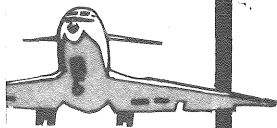


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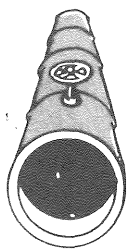
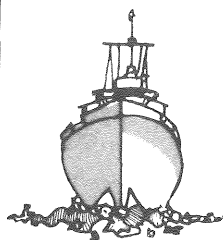


NATIONAL TRANSPORTATION SAFETY BOARD

WASHINGTON, D.C. 20594

AIRCRAFT ACCIDENT REPORTS

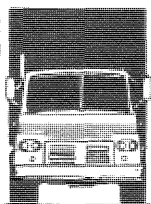
BRIEF FORMAT
U.S. CIVIL AND FOREIGN AVIATION
ISSUE NUMBER 16, 1985 ACCIDENTS



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UNITED STATES GOVERNMENT

TECHNICAL REPORT DOCUMENTATION PAGE

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16. Abstract This publication contains selected aircraft accident reports in Brief Format occurring in U.S. civil and foreign aviation operations during Calendar Years 1982-1985. Approximately 300 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: 5000 through 6002 - starts pg "70" Supplemental Briefs for Calendar Year 1982 through Calendar Year 1985, as depicted on Erratum Sheet					
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FOREWORD

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

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

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

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

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

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

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

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AIRCRAFT ACCIDENTS

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DEFINITIONS

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

Aircraft Accidents

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

Fatal Injury

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

Serious Injury

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

Substantial Damage

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

OCCURRENCE

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

Gear Collapsed

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

TYPE OF OPERATING CERTIFICATE/TYPE OF OPERATION

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

1. GENERAL AVIATION

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

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

Personal

Flying by individuals in there 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.

ERRATUM

* THESE CORRECTIONS SHOULD BE *
* MADE TO THE PREVIOUSLY PUBLISHED *
* REPORTS IDENTIFIED AS FOLLOWS *

1982 AVIATION ACCIDENT/INCIDENT BRIEF NUMBER

2986, 3303✓

1983 AVIATION ACCIDENT/INCIDENT BRIEF NUMBER

✓ 1667, 2382, 2958, 3321, 3338, 3370, 3371, 3369, 5014, 5027, 5028, ✓
5041, 5072, 5076, 5078, 5093, 5096, 5134

1984 AVIATION ACCIDENT/INCIDENT BRIEF NUMBER

40, 141, 189, 192, 195, 229, 230, 264, 280, 325, 337, 371, 2760, 3309 ✓

1985 AVIATION ACCIDENT/INCIDENT BRIEF NUMBER

315, 569, 648, 800, 1001, 1101, 1180, 1359, 1390, 1533, 1554, 1572, ✓
1616, 1714, 1728, 1885, 2197, 2201, 2204, 2234, 2304, 2423, 2517, 2560, ✓
2563, 2753, 2768, 2851, 2861, 2862, 2894, 5087

1982 AVIATION ACCIDENT/INCIDENT BRIEFS

File Order Listing

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
2986	N5637L	071282	MISSING AIRCRAFT, UN	GRUMMAN	AA-1	FATAL	4
3303	N5589S	121582	LOUISVILLE, KY	MITSUBISHI	MU-2B	SERIOUS	2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3303 12/15/82 LOUISVILLE, KY A/C Reg. No. N5589S Time (Lcl) - 0730 CST

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

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

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

Make/Model - MITSUBISHI MU-2B	Eng Make/Model - GARRETT TPE-331-151A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 9920	Engine Type - TURBOPROP	Weather Radar - YES
No. of Seats - 7	Rated Power - 665 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	ODESSA, TX	BOWMAN FIELD
Wind Dir/Speed- 170/008 KTS	ATC/Airspace	Runway Ident - 14
Visibility - 5.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 3539/ 80
Cloud Conditions(1st) - 1500 FT BROKEN	Type of Clearance - NONE	Runway Surface - ASPHALT
Cloud Conditions(2nd) - 2500 FT OVERCAST	Type Apch/Lndg - NONE	Runway Status - WET
Obstructions to Vision- FOG		
Precipitation - RAIN		
Condition of Light - NIGHT (DARK)		

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

Pilot-In-Command	Age - 36	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 4000
SE LAND, SE SEA, ME LAND	Months Since - 0	Make/Model - 70
	Aircraft Type - MU-2	Instrument - 700
GLIDER		Multi-Eng - 2300
		Last 24 Hrs - UNK/NR
		Last 30 Days - UNK/NR
		Last 90 Days - 90
		Rotorcraft - UNK/NR
Instrument Rating(s) - AIRPLANE		

-----Narrative-----

A TAKEOFF WAS INITIATED FROM A 3539 FT WET/UPSLOPING RWY. THE GROSS WT OF THE ACFT WAS ABOUT 9300 LBS (300 LBS UNDER THE MAX GROSS WT). THE PLT STATED THE ACFT ACCELERATED, BUT NEVER REACH '107.' AFTER USING ABOUT 2700 FT, THE PLT DECIDED TO ABORT THE TAKEOFF, HE PUT BOTH PROPS IN REVERSE & APPLIED FULL BRAKES. THE ACFT CONTINUED OFF THE DEPARTURE END OF THE RWY, WENT THRU THE PERIMETER FENCE, CROSSED A 4 LANE ROAD & MEDIAN, HIT A UTILITY POLE & FINALLY IMPACTED A LARGE TREE ABOUT 850 FT FROM THE END OF THE RWY. THE PLT USED A 5 DEG FLAP SETTING. THE PERFORMANCE MANUAL SHOWED THAT A TAKE-OFF DISTANCE TO CROSS OVER A 50 FT OBSTRUCTION WAS 1900 FT. THE MANUAL STATED THAT FOR EITHER 5 OR 20 DEG OF FLAPS, ALLOW THE ACFT TO ACCELERATE TO 70 TO 80 KTS, BEFORE APPLYING BACK PRESSURE ON THE ELEVATOR CONTROL, THEN THE ACFT SHOULD LIFT OFF AT ABOUT 93 TO 96 KTS. AN INVESTIGATION DISCLOSED NO POWER PLANT OR CONTROL MALFUNCTION.

Brief of Accident (Continued)

File No. - 3303

12/15/82

LOUISVILLE, KY

A/C Reg. No. N5589S

Time (Lc1) - 0730 CST

Occurrence #1 OVERRUN
Phase of Operation TAKEOFF

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
3. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND

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

Finding(s)

4. OBJECT - FENCE
5. OBJECT - UTILITY POLE
6. OBJECT - TREE(S)

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

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

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

Brief of Accident

File No. - 2986 7/12/82 MISSING AIRCRAFT, UN A/C Reg. No. N5637L Time (Lcl) - UNK/NR

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

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

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

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

Make/Model - GRUMMAN AA-1
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1500
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-C2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 115 HP

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

-----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
Cloud Conditions(1st) - UNK/NR
Cloud Conditions(2nd) - UNK/NR
Obstructions to Vision - UNK/NR
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
WOTHAMPTON BEACH, NY
Destination
UNK/NR

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

Type of Flight Plan - UNK/NR
Type of Clearance - UNK/NR
Type Apch/Lndg - UNK/NR

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

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

Age - 31
Biennial Flight Review
Current - YES
Months Since - 0
Aircraft Type - UNK/NR

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

Instrument Rating(s) - NONE

-----Narrative-----

THE NON-INSTRUMENT RATED PILOT CALLED GROUND CONTROL AND REQUESTED A VFR DEPARTURE. HE WAS ADVISED THAT THE FIELD WAS IFR AND AN IFR CLEARANCE WAS NEEDED. THE PILOT FILED AN IFR FLIGHT PLAN AND ABOUT 15 MIN LATER CALLED FOR HIS CLEARANCE. HE HAD TROUBLE COPYING HIS CLEARANCE AND READ IT BACK 4 OR 5 TIMES BEFORE GETTING IT CORRECT. THE PILOT WAS CLEARED FOR TAKEOFF ON RUNWAY 24, LEFT TURN DIRECT TO HAMPTON. HE WAS INSTRUCTED TO CONTACT NEW YORK DEPARTURE CONTROL AFTER TAKEOFF. THE PILOT ACKNOWLEDGED THE INSTRUCTIONS AND CONTACTED DEPARTURE CONTROL. DEPARTURE CONTROL ANSWERED BY STATING "THREE SEVEN LIMA, IF THAT IS YOU, STANDBY A SECOND." THAT WAS THE LAST REPORTED CONTACT WITH THE AIRCRAFT.

Brief of Accident (Continued)

File No. - 2986

7/12/82

MISSING AIRCRAFT,UN

A/C Reg. No. N5637L

Time (Lcl) - UNK/NR

Occurrence MISSING AIRCRAFT
Phase of Operation UNKNOWN

Finding(s)

1. UNDETERMINED

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

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

1983 AVIATION ACCIDENT/INCIDENT BRIEFS

File Order Listing

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
1667	7121Z	063083	BRANDT, SD	PIPER	PA-25-235	MINOR	26
2382	7517U	110683	SIOUX FALLS, SD	CONVAIR	580	SERIOUS	28
2958	8095L	072583	MARSHALL, TX	CESSNA	172	MINOR	30
3321	980Z	062183	MILWAUKEE, WI	DOUGLAS	DC-9-30	SERIOUS	34
3338	7381F	032383	CASPER, WY	BOEING	737-2H4	SERIOUS	36
3369	1241E	051583	JOHNSON POND, ME	AERONCA	7AC	SERIOUS	18
3370	3605T	020983	PACOIMA, CA	AEROSPATIALE	AS 350 AST	NONE	2
3371	1236P	050783	GAITHERSBURG, MD	PIPER	PA-23	FATAL	16
5014	296AS	060383	PORTLAND, OR	BOEING	727-200	NONE	20
5027	7441U	033083	DES MOINES, IA	BOEING	727-222	NONE	14
5028	7358F	032183	DENVER, CO	BOEING	737-200	NONE	6
5041	334EA	050583	MIAMI, FL	LOCKHEED	L-1011	NONE	12
5072	613UA	120983	DENVER, CO	BOEING	767	NONE	8
5076	897AA	092383	DALLAS/FT WORTH, TX	BOEING	727-223B	MINOR	32
5078	2111J	101783	WASHINGTON, DC	BAC	1-11/204/A	NONE	10
5093	154US	052683	CLARION, PA	MCDONNELL DO	DC-10-40	NONE	22
5096	2773	122983	OAKLAND, CA	BOEING	707-123B	NONE	4
5134	26288	102883	MIDDLETOWN, PA	SHORT	SD3-30	FATAL	24

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3370 2/09/83 PACOIMA, CA A/C Reg. No. N3605T Time (Lcl) - 1150 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -EXP FLT TEST
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL

Fire
NONE

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

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

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

Eng Make/Model - LYCOMING LTS-010-600A2
Number Engines - 1
Engine Type - TURBOSHAFT
Rated Power - 615 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- CALM
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
BURBANK, CA
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

WHITEMAN
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

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

Age - 59
Biennial Flight Review
Current - YES
Months Since - 9
Aircraft Type - UNK/NR

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

Total	- 15000	Last 24 Hrs	- 3
Make/Model-	54	Last 30 Days-	UNK/NR
Instrument-	560	Last 90 Days-	60
Multi-Eng -	1000	Rotorcraft -	6000

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE MAIN ROTOR BLADES SEPARATED THE TAIL BOOM DURING A FORCED LANDING FOLLOWING A TOTAL LOSS OF POWER. THE PLT STATED THE ACFT WAS EQUIPPED WITH AN EXPERIMENTAL ENGINE TORQUE AND TEMPERATURE LIMITING DEVICE AND THIS FLT WAS TO COLLECT DATA CONCERNING ITS OPERATION. THIS DEVICE MALFUNCTIONED AND AN UNCOMMANDED ENGINE SHUTDOWN OCCURRED AT 800 FT AGL. THE ACFT LANDED HARD ON THE SKID HEEL, ROCKED FORWARDED AND CAME TO REST UPRIGHT AFTER TRAVELING 105 FT.

Brief of Accident (Continued)

File No. - 3370

2/09/83

PACOIMA, CA

A/C Reg. No. N3605T

Time (Lcl) - 1150 PST

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

Finding(s)

1. TORQUEMETER SYSTEM - FAILURE, PARTIAL

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

2. AUTOROTATION - PERFORMED - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5096 12/29/83 OAKLAND,CA

A/C Reg. No. N2773

Time (Lcl) - 1015 PST

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

Type Operating Certificate	AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage					
Name of Carrier	-AMERICAN TRANS AIR, INC.	MINOR					
Type of Operation	-NON SCHED,DOMESTIC,PASSENGER	Fire	Crew	Fatal	0	0	0
Flight Conducted Under	-14 CFR 121	NONE	Pass	0	0	0	7
Incident Occurred During	-LANDING						158

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

Make/Model	- BOEING 707-123B	Eng Make/Model	- P/W JT3D-1MC6	ELT Installed/Activated	- UNK/NR
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 4	Stall Warning System	- YES
Max Gross Wt	- 258000	Engine Type	- TURBOFAN		
No. of Seats	- 177	Rated Power	- UNK/NR		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	ON AIRPORT
Method - IN PERSON	INDIANAPOLIS,IN	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	OAKLAND,CA	METROPOLITAN OAKLAND INT'
Wind Dir/Speed- 090/006 KTS	ATC/Airspace	Runway Ident - 29
Visibility - 10.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 10000/ 150
Lowest Sky/Clouds - UNK/NR	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - 5000 FT BROKEN	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 53	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 14758
SE LAND	Months Since - 4	Last 24 Hrs - 5
	Aircraft Type - 707	Make/Model- UNK/NR
		Last 30 Days- 47
		Instrument- UNK/NR
		Last 90 Days- 175
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT EXPERIENCED A STRONG SHIMMY & VIBRATION ON TAKEOFF WHICH WAS ATTRIBUTED TO DEEP RUTS IN THE SNOW. AFTER LANDING ON DECELERATION THE VIBRATION BECAME SO SEVERE THAT THE PLT STOPPED ON THE RWY CENTERLINE & ORDERED AN EVACUATION. IT WAS DETERMINED THAT THE NOSE GEAR TOWING & STEERING CONNECTING LINK WAS DISCONNECTED FROM THE NOSE STEERING COLLAR WITH THE STEERING QUICK RELEASE PIN INSTALLED IN THE DISCONNECTED LINK PREVENTING CONTINUITY BETWEEN COCKPIT STEERING & THE NOSE WHEELS WHICH WERE ALLOWED FREE PLAY.

