NR Lowest Sky/Clouds - UNK/NR Lowest Ceiling - OBSCURED Obstructions to Vision - UNK/NR Precipitation - RAIN Condition of Light - NIGHT(DARK)	Itinerary Last Departure Point ALBUQUERQUE, NM Destination EL PASO, TX 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
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-----Personnel Information-----

Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL, CFI SE LAND, ME LAND	Age - 32 Biennial Flight Review Current - YES Months Since - 4 Aircraft Type - UNK/NR	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Flight Time (Hours) Total - 9500 Make/Model - 1200 Instrument - 1000 Multi-Eng - 3500 Last 24 Hrs - 6 Last 30 Days - UNK/NR Last 90 Days - UNK/NR
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT CANCELED HIS IFR FLT PLAN AND ATTEMPTED TO FLY VFR AT A RELATIVELY LOW ALT OVER MOUNTAINOUS TERRAIN WITH LOW SCATTERED CLOUDS ON A DARK NIGHT. HE REPORTED A LARGE LIGHTED AREA AS BEING DOWNTOWN EL PASO WHEN IN REALITY IT WAS MOST LIKELY CORONADO HILLS, A DEVELOPMENT ON THE WEST SIDE OF FRANKLIN MOUNTAIN LOCATED APRX 4 MILES NORTH OF THE SOUTH END OF THE MOUNTAIN. THIS WAS PROBABLY DUE TO HAVING JUST DESCENDED FROM IFR CONDITIONS INTO VFR CONDITIONS. HIS FAMILIARITY WITH THE AREA, COMBINED WITH HIS METHOD OF FLT OPERATION (AS RELATED BY A PROFESSIONAL AQUAINTANCE), PROBABLY GAVE A FALSE SENSE OF SECURITY AND OVER CONFIDENCE IN HIS PERSONAL ABILITY.

Brief of Accident (Continued)

File No. - 2872

10/16/85

EL PASO, TX

A/C Reg. No. N23CD

Time (Lc1) - 2301 CDT

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
2. VFR FLIGHT INTO IMC - INADVERTENT - PILOT IN COMMAND
3. VFR PROCEDURES - IMPROPER USE OF - PILOT IN COMMAND
4. WEATHER CONDITION - CLOUDS
5. LIGHT CONDITION - DARK NIGHT

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

Finding(s)

6. BECAME LOST/DISORIENTED - MISJUDGED - PILOT IN COMMAND
7. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
8. TERRAIN CONDITION - MOUNTAINOUS/HILLY

----Probable Cause----

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

Factor(s) relating to this accident is/are finding(s) 1,4,5,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2923 10/23/85 PORT O'CONNER, TX A/C Reg. No. N376EH Time (Lcl) - 0900 CDT

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

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

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

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

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method	- N/A	PORT O'CONNOR, TX	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	UNK/NR	
Wind Dir/Speed	- CALM	ATC/Airspace	Runway Ident
Visibility	- 20.0 SM	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- N/A
Lowest Ceiling	- NONE	Type Apch/Lndg	- NONE
Obstructions to Vision	- NONE		Runway Surface
Precipitation	- NONE		- DRY
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 38	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - UNK/NR	Total - 2769	Last 24 Hrs - 7
	Months Since - UNK/NR	Make/Model - 452	Last 30 Days - UNK/NR
HELICOPTER	Aircraft Type - UNK/NR	Instrument - 82	Last 90 Days - 228
			Rotorcraft - 2769

Instrument Rating(s) - HELICOPTER

-----Narrative-----

THE ACFT ROLLED OVER AFTER A FORCED LNDG DUE TO LOSS OF POWER. THE ENG LOST ABOUT 60 PERCENT OF ITS POWER DURING CRUISE AT ABOUT 250 FT AGL. POST ACC INSPECTION SHOWED THAT FUEL LINE P/N 685481 B-NUT HAD BACKED OFF THE FUEL CONTROL END OF LINE 250C20 IPC. THE LAST MAJOR ENG MAINTENANCE WAS A TURBINE CHANGE ON 3/3/85. THE LAST HEAVY INSPECTION WAS ON 10-11-85. THE ACFT FLEW 47.5 HRS AFTER THAT INSPECTION BEFORE THIS FUEL LINE DISCONNECTION.