Brief of Incident (Continued)

File No. - 5096

12/29/83

OAKLAND,CA

A/C Reg. No. N2773

Time (Lc1) - 1015 PST

Occurrence

MISCELLANEOUS/OTHER

Phase of Operation

LANDING - ROLL

Finding(s)

1. LANDING GEAR,NOSEWHEEL STEERING - DISCONNECTED
 2. MISCELLANEOUS - NOT PERFORMED - COMPANY MAINTENANCE PSNL
 3. EMERGENCY PROCEDURE - PREMATURE - PILOT IN COMMAND
-

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5028 3/21/83 DENVER, CO A/C Reg. No. N7358F Time (Lc1) - 1604 MST

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

Type Operating Certificate	AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage				
Name of Carrier	-FRONTIER AIRLINES, INC.	MINOR				
Type of Operation	-SCHEDULED, DOMESTIC, PASSENGER	Fire				
Flight Conducted Under	-14 CFR 121	NONE				
Incident Occurred During	-TAKEOFF					

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

Make/Model	- BOEING 737-200	Eng Make/Model	- P & W JT-8D-17	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 117500	Engine Type	- TURBOJET		
No. of Seats	- 106	Rated Power	- 16000 LBS THRUST		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	ON AIRPORT
Method	SAME AS ACC/INC	
Completeness	Destination	Airport Data
Basic Weather	ATLANTA, GA	STAPLETON INT'L
Wind Dir/Speed	ATC/Airspace	Runway Ident
Visibility	Type of Flight Plan	- 17R
Lowest Sky/Clouds	- IFR	Runway Lth/Wid
Lowest Ceiling	Type of Clearance	- 12000/ 200
Obstructions to Vision	- IFR	Runway Surface
Precipitation	Type Apch/Lndg	- CONCRETE
Condition of Light	- STRAIGHT-IN	Runway Status
		- DRY

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

Pilot-In-Command	Age - UNK/NR	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current	- YES
SE LAND, ME LAND	Months Since	- UNK/NR
	Aircraft Type	- B-737
	Total	- UNK/NR
	Make/Model	- UNK/NR
	Instrument	- UNK/NR
	Multi-Eng	- UNK/NR
	Last 24 Hrs	- UNK/NR
	Last 30 Days	- UNK/NR
	Last 90 Days	- UNK/NR
	Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING TAKEOFF THE INBOARD LEFT MAIN LANDING GEAR TIRE & WHEEL DEPARTED THE ACFT. THE FLIGHT RETURNED AND LANDED WITHOUT FURTHER INCIDENT. EXAMINATION OF THE WHEEL RIM REVEALED MULTIPLE FATIGUE CRACKS IN THE RIM.

Brief of Incident (Continued)

File No. - 5028

3/21/83

DENVER, CO

A/C Reg. No. N7358F

Time (Lcl) - 1604 MST

Occurrence OTHER GEAR COLLAPSED
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. LANDING GEAR, WHEEL - CRACKED
2. LANDING GEAR, WHEEL - FATIGUE
3. LANDING GEAR, WHEEL - LOSS, TOTAL
4. LANDING GEAR, TIRE - FAILURE, TOTAL

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5072 12/09/83 DENVER, CO A/C Reg. No. N613UA Time (Lcl) - 1008 MST

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

Type Operating Certificate	AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage					
Name of Carrier	-UNITED AIRLINE, INC.	NONE		Fatal	Serious	Minor	None
Type of Operation	-SCHEDULED, DOMESTIC, PASSENGER	Fire	Crew	0	0	0	7
Flight Conducted Under	-14 CFR 121	NONE	Pass	0	0	0	6
Incident Occurred During	-TAKEOFF						

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

Make/Model	- BOEING 767	Eng Make/Model	- UN UN	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 350000	Engine Type	- TURBOFAN		
No. of Seats	- UNK/NR	Rated Power	- UNK/NR		

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

Weather Data	Itinerary	Airport Proximity	
Wx Briefing	- COMPANY	ON AIRPORT	
Method	- IN PERSON		
Completeness	- WEATHER NOT PERTINENT	Airport Data	
Basic Weather	- VMC	STAPLETON INT'L	
Wind Dir/Speed	- 360/005 KTS	Runway Ident	- UNK/NR
Visibility	- UNK/NR	Runway Lth/Wid	- UNK/NR
Lowest Sky/Clouds	- 25000 FT THIN OVC	Runway Surface	- CONCRETE
Lowest Ceiling	- NONE	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)				
ATP	Current	- YES	Total	- UNK/NR	Last 24 Hrs	- UNK/NR
SE LAND	Months Since	- UNK/NR	Make/Model	- UNK/NR	Last 30 Days	- UNK/NR
	Aircraft Type	- 767	Instrument	- UNK/NR	Last 90 Days	- UNK/NR
			Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ON TAKEOFF ROLL THE NO 3 WHEEL ON THE RIGHT MAIN LANDING GEAR FELL OFF THE ACFT. THE ACFT RETURNED AND LANDED WITHOUT FURTHER INCIDENT. THE WHEEL BEARING WAS FOUND FAILED DUE TO COSMOLINE CONTAMINATION.

Brief of Incident (Continued)

File No. - 5072

12/09/83

DENVER, CO

A/C Reg. No. N613UA

Time (Lcl) - 1008 MST

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

Finding(s)

1. LANDING GEAR, WHEEL - FAILURE, TOTAL
2. LANDING GEAR, WHEEL - CONTAMINATION

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5078 10/17/83 WASHINGTON,DC A/C Reg. No. N2111J Time (Lc1) - 1036 EDT

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

Type Operating Certificate	AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage					
Name of Carrier	-U.S. AIR	MINOR					
Type of Operation	-SCHEDULED,DOMESTIC,PASSENGER	Fire					
Flight Conducted Under	-14 CFR 121	NONE	Crew	0	Fatal	Serious	Minor
Incident Occurred During	-TAKEOFF		Pass	0	0	0	None
							4
							47

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

Make/Model	- BAC 1-11/204/AF	Eng Make/Model	- ROLLS ROYCE SPEY 506-14C	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 7900	Engine Type	- TURBOJET		
No. of Seats	- 74	Rated Power	- UNK/NR		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	UNK/NR	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	PROVIDENCE,RI	WASHINGTON INT'L
Wind Dir/Speed- 180/001 KTS		Runway Ident - 33
Visibility - 9.0 SM	ATC/Airspace	Runway Lth/Wid - 5212/ 200
Lowest Sky/Clouds - 25000 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 - DAYLIGHT		

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

Pilot-In-Command	Age - 49	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 17100
SE LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - 200	Make/Model- 4700
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ON INITIAL CLIMB BUT THE FOWARD RIGHT GALLEY SERVICE DOOR BLEW OPEN FOR UNDETERMINED REASONS. THE ACFT RETURNED AND LANDED WITHOUT FURTHER INCIDENT. THE DOOR WARNING LIGHT DID NOT COME ON.

Brief of Incident (Continued)

File No. - 5078

10/17/83

WASHINGTON,DC

A/C Reg. No. N2111J

Time (Lc1) - 1036 EDT

Occurrence MISCELLANEOUS/OTHER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. DOOR, ENTRANCE STAIR - OPEN
2. WARNING SYSTEM(OTHER) - FAILURE, PARTIAL

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5041 5/05/83 MIAMI, FL A/C Reg. No. N334EA Time (Lcl) - 0915 EDT

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

Type Operating Certificate	AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage				Injuries	
Name of Carrier	-EASTERN AIRLINES, INC.	NONE		Fatal		Serious	Minor
Type of Operation	-SCHEDULED, INTL, PASSENGER	Fire	Crew	0	0	0	10
Flight Conducted Under	-14 CFR 121	NONE	Pass	0	0	0	162
Incident Occurred During	-DESCENT						

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

Make/Model	- LOCKHEED L-1011	Eng Make/Model	- ROLLS-ROYCE RB-211-22B	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 3	Stall Warning System	- YES
Max Gross Wt	- 452000	Engine Type	- TURBOFAN		
No. of Seats	- 358	Rated Power	- 41030 LBS THRUST		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- COMPANY	Last Departure Point		OFF AIRPORT/STRIP	
Method	- IN PERSON	SAME AS ACC/INC			
Completeness	- WEATHER NOT PERTINENT	Destination		Airport Data	
Basic Weather	- VMC	UNK/NR		MIAMI INTL	
Wind Dir/Speed	- 010/007 KTS			Runway Ident	- 27L
Visibility	- 7.0 SM	ATC/Airspace		Runway Lth/Wid	- 13002/ 150
Lowest Sky/Clouds	- 2300 FT SCATTERED	Type of Flight Plan	- IFR	Runway Surface	- ASPHALT
Lowest Ceiling	- 8000 FT, BROKEN	Type of Clearance	- IFR	Runway Status	- DRY
Obstructions to Vision	- NONE	Type Apch/Lndg	- PRECAUTIONARY LANDING		
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

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

Pilot-In-Command	Age - 58	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - YES	Total - 12045	Last 24 Hrs - UNK/NR
ME LAND	Months Since - 3	Make/Model - 13	Last 30 Days - UNK/NR
	Aircraft Type - L-1011	Instrument - UNK/NR	Last 90 Days - UNK/NR
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DESCENDING THRU 15000 FT INTO NASSAU THE #2 ENG WAS SHUT DOWN DUE TO LOW OIL PRESS. AT 16000 FT RETURNING TO MIAMI THE #3 ENG FLAMED OUT, & 3 MIN LATER THE #1 ENG FLAMED OUT. THE ACFT BEGAN DESCENDING WITHOUT POWER FROM 13000 FT. AT ABOUT 10000 FT THE FLIGHTCREW ANNOUNCED THAT DITCHING WAS IMMINENT. THE #2 ENG WAS RESTARTED AT 4000 FT, & THE ACFT MADE A ONE-ENG LANDING AT MIAMI. ALL O-RING SEALS IN THE MASTER CHIP DETECTOR ASSY'S IN THE ENG LUBRICATION SYSTEM WERE MISSING CAUSING OIL LEAKS IN ALL ENGS. PROPER PROCEDURES TO REMOVE, REINSTALL & INSPECT THE DETECTORS FOR OIL LEAKS WERE AVAILABLE. THE FOREMAN KNEW THAT MECHANICS WERE NOT ROUTINELY REPLACING O-RING SEALS. ACCIDENT WAS 9TH CHIP DETECTOR OCCURRENCE SINCE PROCEDURES WERE REVISED 12/81. FAA AWARE OF PROBLEMS ON EAL ACFT BUT DID NOT ASSIGN SPECIAL SURVEILLANCE PRIORITY TO THEM. ATTENDANTS NOT AWARE OF TIME AVAILABLE TO PREPARE CABIN FOR DITCHING. PAX HAD DIFFICULTY LOCATING & DONNING LIFE VESTS.

Brief of Incident (Continued)

File No. - 5041

5/05/83

MIAMI, FL

A/C Reg. No. N334EA

Time (Lc1) - 0915 EDT

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

Finding(s)

1. LUBRICATING SYSTEM,OIL MAGNETIC PLUG - INCORRECT
2. PROCEDURES/DIRECTIVES - NOT FOLLOWED - COMPANY MAINTENANCE PSNL
3. MAINTENANCE,INSTALLATION - IMPROPER - COMPANY MAINTENANCE PSNL
4. SUPERVISION - INADEQUATE - COMPANY MAINTENANCE PSNL
5. UNSAFE/HAZARDOUS CONDITION - NOT CORRECTED - COMPANY/OPERATOR MGMT
6. INADEQUATE SURVEILLANCE OF OPERATION - FAA(ORGANIZATION)
7. LUBRICATING SYSTEM,OIL MAGNETIC PLUG - LEAK
8. FLUID,OIL - STARVATION
9. ACCESSORY DRIVE ASSY,EXTENSION UNIT - OVERTEMPERATURE
10. ACCESSORY DRIVE ASSY,EXTENSION UNIT - FAILURE,TOTAL
11. ACCESSORY DRIVE ASSY,EXT SHAFT BEARING - NOT ENGAGED
12. FUEL SYSTEM,PUMP - DISABLED
13. FLUID,FUEL - STARVATION
14. AIRCRAFT PERFORMANCE,TWO OR MORE ENGINES - FAILURE,TOTAL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this incident is/are finding(s) 1,2,3,4,5,7,8,9,10,11,12,13

Factor(s) relating to this incident is/are finding(s) 6,14

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5027 3/30/83 DES MOINES, IA A/C Reg. No. N7441U Time (Lc1) - 0650 CST

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

Type Operating Certificate-AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage	Injuries			
Name of Carrier -UNITED AIRLINES, INC.	MINOR	Fatal	Serious	Minor	None
Type of Operation -SCHEDULED,DOMESTIC,PASSENGER	Fire	Crew 0	0	0	6
Flight Conducted Under -14 CFR 121	NONE	Pass 0	0	0	38
Incident Occurred During -TAXI					

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

Make/Model - BOEING 727-222	Eng Make/Model - PRATT/WHITNEY JT-8D-15	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 3	Stall Warning System - YES
Max Gross Wt - 192000	Engine Type - TURBOFAN	
No. of Seats - 159	Rated Power - UNK/NR	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	ON AIRPORT
Method - TELETYPE	SAME AS ACC/INC	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - IMC	CHICAGO,IL	DES MOINES
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - UNK/NR
Visibility - .500 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 9001/ 150
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 300 FT OBSCURED	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- FOG		
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)
ATP	Current - YES	Total - 16931
SE LAND,ME LAND	Months Since - UNK/NR	Make/Model- 2332
	Aircraft Type - 727	Instrument- UNK/NR
		Multi-Eng - 15377
		Last 24 Hrs - 3
		Last 30 Days- 68
		Last 90 Days- 138
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE RIGHT LEADING EDGE SLAT WAS DAMAGED WHEN THE ACFT TAXIED ONTO A CLOSED & THUSLY MARKED TAXIWAY. THE CLOSED TAXIWAY WAS NOT SHOWN AS CLOSED ON THE CHARTS AND NO NOTAM WAS ISSUED. THE SKY WS OBSCURED & VISIBILITY WAS 1/2 MILE IN FOG.

Brief of Incident (Continued)

File No. - 5027

3/30/83

DES MOINES, IA

A/C Reg. No. N7441U

Time (Lcl) - 0650 CST

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

Finding(s)

1. RADAR SEPARATION - IMPROPER - PILOT IN COMMAND
 2. INFORMATION - INACCURATE - AIRPORT PERSONNEL
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3371 5/07/83 GAITHERSBURG,MD A/C Reg. No. N1236P Time (Lcl) - 1833 EDT

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

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

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

Make/Model - PIPER PA-23	Eng Make/Model - LYCOMING IO-320-A3B	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 3500	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	WESTMINSTER,MD	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	MONTGOMERY COUNTY AIRPARK
Wind Dir/Speed- 160/016 KTS	ATC/Airspace	Runway Ident - 14
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4200
Lowest Sky/Clouds - 25000 FT THIN OVC	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 63	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - 1200
SE LAND,ME LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE OWNER/PLT WAS ON A FLT, ACCOMPANIED BY TWO NEPHEWS, AGES 19 & 8 YRS OLD. AN ASSOCIATE OF THE OWNER/PLT REPORTED THAT THE 19 YR OLD NEPHEW, WHO OCCUPIED THE RIGHT FRONT SEAT, WAS A SINGLE ENG PLT, BUT HAD NO MULTI-ENG INSTRUCTION. HOWEVER, NO FAA RECORDS WERE FOUND TO VERIFY THAT THE NEPHEW WAS A PLT. ABOUT 5 MI NORTH OF THE DESTINATION (MONTGOMERY CO ARPT), 2 GROUND WITNESSES, WHO WERE BOTH PLTS, SAW A PIPER APACHE IN LEVEL FLT AT ABOUT 1000 FT AGL WITH THE RIGHT PROP FEATHERED. AFTER THEY TOOK OFF IN THEIR ACFT, THEY TUNED IN THE MONTGOMERY CO ADVISORY FREQ TO DETERMINE IF THERE WERE ANY TRANSMISSIONS FROM THE APACHE. THEY HEARD THE PLT OF AN APACHE REPORT ON DOWNWIND, BUT HEARD NO MENTION OF AN ENG PROBLEM OR AN EMERGENCY. WITNESSES ON THE ARPT & UNDER THE BASE LEG FOR RWY 14 OBSERVED THE APACHE TURN TO FINAL APCH WITH THE RIGHT PROP FEATHERED. THE ACFT THEN ROLLED INTO A RIGHT DESCENDING NOSE DOWN ATTITUDE & CRASHED IN A STEEP DESCENT. NO PREIMPACT PART FAILURE OR MALFUNCTION WAS FND. DRG MED EXAM ON 8/12/82, THE PLT RPRTD 1200 HRS TOTAL TIME.

Brief of Accident (Continued)

File No. - 3371

5/07/83

GAITHERSBURG, MD

A/C Reg. No. N1236P

Time (Lcl) - 1833 EDT

Occurrence #1 LOSS OF POWER
Phase of Operation UNKNOWN

Finding(s)
1. UNDETERMINED

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

Finding(s)
2. AIRSPEED(VMC) - 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) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3369 5/15/83 JOHNSON POND, ME A/C Reg. No. N1241E Time (Lcl) - 1300 EDT

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

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

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

Make/Model - AERONCA 7AC	Eng Make/Model - CONTINENTAL C-85	ELT Installed/Activated - UNK/NR
Landing Gear - FLOAT	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1400	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 85 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	HAMPDEN, ME	
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 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 - 36	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 197
SE LAND	Months Since - 21	Make/Model- 197
	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 LIFTED OFF FROM THE SURFACE OF JOHNSON POND AND WAS CLIMBING OVER TREES WHEN THE PLT MADE A SHARP TURN AND THE ACFT STRUCK A TREE. THE ACFT THEN IMPACTED THE GROUND AND WAS DESTROYED BY IMPACT AND FIRE.

Brief of Accident (Continued)

File No. - 3369

5/15/83

JOHNSON POND, ME

A/C Reg. No. N1241E

Time (Lcl) - 1300 EDT

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

Finding(s)

1. OBJECT - TREE(S)
2. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
3. PROPER CLIMB RATE - NOT MAINTAINED - PILOT IN COMMAND
4. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

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

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

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

Brief of Incident

File No. - 5014 6/03/83 PORTLAND,OR A/C Reg. No. N296AS Time (Lcl) - 1820 PDT

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

Type Operating Certificate	AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage		Injuries	
Name of Carrier	-ALASKA AIRLINES	NONE		Fatal	None
Type of Operation	-SCHEDULED, DOMESTIC, PASSENGER	Fire	Crew	Serious	Minor
Flight Conducted Under	-14 CFR 121	NONE	Pass	0	0
Incident Occurred During	-STANDING			0	0
					8
					125

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

Make/Model	- BOEING 727-200	Eng Make/Model	- P & W JT8D-15	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 3	Stall Warning System	- UNK/NR
Max Gross Wt	- 142000	Engine Type	- UNK/NR		
No. of Seats	- UNK/NR	Rated Power	- 15500 LBS THRUST		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- UNK/NR	Last Departure Point		ON AIRPORT	
Method	- UNK/NR	UNK/NR			
Completeness	- UNK/NR	Destination		Airport Data	
Basic Weather	- VMC	UNK/NR		PORTLAND INTERNATIONAL	
Wind Dir/Speed	- UNK/NR			Runway Ident	- UNK/NR
Visibility	- 5.0 SM	ATC/Airspace		Runway Lth/Wid	- UNK/NR
Lowest Sky/Clouds	- UNK/NR	Type of Flight Plan	- UNK/NR	Runway Surface	- ASPHALT
Lowest Ceiling	- OBSCURED	Type of Clearance	- UNK/NR	Runway Status	- DRY
Obstructions to Vision	- UNK/NR	Type Apch/Lndg	- UNK/NR		
Precipitation	- UNK/NR				
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	Total	- UNK/NR
	Months Since	Make/Model	- UNK/NR
	Aircraft Type	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-----

A BROKEN HYDRAULIC LINE NEAR THE LEFT MAIN LANDING GEAR ALLOWED HYDRAULIC FLUID TO LEAK ON TO THE APU EXHAUST. THE RESULTANT SMOKE THEN WAS PICKED UP BY THE LEFT AIRPACK AND WAS BLOWN INTO THE CABIN. THE CREW THEN ORDERED AN EVACUATION OF THE PASSENGERS.

Brief of Incident (Continued)

File No. - 5014

6/03/83

PORTLAND,OR

A/C Reg. No. N296AS

Time (Lcl) - 1820 PDT

Occurrence MISCELLANEOUS/OTHER
Phase of Operation STANDING

Finding(s)
1. HYDRAULIC SYSTEM,LINE - FAILURE,TOTAL
2. HYDRAULIC SYSTEM,LINE - FUMES

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

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

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

Brief of Incident

File No. - 5093 5/26/83 CLARION, PA A/C Reg. No. N154US Time (Lcl) - 0820 EDT

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

Type Operating Certificate	AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage					
Name of Carrier	-NORTHWEST AIRLINES, INC.	NONE		Fatal	Serious	Minor	None
Type of Operation	-SCHEDULED, DOMESTIC, PASSENGER	Fire	Crew	0	0	0	8
Flight Conducted Under	-14 CFR 121	NONE	Pass	0	0	0	143
Incident Occurred During	-CRUISE						

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

Make/Model	- MCDONNELL DOUGLAS DC-10-40	Eng Make/Model	- P/W JT9D	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 3	Stall Warning System	- YES
Max Gross Wt	- 555000	Engine Type	- TURBOFAN		
No. of Seats	- UNK/NR	Rated Power	- UNK/NR		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	UNK/NR
Method - IN PERSON	PHILADELPHI, PA	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	DETROIT, MI	
Wind Dir/Speed - 270/010 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 15.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - 1700 FT SCATTERED	Type of Clearance - IFR	Runway Surface - UNK/NR
Lowest Ceiling - 3000 FT OVERCAST	Type Apch/Lndg - UNK/NR	Runway Status - UNK/NR
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)
ATP	Current - UNK/NR	Total - UNK/NR
ME LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model - UNK/NR
		Last 30 Days - UNK/NR
		Instrument - UNK/NR
		Last 90 Days - UNK/NR
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING DESCENT IN TURBULENCE THE CREW NOTED ALL 3 ENGINES WERE OVERTEMPING AND EXPERIENCING COMPRESSOR STALLS. ATTEMPTS TO REDUCE THROTTLES DID NOT REDUCE THE TEMPERATURES. NO 183 ENGINES WERE SHUT DOWN. DURING DIVERSION TO A CLOSE AIRPORT THE ENGINES WERE RESTARTED AN A LANDING WAS MADE WITHOUT FURTHER INCIDENT.

Brief of Incident (Continued)

File No. - 5093

5/26/83

CLARION, PA

A/C Reg. No. N154US

Time (Lc1) - 0820 EDT

Occurrence

AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

Phase of Operation

CRUISE - NORMAL

Finding(s)

1. ENGINE ASSEMBLY - OVERTEMPERATURE
-

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5134 10/28/83 MIDDLETOWN,PA A/C Reg. No. N26288 Time (Lc1) - 1335 EDT

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

Type Operating Certificate	COMMUTER	Aircraft Damage		Injuries	
Name of Carrier	PENNSYLVANIA AIRLINES, IN	NONE		Fatal	0
Type of Operation	SCHEDULED, DOMESTIC, PASSENGER	Fire	Crew	Serious	0
Flight Conducted Under	14 CFR 135	NONE	Pass	Minor	0
Incident Occurred During	CLIMB			None	3
					26

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

Make/Model	SHORT SD3-30	Eng Make/Model	P & W PT6A-45A	ELT Installed/Activated	YES-UNK/NR
Landing Gear	TRICYCLE-RETRACTABLE	Number Engines	2	Stall Warning System	YES
Max Gross Wt	22000	Engine Type	TURBOPROP		
No. of Seats	30	Rated Power	1120 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	OFF AIRPORT/STRIP
Method	SAME AS ACC/INC	
Completeness	Destination	Airport Data
Basic Weather	WASHINGTON, DC	Runway Ident
Wind Dir/Speed	ATC/Airspace	Runway Lth/Wid
Visibility	Type of Flight Plan	Runway Surface
Lowest Sky/Clouds	Type of Clearance	Runway Status
Lowest Ceiling	Type Apch/Lndg	
Obstructions to Vision		
Precipitation		
Condition of Light		

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

Pilot-In-Command	Age - 27	Medical Certificate	VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - YES	Total - 6472	Last 24 Hrs - UNK/NR
SE LAND, ME LAND	Months Since - 3	Make/Model - 2310	Last 30 Days - UNK/NR
	Aircraft Type - SD3-30	Instrument - 66	Last 90 Days - UNK/NR
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER TAKEOFF ON A FLT TO WASHINGTON, DC, THE AIRCRAFT WAS CLIMBING THRU ABOUT 3500 FT WHEN A PERSON (RIDING AS A PASSENGER) MOVED TO THE RIGHT REAR DOOR, OPENED IT & DEPARTED THE ACFT. PRIOR TO THE FLT, AN ASSOCIATE, WHO WAS AN ACFT REFUELER, SAW THE PERSON NEAR THE END OF THE BOARDING LINE. THE REFUELER ASKED THE PERSON WHERE HE WAS GOING; THE PERSON REPLIED DC OR SOMEPLACE IN BETWEEN. WHEN THE PERSON GOT ON BOARD, HE SPOKE TO THE FLT ATTENDANT BY NAME & ASKED FOR A SPECIFIC SEAT NEAR THE RIGHT REAR DOOR. WHEN THE ACFT WAS CLIMBING AFTER TAKEOFF, THE FLT ATTENDANT HEARD AIR NOISE FROM THE OPENED DOOR & ALSO HEARD SOMEONE SCREAM "MY GOD, HE JUMPED." AFTER THE PERSON JUMPED, THE DOOR REMAINED PARTIALLY OPEN WITH HIS SHOE WEDGED IN THE DOORWAY.

Brief of Incident (Continued)

File No. - 5134

10/28/83

MIDDLETOWN, PA

A/C Reg. No. N26288

Time (Lc1) - 1335 EDT

Occurrence MISCELLANEOUS/OTHER
Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. SUICIDE - INTENTIONAL - PASSENGER
-

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1667 6/30/83 BRANDT,SD

A/C Reg. No. N7121Z

Time (Lcl) - 1930 CDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage

Injuries

SUBSTANTIAL

Fatal

Serious

Minor

None

Type of Operation -AERIAL APPLICATION

Fire

Crew

0

0

1

0

Flight Conducted Under -14 CFR 137

NONE

Pass

0

0

0

0

Accident Occurred During -LANDING

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

Make/Model - PIPER PA-25-235
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2900
No. of Seats - 1

Eng Make/Model - LYCOMING O-540-B235
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 235 HP

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

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

Weather Data

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

Itinerary

Last Departure Point
CLEAR LAKE,SD
Destination
LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 49

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 1014 Last 24 Hrs - 7
Make/Model- 237 Last 30 Days- UNK/NR
Instrument- 80 Last 90 Days- 111
Multi-Eng - 14

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS DAMAGED IN A FORCED LANDING AFTER ITS ENG LOST POWER DURING PULL-UP FROM THE LAST (CLEANUP) SWATH RUN. APRX 25 MIN BEFORE THE ACNT FLT, THE PLT LANDED TO RELOAD WITH CHEMICALS. THE OWNER STATED THAT WHEN THE PLT WAS ASKED IF HE WANTED FUEL, HE SAID "NO" BECAUSE HE HAD 10 TO 12 GAL WHICH HE CONSIDERED TO BE ENOUGH TO FINISH THE SPRAYING OPERATION FOR THE DAY. THE PLT STATED THAT HE MADE SVRL LANDINGS DURING THE DAY TO REFILL THE HOPPER. THEN WHEN HE WOULD TAKEOFF, THE ENG PROVIDED FULL POWER (2775 RPM); HOWEVER AFTER MAKING SVRL SWATH RUNS, HE NOTED THAT THE ENG WOULD ONLY PROVIDE 2500 RPM DURING PULL-UPS. DURING PULL-UP ON THE LAST CLEANUP RUN, THE ENG DID NOT RESPOND WHEN FULL THROTTLE WAS APPLIED. POWER WAS NOT RESTORED & THE ACFT STALLED & FELL TO THE GROUND. APRX 31 MI NE AT WATERTOWN, SD, THE TEMP & DEW POINT AT 1951 CDT WERE 77 & 64 DEG, RESPECTIVELY. ACCORDING TO ICING PROBABILITY CHARTS, CONDITIONS WERE CONDUCTIVE TO CARBURETOR ICING.