Brief of Accident (Continued)

File No. - 2923

10/23/85

PORT O'CONNER, TX

A/C Reg. No. N376EH

Time (Lc1) - 0900 CDT

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

Finding(s)

1. FUEL SYSTEM, FUEL CONTROL - DISABLED
 2. FUEL SYSTEM, LINE - DISCONNECTED
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

3. AUTOROTATION - PERFORMED - PILOT IN COMMAND
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2869	10/26/85	ARLINGTON, TX	A/C Reg. No. N704MA	Time (Lcl) - 1500 CST
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-----Basic Information-----

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

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

Make/Model - CESSNA 150M	Eng Make/Model - CONTINENTAL O-200-A	ELT Installed/Activated - 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-----

<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 - UNK/NR</p> <p>Lowest Sky/Clouds - UNK/NR</p> <p>Lowest Ceiling - UNK/NR</p> <p>Obstructions to Vision- UNK/NR</p> <p>Precipitation - UNK/NR</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="text-align: center;">ARLINGTON, TX</p> <p>Destination</p> <p style="text-align: center;">LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - STRAIGHT-IN</p> <p style="text-align: center;">FORCED LANDING</p>	<p>Airport Proximity</p> <p style="text-align: center;">OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - DIRT</p> <p>Runway Status - SOFT</p> <p style="text-align: right;">ROUGH</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="text-align: center;">STUDENT</p>	<p>Age - UNK/NR</p> <p>Biennial Flight Review</p> <p>Current - N/A</p> <p>Months Since - N/A</p> <p>Aircraft Type - N/A</p>	<p>Medical Certificate - UNK/NR</p> <p>Flight Time (Hours)</p> <p>Total - UNK/NR</p> <p>Make/Model- UNK/NR</p> <p>Instrument- 0</p> <p>Multi-eng - 0</p> <p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- UNK/NR</p> <p>Rotorcraft - 0</p>
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Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT NOSED OVER OVER IN A FLD DURING A FORCED LANDING. THE PLT REPORTED THAT THE COCKPIT BEGAN FILLING WITH SMOKE SHORTLY AFTER TAKEOFF. SHORTLY THEREAFTER THE ENG QUIT. THE ACFT TRAVELED APRX 700 FT DURING THE LANDING ROLL BEFORE THE NOSE GEAR DUG INTO SOFT TERRAIN AND THE ACFT NOSED OVER. INSPECTION OF THE ACFT DISCLOSED ELECTRICAL WIRING BEHIND THE INSTRUMENT PANEL HAD BURNED. REASON FOR THE LOSS OF PWR WAS NOT DETERMINED.

Brief of Accident (Continued)

File No. - 2869

10/26/85

ARLINGTON, TX

A/C Reg. No. N704MA

Time (Lcl) - 1500 CST

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

Finding(s)

1. ELECTRICAL SYSTEM - BURNED
2. ELECTRICAL SYSTEM - UNDETERMINED

Occurrence #2 LOSS OF POWER
Phase of Operation CRUISE

Finding(s)

3. UNDETERMINED

Occurrence #3 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #4 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - SOFT

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

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

Brief of Accident

Time (Lc1) - 1043 CST

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

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

Itinerary
Last Departure Point
BAGTOWN,TX
Destination
AUSTIN,TX

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

Airport Proximity
OFF AIRPORT/STRIP

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Airport Data
BIRDSNEST
Runway Ident      - 60
Runway Lth/Wid    - 2715/      30
Runway Surface     - MACADAM
Runway Status      - DRY

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Age - 40
Biennial Flight Review
Current - YES
Months Since - 13
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT	
Flight Time (Hours)	
Total -	511
Last 24 Hrs -	UNK/NR
Make/Model -	251
Last 30 Days -	UNK/NR
Instrument -	10
Last 90 Days -	UNK/NR
Multi-Eng -	UNK/NR
Rotorcraft -	UNK/NR

Instrument Rating(s) - NONE

THE ACFT STALLED & CRASHED DURING A GO-AROUND ATTEMPT. THE PLT/OWNER WAS FLYING THE ACFT FROM THE LEFT SEAT WITH THE MECHAINC, WHO HAD JUST COMPLETED AN ANNUAL INSPECTION ON THE ACFT, SEATED IN THE CO-PLTS SEAT. THE MECHANIC RECEIVED SERIOUS INJURIES WHEN THE ACFT CARTWHEELED AFTER THE LEFT WING CONTACTED THE GROUND FOLLOWING THE STALL. THE OTHER TWO OCCUPANTS RECEIVED MINOR INJURIES.