Brief of Accident (Continued)

File No. - 1667

6/30/83

BRANDT,SD

A/C Reg. No. N7121Z

Time (Lcl) - 1930 CDT

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
3. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND
4. FUEL SYSTEM, CARBURETOR - ICE

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

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

----Probable Cause----

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

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

Brief of Accident

File No. - 2382 11/06/83 SIOUX FALLS,SD A/C Reg. No. N7517U Time (Lcl) - 1939 CST

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

Type Operating Certificate	AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage					
Name of Carrier	-REPUBLIC AIRLINES	MINOR					
Type of Operation	-SCHEDULED,DOMESTIC,PASSENGER	Fire	Crew	Fatal	0	Serious	1
Flight Conducted Under	-14 CFR 121	NONE	Pass	0	0	Minor	1
Accident Occurred During	-APPROACH					None	32

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

Make/Model	- CONVAIR 580	Eng Make/Model	- ALLISON 50-1-D13	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 54000	Engine Type	- TURBOPROP		
No. of Seats	- 54	Rated Power	- 4000 HP		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- COMPANY	Last Departure Point		OFF AIRPORT/STRIP	
Method	- IN PERSON	SIOUX CITY,IA			
Completeness	- WEATHER NOT PERTINENT	Destination		Airport Data	
Basic Weather	- VMC	SAME AS ACC/INC		SIOUX FALLS	
Wind Dir/Speed	- CALM			Runway Ident	- 33
Visibility	- 15.0 SM	ATC/Airspace		Runway Lth/Wid	- 6658/ 150
Lowest Sky/Clouds	- 12000 FT SCATTERED	Type of Flight Plan	- IFR	Runway Surface	- ASPHALT
Lowest Ceiling	- 25000 FT BROKEN	Type of Clearance	- IFR	Runway Status	- DRY
Obstructions to Vision	- NONE	Type Apch/Lndg	- STRAIGHT-IN		
Precipitation	- NONE				
Condition of Light	- NIGHT(DARK)				

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

Pilot-In-Command	Age - 32	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current	Total	- 7175
SE LAND	Months Since	Make/Model	- 162
	Aircraft Type	Instrument	- 0
		Last 24 Hrs	- UNK/NR
		Last 30 Days	- UNK/NR
		Last 90 Days	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH A BIRD DURING THE LANDING APPROACH AT NIGHT. THE CAPTAIN WHO WAS FLYING THE ACFT WAS STRUCK IN THE FACE BY THE BIRD AND FLYING GLASS. THE CO-PLT COMPLETED THE LANDING DUE TO INCAPACITATION OF THE CAPT. INVESTIGATION REVEALED THE WINDSHIELD HAD BEEN PENETRATED BY A TWO POUND BIRD. CERTIFICATION REQUIREMENTS SPECIFY THAT THE WINDSHIELD WITHSTAND, WITHOUT PENETRATION, THE IMPACT OF A FOUR POUND BIRD AT CRUISE SPEED. THE ACFT WAS MOVING AT ABOUT 190 KTS AT THE TIME OF THE IMPACT. THE LANDING WAS COMPLETED BY THE CO-PLT WITHOUT FURTHER INCIDENT.

Brief of Accident (Continued)

File No. - 2382

11/06/83

SIoux FALLS, SD

A/C Reg. No. N7517U

Time (Lcl) - 1939 CST

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

Finding(s)

1. OBJECT - BIRD(S)
2. LIGHT CONDITION - DARK NIGHT

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2958	7/25/83	MARSHALL, TX	A/C Reg. No. N8095L	Time (Lcl) - 2112 CDT
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----Basic Information----

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

----Aircraft Information----

Make/Model - CESSNA 172	Eng Make/Model - TELEDYNE O-300D	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 - 145 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	FLY 'N FISH, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	HARRISON COUNTY
Wind Dir/Speed- 190/005 KTS	ATC/Airspace	Runway Ident - 33
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3500/ 90
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - SIDESTEP	Runway Status - DRY
Obstructions to Vision- NONE	TRAFFIC PATTERN	
Precipitation - NONE	TOUCH AND GO	
Condition of Light - NIGHT(DARK)		

----Personnel Information----

Pilot-In-Command	Age - 43	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - NO	Total - 1100
SE LAND	Months Since - UNK/NR	Make/Model- 1100
	Aircraft Type - UNK/NR	Instrument- 40
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 40

Instrument Rating(s) - NONE

----Narrative----

THE AIRCRAFT COLLIDED WITH AN UNMARKED PILE OF DIRT OFF THE APPROACH END OF THE RUNWAY AT THE HARRISON COUNTY AIRPORT. THE RUNWAY WAS BEING EXTENDED AND 5 1/2 TO 6 FOOT TALL MOUNDS OF FILL DIRT WERE LEFT IN THE APPROACH PATH OF THE RUNWAY. THE PILOT STATED HE WAS MAKING A SLIGHTLY LOWER THAN NORMAL POWER ON APPROACH, DID NOT SEE THE MOUNDS AND STRUCK THEM. THE OBSTRUCTIONS WERE NOT SUITABLY ILLUMINATED.

Brief of Accident (Continued)

File No. - 2958

7/25/83

MARSHALL, TX

A/C Reg. No. N8095L

Time (Lc1) - 2112 CDT

Occurrence

IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation

APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. RUNWAY MAINTENANCE - IMPROPER - AIRPORT PERSONNEL
 2. TERRAIN CONDITION - DIRT BANK
 3. AIRPORT FACILITIES, OBSTRUCTION MARKING - UNAVAILABLE
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5076 9/23/83 DALLAS/FT WORTH, TX A/C Reg. No. N897AA Time (Lcl) - 1855 CDT

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

Type Operating Certificate	-AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage		Injuries			
Name of Carrier	-AMERICAN AIRLINES, INC.	NONE		Fatal	Serious	Minor	None
Type of Operation	-SCHEDULED, DOMESTIC, PASSENGER	Fire	Crew	0	0	0	7
Flight Conducted Under	-14 CFR 121	NONE	Pass	0	0	2	103
Incident Occurred During	-STANDING						

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

Make/Model	- BOEING 727-223B	Eng Make/Model	- PRATT&WHITNEY JT8D-15	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 3	Stall Warning System	- YES
Max Gross Wt	- 142000	Engine Type	- TURBOFAN		
No. of Seats	- 134	Rated Power	- UNK/NR		

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- UNK/NR	Last Departure Point	ON AIRPORT
Method	- UNK/NR	UNK/NR	
Completeness	- UNK/NR	Destination	Airport Data
Basic Weather	- VMC	SAME AS ACC/INC	DALLAS/FT WORTH
Wind Dir/Speed	- UNK/NR	ATC/Airspace	Runway Ident
Visibility	- UNK/NR	Type of Flight Plan	- UNK/NR
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- UNK/NR
Lowest Ceiling	- NONE	Type Apch/Lndg	- UNK/NR
Obstructions to Vision	- NONE		
Precipitation	- NONE		
Condition of Light	- NIGHT(DARK)		

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

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

Instrument Rating(s) - UNK/NR

-----Narrative-----

AFTER LANDING & TAXI TO THE RAMP WHILE STANDING WITH ONE ENGINE & THE APU RUNNING SMOKE FILLED THE CABINE. THE CAPTAIN ORDERED AN EMERGENCY EVACUATION WHICH WAS ACCOMPLISHED. THE ORIGIN AND CAUSE OF THE SMOKE IS UNDETERMINED.

Brief of Incident (Continued)

File No. - 5076

9/23/83

DALLAS/FT WORTH, TX

A/C Reg. No. N897AA

Time (Lc1) - 1855 CDT

Occurrence AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation STANDING - ENGINE(S) OPERATING

Finding(s)
1. MISCELLANEOUS - SMOKE

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3321 6/21/83 MILWAUKEE,WI A/C Reg. No. N980Z Time (Lcl) - 0715 CDT

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

Type Operating Certificate	AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage					
Name of Carrier	OZARK AIRLINES, INC.	MINOR		Fatal	0	0	0
Type of Operation	SCHEDULED DOMESTIC PAX/CARGO	Fire		Crew	0	0	5
Flight Conducted Under	14 CFR 121	NONE		Pass	0	1	0
Accident Occurred During	STANDING						4

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

Make/Model	DOUGLAS DC-9-30	Eng Make/Model	P & W JT8D-7	ELT Installed/Activated	UNK/NR
Landing Gear	TRICYCLE-FIXED	Number Engines	2	Stall Warning System	UNK/NR
Max Gross Wt	104000	Engine Type	TURBOJET		
No. of Seats	UNK/NR	Rated Power	UNK/NR		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	ON AIRPORT
Method	MILWAUKEE,WI	
Completeness	Destination	Airport Data
Basic Weather	UNK/NR	MITCHELL
Wind Dir/Speed	ATC/Airspace	Runway Ident
Visibility	Type of Flight Plan	UNK/NR
Lowest Sky/Clouds	UNK/NR	Runway Lth/Wid
Lowest Ceiling	UNK/NR	UNK/NR
Obstructions to Vision	Type of Clearance	UNK/NR
Precipitation	UNK/NR	Runway Surface
Condition of Light	Type Apch/Lndg	UNK/NR

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

Pilot-In-Command	Age - 48	Medical Certificate	VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current	Total	14370
SE LAND,ME LAND	Months Since	Make/Model	9056
	Aircraft Type	Instrument	UNK/NR
		Multi-Eng	UNK/NR
		Rotorcraft	UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

A JETWAY COLLAPSED AS PASSENGER LOADING COMMENCED. THE DRIVE GEAR FAILED & OIL WAS FOUND TO BE CONTAMINATED WITH WATER. HEAT HAD TRANSFERRED TO THE WORM GEAR WHICH WAS MISALIGNED & WAS NOT MANUFACTURED FOR ACFT USE SPECIFICATIONS.

Brief of Accident (Continued)

File No. - 3321

6/21/83

MILWAUKEE, WI

A/C Reg. No. N980Z

Time (Lc1) - 0715 CDT

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

Finding(s)

1. AIRPORT FACILITIES, RAMP FACILITIES - FAILURE, TOTAL

----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. - 3338 3/23/83 CASPER, WY A/C Reg. No. N7381F Time (Lcl) - 0950 MST

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

Type Operating Certificate	AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage	Injuries			
Name of Carrier	-FRONTIER AIRLINES, INC.	MINOR	Fatal	Serious	Minor	None
Type of Operation	-SCHEDULED, DOMESTIC, PASSENGER	Fire	Crew 0	0	0	5
Flight Conducted Under	-14 CFR 121	ON GROUND	Pass 0	1	0	90
Accident Occurred During	-LANDING					

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

Make/Model	- BOEING 737-2H4	Eng Make/Model	- P & W JT8D-9A	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 100800	Engine Type	- TURBOJET		
No. of Seats	- 106	Rated Power	- UNK/NR		

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

<p>Weather Data</p> <p>Wx Briefing - COMPANY</p> <p>Method - IN PERSON</p> <p>Completeness - WEATHER NOT PERTINENT</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed - 070/006 KTS</p> <p>Visibility - 50.0 SM</p> <p>Lowest Sky/Clouds - UNK/NR THIN BKN</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 - DENVER, CO</p> <p>Destination - SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - IFR</p> <p>Type of Clearance - IFR</p> <p>Type Apch/Lndg - FULL STOP</p>	<p>Airport Proximity</p> <p>ON AIRPORT</p> <p>Airport Data</p> <p>CASPER</p> <p>Runway Ident - 21</p> <p>Runway Lth/Wid - 10600/ 150</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>ATP</p> <p>SE LAND, ME LAND</p>	<p>Age - 47</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 5</p> <p>Aircraft Type - 737-2H4</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 14401</p> <p>Make/Model - 4401</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 - 1</p> <p>Rotorcraft - UNK/NR</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACFT TOUCHED DOWN WITH ALL LANDING GEAR RETRACTED. THE GEAR HANDLE WAS FOUND IN THE NEUTRAL POSITION. THE FIRST OFFICER WAS DISTRACTED BY AN INOP APS AND BOTH THE CAPTAIN AND THE FIRST OFFICER WERE DISTRACTED BY A GPWS AURAL WARNING ON FINAL APCH.

Brief of Accident (Continued)

File No. - 3338

3/23/83

CASPER,WY

A/C Reg. No. N7381F

Time (Lcl) - 0950 MST

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

Finding(s)

1. WHEELS UP LANDING - INADVERTENT - PILOT IN COMMAND
 2. IMPROPER USE OF EQUIPMENT/AIRCRAFT,DIVERTED ATTENTION - PILOT IN COMMAND
 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT,DIVERTED ATTENTION - COPILOT
-

----Probable Cause----

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

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

1984 AVIATION ACCIDENT/INCIDENT BRIEFS

File Order Listing

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
40	95811	010184	HANA, HI	CESSNA	182Q	FATAL	10
141	3816Z	090884	CIRCLE CITY, AK	PIPER	PA-18	NONE	2
189	1034W	022284	HAMILTON, AL	BEECH	A36	FATAL	4
192	1842N	020684	JONESBORO, AR	BEECH	F90	NONE	6
195	51123	012684	BURLEY, ID	CESSNA	150G	MINOR	12
229	92792	030484	ROCKINGHAM, NC	PIPER	PA-12	NONE	18
230	34CN	021084	MARION, SC	BEECH	F33A	NONE	20
264	91625	011584	DALTON, GA	CESSNA	182M	SERIOUS	8
280	31213	022684	AMARILLO, TX	BELL	UH-1B	MINOR	22
325	27798	030384	INTRACSTL CITY, LA	BELL	206L-1	SERIOUS	14
337	30TR	103184	NORTH FREEDOM, WI	PIPER	PA-32R-300	FATAL	28
371	1077T	111584	BINGHAM CANYON, UT	BELL	206B-11	FATAL	24
2760	95040	030984	SOUTH PARIS, ME	TAYLORCRAFT	BC12-D	FATAL	16
3309	777AB	102484	HOT SPRINGS, VA	BEECH	58	FATAL	26

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 141 9/08/84 CIRCLE CITY, AK A/C Reg. No. N3816Z Time (Lcl) - 2105 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE
Crew 0
Pass 0

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

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

Make/Model - PIPER PA-18
Landing Gear - FLOAT
Max Gross Wt - 1760
No. of Seats - 2

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

ELT Installed/Activated - YES/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- 330/005 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 - UNK/NR

Airport Proximity
UNK/NR

Airport Data

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

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

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

Age - 34
Biennial Flight Review
Current - YES
Months Since - 23
Aircraft Type - PA-18

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 727 Last 24 Hrs - 4
Make/Model- 89 Last 30 Days- 9
Instrument- 65 Last 90 Days- 18
Multi-Eng - 75

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER TKF THE PLT MADE A RT TURN. THE PLT WAS UNABLE TO ROLLOUT FROM THE TURN. THE ACFT PITCHED DOWN SLIGHTLY. THE PLT APPLIED FULL POWER AND LOWERED THE FLAPS FULL DOWN. THE PLT WAS UNABLE TO STOP THE DESCENT. THE ACFT COLLIDED WITH THE GROUND IN A RT WING-NOSE DOWN ATTITUDE. PRIOR TO THE FLIGHT THE PLT TIED A SMALL BOAT TO THE TOP OF THE RT FLOAT OF THE ACFT.

Brief of Accident (Continued)

File No. - 141

9/08/84

CIRCLE CITY, AK

A/C Reg. No. N3816Z

Time (Lcl) - 2105 ADT

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

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 3. STALL - INADVERTENT - PILOT IN COMMAND
-

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

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 189 2/22/84 HAMILTON, AL A/C Reg. No. N1034W Time (Lcl) - 2010 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

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

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

Fire NONE
Crew
Pass

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

Make/Model - BEECH A36
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3600
No. of Seats - 6

Eng Make/Model - TGM IO-520-BA
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 285 HP

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

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

Weather Data

Wx Briefing - FSS
Method - IN PERSON
Completeness - FULL
Basic Weather - IMC
Wind Dir/Speed- 060/006 KTS
Visibility - 3.000 SM
Lowest Sky/Clouds - 2000 FT THIN BKN
Lowest Ceiling - 2000 FT BROKEN
Obstructions to Vision- FOG
Precipitation - RAIN
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
JACKSON, MS
Destination
UNK/NR

ATC/Airspace

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

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

HAMILTON/MARION CO.
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - ASPHALT
Runway Status - WET

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

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

Age - 55
Biennial Flight Review
Current - YES
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	- UNK/NR
Make/Model-	UNK/NR
Instrument-	54
Multi-Eng -	UNK/NR
Last 24 Hrs -	UNK/NR
Last 30 Days-	UNK/NR
Last 90 Days-	UNK/NR
Rotorcraft -	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH TREES APRX 6 MILES EAST OF MARION CTY ARPT AND APRX 17 NM SW OF THE FLT DEPAT PT AND ALSO THE PLT'S HOME ARPT. THE PLT HAD EARLIER THAT DAY TOLD THE HALEYVILLE ARPT MGR THAT HE WOULD RETURN TO HALEYVILLE THE SAME DAY AS DEPT. THE ACC SITE IS APRX 17 NM. SW OF THE HALEYVILLE ARPT. THE OUTBOUND FLT HAD DEPT AT APRX 1720 BOUND FOR JACKSON MS. DEPT FROM JACKSON TOOK PLACE AT 1904 CST WITH A DEST OF BIRMINGHAM, AL NAMED ON THE ATC DEPT STRIP. WITNESSES SAW THE ACFT MANEUVERING AT LOW ALT IN THE VICINITY OF THE HAMILTON ARPT JUST PRIOR TO THE CRASH. THE WX WAS DESCRIBED BY THESE SAME WITNESSES AS FOGGY WITH DRIZZLE AND A VISIBILITY OF 1/2 TO 3/4 MILE. THERE IS NO WX REPORTING FACILITY AT HAMILTON. WX SHOWN OF THIS REPORT IS FOR MUSCLE SHOALS, 40 NMI AWAY AND ALSO BIRMINGHAM AL AND TUPELO MS. POST ACC INVEST REVEALED EVIDENCE THAT THE AUTO PLT HEADING MODE WAS BEING USED AT TIME OF ACC. THE VACUUM PUMP HAD SHEARED PRIOR TO ENG STOPPAGE. THE PUMP HAD LOGGED 730 OPERATIONAL HRS SINCE INSTALLATION IN 1978.

Brief of Accident (Continued)

File No. - 189

2/22/84

HAMILTON,AL

A/C Reg. No. N1034W

Time (Lc1) - 2010 CST

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

Finding(s)

1. WEATHER CONDITION - LOW CEILING
2. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
3. IMPROPER DECISION, OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND
4. WEATHER CONDITION - FOG
5. BECAME LOST/DISORIENTED - CONTINUED - PILOT IN COMMAND
6. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND
7. LIGHT CONDITION - DARK NIGHT
8. FLIGHT/NAV INSTRUMENTS, TURN AND BANK - INOPERATIVE
9. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - ATTEMPTED - PILOT IN COMMAND
10. IMPROPER DECISION, OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND
11. AUTOPILOT/FLIGHT DIRECTOR - INOPERATIVE
12. PLANNING-DECISION - POOR - PILOT IN COMMAND

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

Finding(s)

13. OBJECT - TREE(S)
14. VACUUM SYSTEM - FAILURE, TOTAL

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

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

Factor(s) relating to this accident is/are finding(s) 1,3,4,6,7,10

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 192 2/06/84 JONESBORO, AR A/C Reg. No. N1842N Time (Lcl) - 1940 CST

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

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

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

Make/Model - BEECH F90	Eng Make/Model - P&W PT6A-135	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 8800	Engine Type - TURBOPROP	
No. of Seats - 10	Rated Power - 750 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	NEWPORT, AR	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	MUNICIPAL
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 9.0 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 - TRAFFIC PATTERN	Runway Status - UNK/NR
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----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,CFI	Current - YES	Total - 8222
SE LAND,ME LAND	Months Since - 15	Make/Model- 41
	Aircraft Type - UNK/NR	Instrument- 981
		Multi-Eng - 3918
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 209

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE EN ROUTE TO JONESBORO, THE PLT WAS INFORMED THE RWY AND TAXIWAY LIGHTS WERE INOP. WHEN HE ASKED FSS IF THE ARPT WAS CLOSED THE REPLY WAS, "NEGATIVE, LAND AT YOUR OWN RISK." THE PLT LINED UP WITH WHAT HE THOUGHT WAS RWY 05 BUT IN ACTUALITY IT WAS A TAXIWAY WHICH PARALLELS RWY 05. AFTER TOUCHDOWN, WHEN THE PROPS WERE REVERSED, A GEAR UNSAFE HORN AND LIGHT ACTIVATED. THE LIGHT WENT OUT WHEN THE PROPS WERE TAKEN OUT OF REVERSE. THE LEFT MAIN GEAR COLLAPSED AFTER ENGINE SHUTDOWN ON THE RAMP. A BROKEN TAXIWAY LIGHT WAS FOUND ON THE TAXIWAY USED FOR LANDING AND PIECES OF GLASS FROM THE LIGHT WERE FOUND IMBEDDED IN ONE LEFT MAIN GEAR TIRE.

Brief of Accident (Continued)

File No. - 192

2/06/84

JONESBORO, AR

A/C Reg. No. N1842N

Time (Lc1) - 1940 CST

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

Finding(s)

1. AIRPORT FACILITIES, RUNWAY EDGE LIGHTS - INOPERATIVE
2. AIRPORT FACILITIES, TAXIWAY LIGHTING - INOPERATIVE
3. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
4. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
5. PROPER ALIGNMENT - NOT OBTAINED - PILOT IN COMMAND
6. OBJECT - AIRPORT FACILITY

Occurrence #2 MAIN GEAR COLLAPSED
Phase of Operation STANDING - ENGINE(S) NOT OPERATING

---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

Brief of Accident

File No. - 264 1/15/84 DALTON, GA A/C Reg. No. N91625 Time (Lcl) - 1338 EST

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity ON AIRSTRIp
Wx Briefing - FSS	Last Departure Point	
Method - TELEPHONE	ATLANTA, GA	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	CHICAGO, IL	DALTON MUNICIPAL
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 14
Visibility - 1.000 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 3900/ 75
Lowest Sky/Clouds - PART OBS	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - 500 FT OVERCAST	Type Apch/Lndg - ADF/NDB	Runway Status - WET
Obstructions to Vision- HAZE	FORCED LANDING	
Precipitation - ICE CRYSTALS		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 59	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2015
SE LAND, ME LAND	Months Since - 6	Last 24 Hrs - 5
	Aircraft Type - UNK/NR	Make/Model- 500
		Last 30 Days- UNK/NR
		Instrument- 560
		Last 90 Days- 46
		Multi-Eng - 380

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PLT RECEIVED A WX BRIEFING APRX 1 HR PRIOR TO FLT DURING WHICH "...A CHANCE OF LIGHT ICING" WAS FORECAST. APRX 30 MINS AFTER TAKEOFF AT 6000 FT MSL LIGHT RAIN WAS ENCOUNTERED. THE PLT STATED THAT A SMALL AMOUNT OF ICE BEGAN TO FORM ON THE STRUT AND HE REQUESTED A CLIMB TO 8000 FT MSL. N91625 WAS THEN CLEARED TO CLIMB ABOVE THE CLOUD LAYER, HOWEVER, HEAVY ICING BEGAN TO ACCUMULATE AND THE ACFT COULD NOT CLIMB ABOVE 7300 FT MSL. A 300 TO 400 FPM DESCENT DEVELOPED AND THE ACFT WAS CLEARED TO DALTON, GA, VIA RADAR VECTORS. THE PLT REPORTED, "SUDDENLY, AT A HEIGHT OF APPROXIMATELY FIFTY FEET ABOVE THE RUNWAY, THE AIRCRAFT SEEMED TO VEER AS THOUGH LEFT RUDDER HAD BEEN APPLIED, ALTHOUGH THE RUDDER PEDAL HAD NOT BEEN MOVED." THE ACFT THEN HEAVILY CONTACTED THE GROUND COLLAPSING THE NOSE GEAR. A WITNESS STATED APRX 3/4 INCH OF ICE WAS PRESENT ON THE LEADING EDGE OF THE WINGS, 1/2 INCH ON THE FUSELAGE AND APRX 1 INCH ON THE BELLY. IT WAS ALSO DETERMINED THE ACFT WAS LOADED APRX 200 LBS OVER GROSS WEIGHT.

Brief of Accident (Continued)

File No. - 264

1/15/84

DALTON, GA

A/C Reg. No. N91625

Time (Lcl) - 1338 EST

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND
3. WEATHER CONDITION - ICING CONDITIONS
4. WEATHER EVALUATION - IMPROPER - PILOT IN COMMAND
5. AIRCRAFT PERFORMANCE - DETERIORATED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

6. ALTITUDE - NOT POSSIBLE - PILOT IN COMMAND

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

Finding(s)

7. TERRAIN CONDITION - GROUND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 40 1/01/84 HANA, HI

A/C Reg. No. N95811

Time (Lcl) - 0449 HST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire
UNK/NR

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

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

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

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 250/003 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
HANA, HI
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 39
Biennial Flight Review
Current - YES
Months Since - 0
Aircraft Type - C-182

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total	1600
Make/Model-	200
Instrument-	0
Multi-Eng -	250
Last 24 Hrs -	3
Last 30 Days-	5
Last 90 Days-	5
Rotorcraft -	0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT DISAPPEARED FROM RADAR ABOUT 8 MI NORTH OF HANA, HI, WHILE ON AN OVER-WATER FLT. WHEN IT DID NOT RETURN FROM THE FLT, A SEARCH WAS INITIATED, BUT THE ACFT WAS NOT FOUND. ONLY THE NOSE WHEEL STRUT (WHICH WASHED ASHORE) AND A LIFE VEST (FOUND BY FISHERMEN) WERE POSITIVELY IDENTIFIED AS COMING FROM THE ACFT. THE PLT AND PASSENGERS WERE PRESUMED TO HAVE DIED FROM INJURIES AND/OR DROWNING. THEY WERE REPORTED TO HAVE BEEN DRINKING AT A BAR PRIOR TO THE FLT; HOWEVER, THE PLT'S PHYSICAL CONDITION AND THE AMOUNT OF ALCOHOL THAT HE MIGHT HAVE CONSUMED WERE NOT DETERMINED.

Brief of Accident, (Continued)

File No. - 40 1/01/84 HANA,H1

A/C.Reg. No. N95811

Time (Lc1) - 0449 HST

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation UNKNOWN

Finding(s)

1. UNDETERMINED
2. LIGHT CONDITION - DARK NIGHT
3. TERRAIN CONDITION - WATER,ROUGH

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 195 1/26/84 BURLEY, ID A/C Reg. No. N51123 Time (Lcl) - 1830 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

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

Eng Make/Model - CONTINENTAL O-260-A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP

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

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

Weather Data

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

Itinerary

Last Departure Point
REXBURG, ID
Destination
BURLEY, ID

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

Wind Dir/Speed- 220/010 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 25000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

ATC/Airspace

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

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

Pilot-In-Command

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

Age - UNK/NR

Biennial Flight Review

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

Medical Certificate - UNK/NR

Flight Time (Hours)

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

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THE ENGINE LOST POWER BECAUSE OF FUEL EXHAUSTION. A FORCED LANDING WAS PERFORMED IN A FIELD DURING WHICH THE ACFT CONTACTED A DITCH. THE ACFT WAS FLOWN 4.1 HRS SINCE IT HAD LAST BEEN REFUELED.