Brief of Accident (Continued)

File No. - 2924

11/01/85

AUSTIN, TX

A/C Reg. No. N3091C

Time (Lc1) - 1043 CST

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

Finding(s)

1. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
 2. STALL - 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2852	11/04/85	BATESVILLE, TX	A/C Reg. No. N9283F	Time (Lcl) - 1300 CST
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----Basic Information----

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

----Aircraft Information----

Make/Model - HUGHES 269C	Eng Make/Model - LYCOMING H10-360-D1A	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2050	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 2	Rated Power - 190 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- VARIABLE	ATC/Airspace	Runway Ident - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - DIRT
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 - 38	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 4898
SE LAND, ME LAND	Months Since - 7	Make/Model- 1304
HELICOPTER	Aircraft Type - C-210	Instrument- 83
		Multi-Eng - 252
		Last 24 Hrs - 7
		Last 30 Days- UNK/NR
		Last 90 Days- 210
		Rotorcraft - 3683

Instrument Rating(s) - AIRPLANE

----Narrative----

THE HELICOPTER WAS SUBSTANTIALLY DAMAGED DURING A FORCED LANDING FOLLOWING A LOSS OF ENG PWR. THE PLT WAS PERFORMING CATTLE RANCHING OPERATIONS WHEN THE ENG SPUTTERED AND QUIT WHILE AT A LOW ALT. THE PLT WAS ABLE TO CLEAR TREES AND HIGH BRUSH, HOWEVER, A HARD LANDING RESULTED AND THE MAIN ROTOR BLADES SEVERED THE TAIL BOOM. A MECHANIC WHO INSPECTED THE WRECKAGE REPORTED FINDING WATER IN THE FUEL TANKS. AN ENG TEST RUN WAS PERFORMED AND THE ENG OPERATED NORMALLY.

Brief of Accident (Continued)

File No. - 2852

11/04/85

BATESVILLE, TX

A/C Reg. No. N9283F

Time (Lc1) - 1300 CST

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

Finding(s)
1. FLUID, FUEL - WATER

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)
2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
3. MISC ROTORCRAFT, TAIL BOOM - SEPARATION

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Updated AAR 87/02
p. 67-68

Brief of Accident

File No. - 2894 11/08/85 MONAHANS, TX A/C Reg. No. N58320 Time (Lcl) - 1445 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

SUBSTANTIAL

Fatal

Injuries

Serious Minor

None

Type of Operation -OTHER WORK USE

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 - HUGHES 269C

Eng Make/Model - LYCOMING H10-360-D1A

ELT Installed/Activated - NO -N/A

Landing Gear - SKID

Number Engines - 1

Stall Warning System - NO

Max Gross Wt - 2050

Engine Type - RECIP-FUEL INJECTED

No. of Seats - 2

Rated Power - 190 HP

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 210/012 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 - 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 - 45

Biennial Flight Review

Current - YES

Months Since - 9

Aircraft Type - 269C

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - UNK/NR

Last 24 Hrs - UNK/NR

Make/Model- UNK/NR

Last 30 Days- UNK/NR

Instrument- UNK/NR

Last 90 Days- UNK/NR

Multi-Eng - UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE HELICOPTER WAS BEING USED TO HERD CATTLE WHEN THE ACCIDENT OCCURRED. THE HELICOPTER CONTACTED 3 POWER LINES AND DESCENDED UNCONTROLLED TO GROUND IMPACT.

Brief of Accident (Continued)

File No. - 2894

11/08/85

MONAHANS, TX

A/C Reg. No. N58320

Time (Lc1) - 1445 CST

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

Finding(s)

1. OBJECT - WIRE, TRANSMISSION
 2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
 3. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
-

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

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

----Probable Cause----

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



NTSB Aircraft Accident Briefs-
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Foreign Aviation, Calendar
Year 1985 - Issue Number 15

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