Brief of Accident (Continued)

File No. - 195 1/26/84 BURLEY, ID A/C Reg. No. N51123 Time (Lc1) - 1830 PST

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

Finding(s)

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

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 - 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) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 325 3/03/84 INTRACSTL CITY,LA A/C Reg. No. N27798 Time (Lcl) - 1345 CST

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

Type Operating Certificate-ON-DEMAND AIR TAXI

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

Aircraft Damage
SUBSTANTIAL
Fire
NONE

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

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

Make/Model - BELL 206L-1
Landing Gear - SKID
Max Gross Wt - 4150
No. of Seats - 7

Eng Make/Model - ALLISON 250-C28B
Number Engines - 1
Engine Type - TURBOSHAFT
Rated Power - 435 HP

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

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

Weather Data

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

Wind Dir/Speed- 170/012 KTS

Visibility - 7.0 SM

Lowest Sky/Clouds - 5500 FT

Lowest Ceiling - 5500 FT OVERCAST

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

VRMLON BLK 310,GM

Destination

SAME AS ACC/INC

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - COMPANY (VFR)

Type of Clearance - NONE

Type Apch/Lndg - UNK/NR

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND,ME LAND

HELICOPTER

Age - 52

Biennial Flight Review

Current - YES

Months Since - 11

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 9500

Make/Model- 1500

Instrument- 650

Multi-Eng - 1500

Last 24 Hrs - 3

Last 30 Days- UNK/NR

Last 90 Days- 149

Rotorcraft - 4000

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE HELICOPTER COLLIDED WITH MARSH TERRAIN WHILE SPOTTING DEAD ALLIGATORS. THE PLT DOES NOT REMEMBER EVENTS OF THE ACCIDENT. THE HELICOPTER OPERATOR STATED THE HELICOPTER APPEARED TO HAVE IMPACTED AT A LOW AIRSPEED AT A NORMAL RPM. THE EMERGENCY FLOATS WERE NOT ACTIVATED NOR ARMED.

Brief of Accident (Continued)

File No. - 325

3/03/84

INTRACSTL CITY,LA

A/C Reg. No. N27798

Time (Lc1) - 1345 CST

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

Finding(s)
1. UNDETERMINED

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2760 3/09/84 SOUTH PARIS, ME A/C Reg. No. N95040 Time (Lcl) - UNK/NR

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

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

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

Make/Model - TAYLORCRAFT BC12-D	Eng Make/Model - CONTINENTAL A-65	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1100	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 65 HP	

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 030/010 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 - UNK/NR</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">BOWDOINHAM, ME</p> <p>Destination</p> <p style="padding-left: 20px;">UNK/NR</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-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">PRIVATE</p> <p style="padding-left: 20px;">SE LAND</p>	<p>Age - 35</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - YES</p> <p style="padding-left: 20px;">Months Since - 5</p> <p style="padding-left: 20px;">Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p style="padding-left: 20px;">Total - 155</p> <p style="padding-left: 20px;">Make/Model- 31</p> <p style="padding-left: 20px;">Instrument- 3</p> <p style="padding-left: 20px;">Last 24 Hrs - UNK/NR</p> <p style="padding-left: 20px;">Last 30 Days- 19</p> <p style="padding-left: 20px;">Last 90 Days- 31</p>
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Instrument Rating(s) - NONE

-----Narrative-----

BEFORE THE ACCIDENT, THE PLT WAS LAST SEEN ON 3/9/84 AT 1530 EST & HAD NOT EXPRESSED ANY INTENTIONS OF FLYING. AT 1730, HIS CAR WAS LOCATED AT THE ARPT & HIS ACFT, WHICH HAD BEEN KEPT THERE, WAS GONE. THE ACFT WAS FOUND ON 5/24/84 WHERE IT HAD CRASHED ON MOUNTAINOUS/HILLY TERRAIN WHILE DESCENDING UNDER UNKNOWN CIRCUMSTANCES. THE HISTORY OF FLT COULD NOT BE DETERMINED. NO EVIDENCE OF A PREIMPACT MECHANICAL MALFUNCTION OR FAILURE OF THE ACFT WAS FOUND. A TOXICOLOGICAL CHECK OF THE PLT'S BLOOD REVEALED AN ALCOHOL LEVEL OF 0.08%; HOWEVER, THE AMOUNT OF ALCOHOL DUE TO PUTREFACTION WAS NOT KNOWN. ABOUT 45 MI SE OF THE ACCIDENT SITE, THE 1650 EST WX AT PORTLAND, ME, WAS, IN PART: SKY CLEAR, VISIBILITY 20 MI, WIND 030 DEG AT 10 KTS.

Brief of Accident (Continued)

File No. - 2760

3/09/84

SOUTH PARIS, ME

A/C Reg. No. N95040

Time (Lc1) - UNK/NR

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT

Finding(s)

1. UNDETERMINED
2. TERRAIN CONDITION - MOUNTAINOUS/HILLY

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

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

National Transportation Safety Board
Washington; D.C. 20594

Brief of Accident

File No. - 229 3/04/84 ROCKINGHAM, NC A/C Reg. No. N92792 Time (Lcl) - 1630 EST

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

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

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

Make/Model - PIPER PA-12	Eng Make/Model - LYCOMING O-235-C	ELT Installed/Activated - NO	-N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - 1750	Engine Type - RECIPROCATING-CARBURETOR		
No. of Seats - 4	Rated Power - 100 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- CALM		Runway Ident - N/A
Visibility - 15.0 SM	ATC/Airspace	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 3000 FT SCATTERED	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Ceiling - 3000 FT BROKEN	Type of Clearance - NONE	Runway Status - N/A
Obstructions to Vision- NONE	Type Apch/Lndg - UNK/NR	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 56	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 1170
SE LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - 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-----

N92792 WAS BEING TAXIED FROM A TIE DOWN AREA WHEN THE PROP STRUCK THE RIGHT WING ON AN UNOCCUPIED B-35, N8813A. THE PLT STATED THE BRAKES FAILED AS HE WAS ATTEMPTING TO TAXI BETWEEN TWO ROWS OF PARKED ACFT AND DIRECTIONAL CONTROL WAS LOST.

Brief of Accident (Continued)

File No. - 229

3/04/84

ROCKINGHAM, NC

A/C Reg. No. N92792

Time (Lc1) - 1630 EST

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

Finding(s)

1. LANDING GEAR, NORMAL BRAKE SYSTEM - FAILURE, TOTAL
 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

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

Finding(s)

3. OBJECT - AIRCRAFT PARKED
-

-----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. - 230 2/10/84 MARION, SC A/C Reg. No. N34CN Time (Lcl) - 1150 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire Crew Fatal 0
NONE Pass 0

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

Make/Model - BEECH F33A
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3300
No. of Seats - 4

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 190/007 KTS
Visibility - 5.0 SM
Lowest Sky/Clouds - 8000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
WILSON, NC
Destination
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

MARION COUNTY
Runway Ident - 22
Runway Lth/Wid - 4500/ 100
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 43
Biennial Flight Review
Current - YES
Months Since - 22
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 13060 Last 24 Hrs - 1
Make/Model- 1202 Last 30 Days- UNK/NR
Instrument- 1928 Last 90 Days- 400
Multi-Eng - 3200

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED HE WAS INVOLVED IN A DISCUSSION WITH THE COMPANY PRESIDENT, WHO WAS ON BOARD, DURING THE LANDING APCH AND HE FAILED TO USE THE CHECKLIST. THE ACFT WAS LANDED GEAR UP. IT WAS LATER DETERMINED THE GEAR UP WARNING HORN WAS INOP.

Brief of Accident (Continued)

File No. - 230 2/10/84 MARION, SC

A/C Reg. No. N34CN

Time (Lc1) - 1150 EST

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

Finding(s)

1. CHECKLIST - NOT USED - PILOT IN COMMAND
 2. IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION - PILOT IN COMMAND
 3. GEAR EXTENSION - NOT PERFORMED - PILOT IN COMMAND
 4. LANDING GEAR, GEAR WARNING SYSTEM - INOPERATIVE
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 280 2/26/84 AMARILLO, TX A/C Reg. No. N31213 Time (Lcl) - 0745 CST

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

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

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

Make/Model - BELL UH-1B	Eng Make/Model - LYCOMING T-53-L-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 - 6	Rated Power - 1100 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	AMARILLO, TX	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	LAS VEGAS, NV	Runway Ident - N/A
Wind Dir/Speed- 360/028 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 3.000 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 500 FT	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 500 FT OVERCAST	Type Apch/Lndg - NONE	
Obstructions to Vision- FOG		
Precipitation - SNOW		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 39	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1818
	Months Since - 16	Make/Model- 550
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - 6
		Last 30 Days- UNK/NR
		Last 90 Days- 153
		Rotorcraft - 1818

Instrument Rating(s) - NONE

-----Narrative-----

PLT WAS ADVISED BY FSS THAT AMARILLO HAD SNOW FLURRIES, VISIBILITY 4 MILES AND WIND FROM 350 DEGS AT 28 KTS GUSTING TO 34 KTS. TUCUMCARI, NM WAS REPORTING 2 MILES VISIBILITY WITH LIGHT SNOW AND AREAS FURTHER WEST WERE CLEARING. THE PLT DEPARTED AMARILLO UNDER A SPECIAL VFR CLEARANCE AND STATED THE WX WAS ALRIGHT UNTIL WEST OF AMARILLO WHERE VISIBILITY DETERIORATED TO 1/2 MILE WITH BLOWING SNOW. BECAUSE OF THE DECREASING VISIBILITY AND INCREASING WINDS THE PLT DECIDED TO LAND IN AN OPEN FIELD. PLT STATED THE ENGINE INTAKE SCREENS ICED UP AND A LOSS OF RPM WAS EXPERIENCED WHILE MANEUVERING THE HELICOPTER INTO THE WIND FOR LANDING. THE HELICOPTER CONTACTED THE GROUND AND ROLLED OVER TO THE RIGHT.

Brief of Accident (Continued)

File No. - 280

2/26/84

AMARILLO, TX

A/C Reg. No. N31213

Time (Lc1) - 0745 CST

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

Finding(s)

1. WEATHER CONDITION - SNOW
2. WEATHER CONDITION - LOW CEILING
3. WEATHER CONDITION - ICING CONDITIONS
4. FLIGHT INTO KNOWN ADVERSE WEATHER - PERFORMED - PILOT IN COMMAND

Occurrence #2 LOSS OF POWER
Phase of Operation MANEUVERING

Finding(s)

5. INDUCTION AIR CONTROL - ICE

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

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

Finding(s)

6. WEATHER CONDITION - GUSTS

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 371 11/15/84 BINGHAM CANYON,UT A/C Reg. No. N1077T Time (Lcl) - 1636 MST

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

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

Aircraft Damage
DESTROYED
Fire
ON GROUND

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

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

Make/Model - BELL 206B-11
Landing Gear - SKID
Max Gross Wt - 3200
No. of Seats - 5

Eng Make/Model - ALLISON 250-C20B
Number Engines - 1
Engine Type - TURBOSHAFT
Rated Power - 317 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 330/007 KTS
Visibility - 30.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 30000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DUSK

Itinerary

Last Departure Point
SALT LAKE CITY,UT
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 37
Biennial Flight Review
Current - YES
Months Since - 7
Aircraft Type - UH-1M

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 1398
Make/Model- 190
Instrument- 162
Multi-Eng - 517
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 10
Rotorcraft - 817

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

PILOT WAS TAKING PASSENGERS ON A SIGHTSEEING FLIGHT OVER THE KENNECOTT COPPER MINE, LARGEST OPEN PIT COPPER MINE IN THE WORLD. HELICOPTER COLLIDED WITH UNMARKED POWER LINES APPROX 185 FT AGL. POWER LINES ARE SUPPORTED BY TWO UNMARKED TOWERS ON OPPOSING HILLS 1983 FT APART.

Brief of Accident (Continued)

File No. - 371

11/15/84

BINGHAM CANYON,UT

A/C Reg. No. N1077T

Time (Lc1) - 1636 MST

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

Finding(s)

1. OBJECT - WIRE,TRANSMISSION
2. JUDGEMENT - POOR - PILOT IN COMMAND
3. IMPROPER DECISION,VISUAL/AURAL DETECTION - PILOT IN COMMAND
4. LIGHT CONDITION - SUNGLARE
5. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
6. IMPROPER DECISION,LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND
7. WINDOW,FLIGHT COMPARTMENT WINDOW/WINDSHIELD - DIRTY(FOGGY)

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

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

Finding(s)

8. TERRAIN CONDITION - GROUND
9. TERRAIN CONDITION - MOUNTAINOUS/HILLY

----Probable Cause----

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

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,6,7,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3309 10/24/84 HOT SPRINGS,VA A/C Reg. No. N777AB Time (Lcl) - 0808 EDT

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

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage						
		DESTROYED		Fatal		Injuries		
Type of Operation	-POSITIONING	Fire	Crew	1	0	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	ON GROUND	Pass	1	0			
Accident Occurred During	-APPROACH							

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

Make/Model	- BEECH 58	Eng Make/Model	- CONTINENTAL IO-520-C	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 5400	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 285 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	LEESBURG,VA	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	SAME AS ACC/INC	INGALLS FIELD
Wind Dir/Speed- 230/008 KTS	ATC/Airspace	Runway Ident - 24
Visibility - .125 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 5600/ 100
Lowest Sky/Clouds - 100 FT	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - 100 FT OBSCURED	Type Apch/Lndg - ILS-COMPLETE	Runway Status - DRY
Obstructions to Vision- FOG		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 58	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 10000	Last 24 Hrs - UNK/NR
SE LAND,ME LAND	Months Since - 15	Make/Model- UNK/NR	Last 30 Days- UNK/NR
	Aircraft Type - PA-32	Instrument- 4000	Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE DESTN ARPT WAS UNATTENDED AT NIGHT & WHEN THE PLT RECEIVED HIS LAST WX BRIEFING AT 0519 CDT, NO CURRENT WX INFO WAS AVAILABLE. DURING ARRIVAL, THE ACFT WAS VECTORED FOR AN ILS RWY 24 APCH & THE PLT WAS ADVISED THAT CURRENT WX INFO WAS STILL NOT AVAILABLE. BEFORE REACHING THE OUTER MARKER (FAF), THE PLT STATED (2 TIMES) THAT HE WAS NOT RECEIVING THE ILS LOCALIZER. HOWEVER, THE ADF EQUIPPED ACFT THEN TRACKED BACK ON COURSE & CROSSED OVER THE FAF/LOM BEACON. AT 0801, THE PLT WAS CLEARED FOR THE APCH & RADAR SVC WAS TERMINATED. APRX 7 MIN LATER, HE DECLARED A MISSED APCH, THEN RADIO & RADAR CONTACT WERE LOST. THE ACFT WAS FOUND WHERE IT CRASHED ABOUT 1 MI SE OF THE ARPT AT AN ELEV OF 3575'. THE ARPT ELEV WAS 3792'. WHEN THE LOCAL ALT SETTING WAS NOT AVAILABLE & THE ROANOKE SETTING WAS USED, MINIMUMS WERE 630' CEILING & 2 MI VISIBILITY. THE 0810 WX WAS IN PART: 100' OBSCURED & 1/8 MI VIS WITH FOG. AN INVESTIGATION REVEALED THE ILS LOCALIZER HAD TRIPPED OFF FOR AN UNKNOWN REASON AT SOMETIME BEFORE 0755 WHILE THE ARPT WAS UNATTENDED; IT WORKED OK AFTER RESET.

Brief of Accident (Continued)

File No. - 3309

10/24/84

HOT SPRINGS, VA

A/C Reg. No. N777AB

Time (Lc1) - 0808 EDT

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - MISSED APPROACH (IFR)

Finding(s)

1. WEATHER OBSERVATION - NOT POSSIBLE -
2. WEATHER CONDITION - LOW CEILING
3. WEATHER CONDITION - FOG
4. WEATHER CONDITION - OBSCURATION
5. WEATHER CONDITION - BELOW APPROACH MINIMUMS
6. IN FLIGHT WEATHER ADVISORIES - NOT POSSIBLE -
7. APPROACH AIDS, ILS LOCALIZER - NOT OPERATING
8. NOTAMS - NOT POSSIBLE -
9. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
10. IMPROPER USE OF PROCEDURE, SELF-INDUCED PRESSURE - PILOT IN COMMAND
11. FLIGHT TO ALTERNATE DESTINATION - NOT PERFORMED - PILOT IN COMMAND
12. IFR PROCEDURE - IMPROPER - PILOT IN COMMAND
13. MISSED APPROACH - INITIATED -
14. 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) 12,14

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,6,7,9,10,11

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 337 10/31/84 NORTH FREEDOM, WI A/C Reg. No. N30TR Time (Lc1) - 1420 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

DESTROYED

Fire NONE

Crew 1
Pass 0

Fatal 1
0

Injuries

Serious 0
Minor 0
1 0

None 0
0

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

Make/Model - PIPER PA-32R-300
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3400
No. of Seats - 7

Eng Make/Model - LYCOMING IO.540.KIG5D
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 300 HP

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - IMC

Wind Dir/Speed- 160/013 KTS
Visibility - 2.500 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 600 FT OVERCAST
Obstructions to Vision- UNK/NR
Precipitation - UNK/NR
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
REEDSBURG, WI
Destination
MADISON, WI

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

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

Age - 50

Biennial Flight Review

Current - UNK/NR
Months Since - 16
Aircraft Type - 32R-300

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 799
Make/Model- UNK/NR
Instrument- 11
Last 24 Hrs - 1
Last 30 Days- 5
Last 90 Days- 26

Instrument Rating(s) - NONE

-----Narrative-----

AT AN EARLY MORNING PREDEPARTURE WX BRIEFING THE PILOT WAS ADVISED OF DETERIORATING AFTERNOON WX PILOT FLEW CROSS COUNTRY CONDUCTED BUSINESS AND DEPARTED LATE AFTERNOON WITH NO WX BRIEF NO FLT PLAN DEPARTURE AREA AND DESTINATION BOTH REPORTING IMC WHILE ATTEMPTING TO REMAIN VFR UNDER A RAGGED 600 FT CEILING PILOT ENTERED CLOUDS AND STRUCK TREES ON A RIDGE

Brief of Accident (Continued)

File No. - 337

10/31/84

NORTH FREEDOM, WI

A/C Reg. No. N30TR

Time (Lc1) - 1420 CST

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
2. PREFLIGHT BRIEFING SERVICE - NOT USED - PILOT IN COMMAND
3. WEATHER CONDITION - FOG
4. FLIGHT INTO KNOWN ADVERSE WEATHER - INTENTIONAL - PILOT IN COMMAND
5. WEATHER CONDITION - LOW CEILING
6. VFR FLIGHT INTO IMC - INTENTIONAL - PILOT IN COMMAND
7. IMPROPER USE OF PROCEDURE, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND
8. ALTITUDE - INADEQUATE - PILOT IN COMMAND
9. TERRAIN CONDITION - MOUNTAINOUS/HILLY
10. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
11. OBJECT - TREE(S)

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

Finding(s)

12. TERRAIN CONDITION - GROUND

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,6,8,10

Factor(s) relating to this accident is/are finding(s) 1,2,3,5,7,9,11

1985 AVIATION ACCIDENT/INCIDENT BRIEFS

File Order Listing

File Number -----	Aircraft Regist. -----	Date ----	Location -----	Make ----	Aircraft Model -----	Injury Index -----	Page ----
✓ 315	93154	021685	MANSFIELD, OH	CESSNA	152	NONE	40
✓ 569	3354F	032185	ERIE, CO	CESSNA	182J	FATAL	12
✓ 648	8429T	032485	ZELIENÖPLE, PA	PIPER	PA-32R-301	NONE	48
✓ 800	8160K	030385	STIGLER, OK	PIPER	PA-34-220T	FATAL	42
✓ 1001	93485	042085	SLIDELL, LA	CESSNA	A185F	NONE	22
1101	6812F	030585	NAMPA, ID	CESSNA	150F	NONE	20
1180	211EH	011885	MAKAKILO, HI	HUGHES	369D	MINOR	18
1359	6627V	092485	BURLINGTON, WA	BELLANCA	17-30A	SERIOUS	68
1390	8483Y	062285	LAUREL, MT	FAILING/RAND	KR-2	FATAL	36
1533	5765K	051185	COVINGTON, TN	MOONEY	M20J	FATAL	52
✓ 1554	734PX	102785	ROCHESTER, NH	CESSNA	172N	FATAL	38
1572	726DA	080285	DALLAS/FT WORTH, TX	LOCKHEED	L-1011-385	FATAL	62
1616	548BD	102685	CAPE GIRARDEAU, MO	BEDE	BD-5B	FATAL	34
1714	39854	060285	EL PASO, TX	BELLANCA	17-30A	NONE	56
1728	IFROG	071685	BATTLE CREEK, MI	CAMERON	V-77	SERIOUS	26
✓ 1728	1533S	071685	BATTLE CREEK, MI	BALLOON WORK	FIREFLY 6B	SERIOUS	28
1885	12904	072985	RED DEVIL, AK	CESSNA	172M	FATAL	4
✓ 2197	48891	062385	TEMPLE, TX	CESSNA	152	FATAL	60
✓ 2197	8496J	062385	TEMPLE, TX	CESSNA	150	FATAL	58
✓ 2201	9042M	050785	ANCHORAGE, AK	CESSNA	180H	FATAL	2
2204	8132L	102385	HAMILTON, AL	PIPER	PA-34-220T	FATAL	8
2234	4969H	110185	TAHLEQUAH, OK	CESSNA	152	SERIOUS	44
2304	115PK	072185	ACME, MI	KÄUFFMAN	BD4	SERIOUS	30
2423	5NG	092185	WARWICK, RI	BEECH	V35B	FATAL	50
✓ 2517	21708	080585	TRENTON, AL	CESSNA	A188B	NONE	6

File Order Listing

File Number -----	Aircraft Regist. -----	Date ----	Location -----	Make ----	Aircraft Model -----	Injury Index -----	Page ----
2560	92259	100685	PALM SPRINGS, CA	CESSNA	182N	NONE	10
2563	13FH	121385	GEORGETOWN, DE	CESSNA	414	NONE	16
✓ 2753	853B	052485	HAMILTON, TX	MOONEY	M20	SERIOUS	54
✓ 2768	5800H	121085	ADRIAN, MI	AEROSPATIALE	SA365N	FATAL	32
✓ 2851	1461G	110585	OKLAHOMA CITY, OK	BEECH	H18	FATAL	46
✓ 2861	3594N	071185	MATAGORDA ISLNG, LA	AEROSPATIALE	AS-350D	FATAL	24
✓ 2862	6213	110985	CANTON, TX	HOME BUILT	STARDUSTER	MINOR	66
✓ 2894	58320	110885	MONAHANS, TX	HUGHES	269C	SERIOUS	64
5087	721PC	092985	DENVER, CO	BOEING	727-100	NONE	14

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire
NONE

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

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

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

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

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

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

Weather Data

Wx Briefing - FSS
Method - TELETYPE
Completeness - FULL

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

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

Itinerary

Last Departure Point
HOMER, AK
Destination
ANCHORAGE, AK

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

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

Age - 41

Biennial Flight Review

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

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

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

Instrument Rating(s) - NONE

-----Narrative-----

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

Brief of Accident (Continued)

File No. - 2201

5/07/85

ANCHORAGE, AK

A/C Reg. No. N9042M

Time (Lcl) - 2034 ADT

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

Finding(s)

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

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1885 7/29/85 RED DEVIL,AK A/C Reg. No. N12904 Time (Lcl) - 0100 ADT

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

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

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

Make/Model - CESSNA 172M	Eng Make/Model - LYCOMING O-320-E2D	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point RED DEVIL,AK	ON AIRPORT
Method - N/A	Destination BETHEL,AK	Airport Data
Completeness - N/A	ATC/Airspace	RED DEVIL
Basic Weather - IMC	Type of Flight Plan - NONE	Runway Ident - UNK/NR
Wind Dir/Speed- CALM	Type of Clearance - NONE	Runway Lth/Wid - 5200/ 150
Visibility - .100 SM	Type Apch/Lndg - PRECAUTIONARY LANDING	Runway Surface - GRAVEL
Lowest Sky/Clouds - UNK/NR		Runway Status - WET
Lowest Ceiling - 150 FT OBSCURED		
Obstructions to Vision- FOG		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----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 - 513
SE LAND	Months Since - 14	Make/Model- 273
	Aircraft Type - C-150	Instrument- 1
		Last 24 Hrs - 2
		Last 30 Days- 18
		Last 90 Days- 64

Instrument Rating(s) - NONE

-----Narrative-----

SHORTLY AFTER THE PLT TOOK OFF ON A NGT FLT TO BETHEL, THE ACFT CRASHED JUST NORTH OF THE EAST/WEST RWY IN A NOSE DOWN ATTITUDE & ON A SOUTHWESTERLY HEADING. THE ACFT WAS DESTROYED DURING IMPACT, BUT CONTD SLIDING APRX 35 YDS TO THE NORTH EDGE OF THE RWY, THEN OVERTURNED & CAME TO REST ABOUT 120 FT FROM THE INITIAL IMPACT POINT. AN INVESTIGATION REVEALED THE ACFT HAD LANDED AT SOME TIME BTN 2300 & 0015 ADT. AT ABOUT 0030, THICK FOG FORMED IN THE VICINITY OF THE ARPT WHICH WAS LOCATED BESIDE A RIVER. REPORTEDLY, THE ACFT TOOK OFF ABOUT 5 MIN PRIOR TO THE ACDNT (APRX 0055 ADT). AT ABOUT THE TIME OF THE ACDNT, A WITNESS ON A RIVER BARGE SAW AN ACFT FLYING ALONG THE RIVER, HEADING TOWARD THE ARPT. THE WRECKAGE WAS NOT FND UNTIL APRX 0900 WHEN ANOTHER ACFT WAS TAXIING TO TAKEOFF. THE PLT HAD PURCHASED SOME ALCOHOLIC BEVERAGES & WAS TRANSPORTING THEM IN THE ACFT. THE SEAL OF 1 BOTTLE WAS BROKEN, BUT THE BOTTLE WAS ALSO BROKEN. A CHECK OF THE PLT'S BLOOD SHOWED ONLY A TRACE OF ALCOHOL WHICH COULD HAVE BEEN ATTRIBUTED TO PUTREFACTION.

Brief of Accident (Continued)

File No. - 1885

7/29/85

RED DEVIL,AK

A/C Reg. No. N12904

Time (Lc1) - 0100 ADT

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

Finding(s)

1. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND
2. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
3. LIGHT CONDITION - DARK NIGHT
4. WEATHER CONDITION - FOG
5. WEATHER CONDITION - LOW CEILING
6. WEATHER CONDITION - OBSCURATION
7. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
8. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND

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

Finding(s)

9. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
10. PRECAUTIONARY LANDING - INITIATED -
11. TERRAIN CONDITION - GROUND
12. CLEARANCE - MISJUDGED - PILOT IN COMMAND
13. 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) 7,9,12,13

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,6,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2517 8/05/85 TRENTON, AL A/C Reg. No. N21708 Time (Lc1) - 1120 CDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

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

Aircraft Damage
DESTROYED
Fire
ON GROUND

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

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

Make/Model - CESSNA A188B
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 4500
No. of Seats - 1

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

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

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

Weather Data

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

Basic Weather - VMC

Wind Dir/Speed- 140/009 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - 3000 FT SCATTERED

Lowest Ceiling - 25000 FT OVERCAST

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

MERIDIANVILLE, AL

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND, ME LAND

HELICOPTER

Age - 37

Biennial Flight Review

Current - YES

Months Since - 10

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 10000

Make/Model- 5000

Instrument- UNK/NR

Multi-Eng - 200

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

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

Brief of Accident (Continued)

File No. - 2517

8/05/85

TRENTON,AL

A/C Reg. No. N21708

Time (Lc1) - 1120 CDT

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

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2204 10/23/85 HAMILTON, AL A/C Reg. No. N8132L Time (Lcl) - 1615 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED

Fire
NONE

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

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

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

Eng Make/Model - CONTINENTAL TS10-360-KB
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 - IN PERSON
Completeness - FULL
Basic Weather - UNK/NR
Wind Dir/Speed - VARIABLE
Visibility - UNK/NR
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling -
Obstructions to Vision - UNK/NR
Precipitation - RAIN SHOWERS
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SPRINGFIELD, MO
Destination
DOTHAN, AL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 47
Biennial Flight Review
Current - YES
Months Since - UNK/NR
Aircraft Type - UNK/NR

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

Total	- 770	Last 24 Hrs	- UNK/NR
Make/Model	- UNK/NR	Last 30 Days	- UNK/NR
Instrument	- UNK/NR	Last 90 Days	- UNK/NR
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AT 1450 CDT, WHILE THE PLT WAS CRUISING AT 11,000', ARTCC BROADCAST INFO CONCERNING SIGMET 17C, WARNING PLTS OF THUNDER-STORMS WITH TOPS TO FL 450. AT 1613, RADAR DATA SHOWED THE ACFT AT 11,300'. WHEN ASKED ABOUT HIS ALT, THE PLT REPLIED HE WAS IN A CELL & WOULD BE RETURNING TO HIS ALT OF 11,000'. HE DID NOT REQUEST ASSISTANCE. SHORTLY AFTER THAT, RADAR DATA SHOWED THE ACFT HAD LOST 1000', THEN THE DISPLAY WENT INTO A COAST TRACK. LATER, THE WRECKAGE WAS FND SCATTERED OVER AN AREA APRX 1 MI LONG & 1/4 MI WIDE. THE WINGS & STABILATORS HAD SEPARATED DURING AN IN-FLT BREAKUP. THERE WAS EVIDENCE THE WINGS HAD FAILED FROM POSITIVE OVERLOADS. NO PRE-ACDNT PART FAILURE OR MALFUNCTION WAS FND. THE PLT'S BODY WAS FND AT 0737 CDT ON 10/24/85. A TOXICOLOGY CHECK SHOWED AN ALCOHOL LEVEL OF 0.031%, BUT THE AMOUNT OF ALCOHOL DUE TO PUTREFACTION WAS NOT VERIFIED. A WX SUMMARY SHOWED THE ACFT WAS IN THE VICINITY OF A VERY STRONG WX ECHO WITH MODERATE TO SEVERE TURBULENCE & UP/DOWNDRAFTS IN THE THUNDERSTORM BELOW 20,000'.

Brief of Accident (Continued)

File No. - 2204

10/23/85

HAMILTON, AL

A/C Reg. No. N8132L

Time (Lc1) - 1615 CDT

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

Finding(s)

1. WEATHER EVALUATION - INADEQUATE - PILOT IN COMMAND
2. WEATHER CONDITION - THUNDERSTORM
3. WEATHER CONDITION - TURBULENCE (THUNDERSTORMS)
4. WEATHER CONDITION - DOWNDRAFT
5. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND

Occurrence #2 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CRUISE

Finding(s)

6. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED -
7. FLIGHT CONTROL, STABILATOR - OVERLOAD
8. WING - OVERLOAD

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. - 2560 10/06/85 PALM SPRINGS, CA A/C Reg. No. N92259 Time (Lcl) - 1216 PDT

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

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

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

Make/Model	- CESSNA 182N	Eng Make/Model	- CONTINENTAL IO-540	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2950	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 230 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	ON AIRPORT
Method	GRAND CANYON, AZ	
Completeness	Destination	Airport Data
- WEATHER NOT PERTINENT	PALM SPRINGS, CA	PALM SPRINGS MUNI
Basic Weather		Runway Ident
- VMC		- 12
Wind Dir/Speed	ATC/Airspace	Runway Lth/Wid
- 290/004 KTS	Type of Flight Plan	- 7013/ 150
Visibility	- NONE	Runway Surface
- 30.0 SM	Type of Clearance	- ASPHALT
Lowest Sky/Clouds	- VFR	Runway Status
- 12000 FT SCATTERED	Type Apch/Lndg	- DRY
Lowest Ceiling	- TRAFFIC PATTERN	
- 20000 FT BROKEN	FULL STOP	
Obstructions to Vision		
- NONE		
Precipitation		
- NONE		
Condition of Light		
- DAYLIGHT		

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

Pilot-In-Command	Age	38	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review		Flight Time (Hours)	
PRIVATE	Current	- YES	Total	- 273
SE LAND	Months Since	- 3	Make/Model	- 12
	Aircraft Type	- C-182N	Instrument	- 2
			Last 24 Hrs	- 5
			Last 30 Days	- 10
			Last 90 Days	- 15

Instrument Rating(s) - NONE

-----Narrative-----

DURING ARRIVAL, THE PLT ENTERED THE TRAFFIC PATTERN BEHIND OTHER ACFT TO LAND ON RWY 12. AT THAT TIME, A BOEING 727 WAS WAITING TO TAKEOFF ON THE SAME RWY. AT 1914:52, THE PLT (OF N92259) WAS INSTRUCTED TO START A LEFT TURN TO THE BASE LEG. AT 1915:04, THE BOEING WAS CLEARED TO TAXI INTO PSN & HOLD, BUT BE READY FOR AN IMMEDIATE TAKEOFF. WHEN OTHER ACFT HAD CLEARED FROM THE RWY AT 1915:41, THE BOEING WAS CLEARED FOR TAKEOFF. THE BOEING IMMEDIATELY BEGAN TAKING OFF AT 1915:44 & THE CONTROLLER INSTRUCTED N92259 TO SQUARE HIS TURN TO FINAL APCH FOR SPACING & TO USE CAUTION FOR WAKE TURBULENCE. THE PLT STATED THAT HE LANDED APRX 90 SEC AFTER THE BOEING TOOK OFF. REPORTEDLY, N92259 LANDED ABOUT 1/4 OF THE WAY DOWN THE RWY; HOWEVER, THE ACFT TOUCHED DOWN HARD & BOUNCED 3 OR 4 TIMES, DAMAGING THE PROP, NOSE GEAR & FIREWALL. AFTER LANDING, THE ACFT ROLLED TO THE END OF THE RWY & THE PLT TAXIED TO THE PARKING AREA.

Brief of Accident (Continued)

File No. - 2560

10/06/85

PALM SPRINGS,CA

A/C Reg. No. N92259

Time (Lc1) - 1216 PDT

Occurrence

HARD LANDING

Phase of Operation

LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - TAILWIND

2. FLARE - IMPROPER - PILOT IN COMMAND

3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 569	3/21/85	ERIE, CO	A/C Reg. No. N3354F	Time (Lc1) - 1210 MST
-----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	-LANDING	NONE	Pass 1	2
				Minor 0
				None 0
-----Aircraft Information-----				
Make/Model	- CESSNA 182J	Eng Make/Model	- CONTINENTAL O-470-R	ELT Installed/Activated - YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System - YES
Max Gross Wt	- 2800	Engine Type	- RECIPROCATING-CARBURETOR	
No. of Seats	- 4	Rated Power	- 230 HP	
-----Environment/Operations Information-----				
Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- FSS	Last Departure Point	ON AIRPORT	
Method	- TELEPHONE	LEADVILLE, CO		
Completeness	- FULL	Destination	Airport Data	
Basic Weather	- VMC	SAME AS ACC/INC	TRI-COUNTY	
Wind Dir/Speed-	140/014 KTS	ATC/Airspace	Runway Ident - 27	
Visibility	- 30.0 SM	Type of Flight Plan	Runway Lth/Wid - 3830/ 60	
Lowest Sky/Clouds	- 12000 FT SCATTERED	Type of Clearance	Runway Surface - ASPHALT	
Lowest Ceiling	- NONE	Type Apch/Lndg	Runway Status - DRY	
Obstructions to Vision-	NONE			
Precipitation	- NONE			
Condition of Light	- DAYLIGHT			
-----Personnel Information-----				
Pilot-In-Command	Age - 45	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT		
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)		
PRIVATE	Current - YES	Total	- 172	Last 24 Hrs - UNK/NR
SE LAND	Months Since - 9	Make/Model-	104	Last 30 Days- 6
	Aircraft Type - C-172	Instrument-	3	Last 90 Days- 12
Instrument Rating(s) - NONE				
-----Narrative-----				
REPORTEDLY, THE PLT HAD CALLED THE ARPT OFFICE (UNICOM) & WAS ADVISED THAT RWY 15/33 WAS CLOSED. AT ABOUT THE TIME N3354F WAS ARRIVING, A MILITARY HELICOPTER LANDED ON RWY 27. THE PLT ASKED A PASSENGER TO TELL HIM WHICH WAY THE WIND SOCK WAS BLOWING & SHE REPLIED THAT IT WAS "FLYING WEST." THE PLT ELECTED TO LAND ON RWY 27 WHICH HAD A 533 FT DISPLACED THRESHOLD & HAD A DOWNHILL GRADE OF 1.52%. WITNESSES REPORTED THAT THE ACFT WAS FAST ON FINAL APCH & LANDED LONG. SUBSEQUENTLY, IT WENT OFF THE RGT SIDE OF THE RWY, NEAR THE DEPARTURE END, HIT A RWY LIGHT & CONTINUED ACROSS ROUGH TERRAIN. THE PLT APPLIED POWER & THE ACFT BECAME AIRBORNE AT THE EDGE OF A WIDE GULLY AREA. IT THEN SETTLED & IMPACTED A DIRT BANK AFTER CROSSING THE GULLY. SKID MARKS FROM THE ACFT WERE FOUND STARTING ABOUT 1366 FT FROM THE DEPARTURE END OF THE RWY & CONTINUED UNTIL THE ACFT LEFT THE RWY. NEARBY AT THE JEFFCO ARPT, THE 1145 MST WIND WAS FROM 140 DEG AT 14 KTS. THE DENSITY ALT AT THE CRASH SITE WAS APRX 6100 FT.				

Brief of Accident (Continued)

File No. - 569

3/21/85

ERIE, CO

A/C Reg. No. N3354F

Time (Lc1) - 1210 MST

Occurrence #1 OVERRUN
Phase of Operation LANDING

Finding(s)

1. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
2. WEATHER CONDITION - TAILWIND
3. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - DISPLACED THRESHOLD
4. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - DOWNHILL
5. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
6. DISTANCE - MISJUDGED - PILOT IN COMMAND
7. PROPER TOUCHDOWN POINT - NOT ATTAINED -
8. ABORTED LANDING - DELAYED - PILOT IN COMMAND

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

Finding(s)

9. OBJECT - RUNWAY LIGHT

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

Finding(s)

10. GO-AROUND - DELAYED - PILOT IN COMMAND
11. TERRAIN CONDITION - DITCH
12. LIFT-OFF - INITIATED -
13. WEATHER CONDITION - HIGH DENSITY ALTITUDE
14. AIRSPEED(VLOF) - NOT OBTAINED - PILOT IN COMMAND
15. STALL/MUSH - UNCONTROLLED -

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation OTHER

Finding(s)

16. TERRAIN CONDITION - DIRT BANK

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 8,10,14

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,6,9,11,13,16

NTSB # DEN85IA250

Brief of Incident

RUNDATE: 3 17 87

File No. - 5087

9/29/85

DENVER, CO

A/C Reg. No. N721PC

Time (Lcl) - 1840 MDT

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

Type Operating Certificate	AIR CARRIER - SUPPLEMENTAL	Aircraft Damage					
Name of Carrier	-PORTS OF CALL TRAVEL CLUB	MINOR		Fatal		Injuries	
Type of Operation	-NON SCHED, INTL, PASSENGER	Fire	Crew	0	0	Serious	Minor
Flight Conducted Under	-14 CFR 121	NONE	Pass	0	0	0	0
Incident Occurred During	-APPROACH						None
							7
							64

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

Make/Model	- BOEING 727-100	Eng Make/Model	- P&W JT8D-7B	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 3	Stall Warning System	- YES
Max Gross Wt	- 142000	Engine Type	- TURBOFAN		
No. of Seats	- 134	Rated Power	- 14000 LBS THRUST		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	OFF AIRPORT/STRIP
Method - ACFT RADIO	PUERTO VALLARTO	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	STAPLETON
Wind Dir/Speed - 100/005 KTS	ATC/Airspace	Runway Ident - 17L
Visibility - 15.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 12000/ 200
Lowest Sky/Clouds - 2500 FT SCATTERED	Type of Clearance - IFR	Runway Surface - CONCRETE
Lowest Ceiling - 4000 FT OVERCAST	Type Apch/Lndg - ILS-COMPLETE	Runway Status - SNOW - COMPACTED
Obstructions to Vision - NONE		
Precipitation - NONE		
Condition of Light - DUSK		

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

Pilot-In-Command	Age - 54	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - UNK/NR	Total - 13000
ME LAND	Months Since - UNK/NR	Make/Model - 300
	Aircraft Type - UNK/NR	Instrument - UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days - UNK/NR
		Last 90 Days - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING GEAR EXTN FOR LNDG, THE FLT CREW NOTED A "LOUD & VERY NOTICEABLE JOLTING OF THE ACFT." SHORTLY THEREAFTER, THEY ALSO NOTICED THAT A PORTION OF THE RIGHT MAIN GEAR HAD PUNCTURED THE UPPER SURFACE OF THE RGT WING. THE CREW THEN DECLARED AN EMERGENCY & MADE AN UNEVENTFUL LNDG. AN INVESTIGATION REVEALED THE RGT MAIN GEAR ACTUATOR SUPPORT LINK, PN 65-19657-5, HAD BECOME CORRODED & FAILED. THE OUTBOARD END OF THE MAIN GEAR ACTUATOR BEEM THEN PUNCTURED THE UPPER WING PANEL. ALSO A HYDRAULIC LINE WAS SEVERED, WHICH DISABLED THE "A" HYDRAULIC SYS. MAINTENANCE RECORDS FROM THE PREVIOUS ACFT OWNER ERRONIOUSLY INDICATED THAT IN 1971, THE FAILED PART HAD BEEN REPLACED WITH A NEWER LINK ASSEMBLY, PN 19657-11, WHICH DID NOT REQUIRE AN INSPECTION. CONSEQUENTLY, THE REQUIRED INSPECTIONS SPECIFIED IN AD 68-17-01, REGARDING THE FAILED LINK, HAD NOT BEEN COMPLIED WITH BY THE NEW OWNER. BOEING HAD ISSUED A SVC BULLETIN (727-32-306) WHICH RECOMMENDED THAT LINK ASSEMBLIES WITH PN 19657-5 (AS WELL AS -4, -8 & -13) BE REMOVED FROM SVC & DISCARDED.

Brief of Incident (Continued)

File No. - 5087

9/29/85

DENVER,CO

A/C Reg. No. N721PC

Time (Lc1) - 1840 MDT

Occurrence AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

1. MAINTENANCE,SERVICE BULLETINS - NOT FOLLOWED - OTHER MAINTENANCE PSNL
2. MAINTENANCE,RECORDKEEPING - IMPROPER - OTHER MAINTENANCE PSNL
3. LANDING GEAR,NORMAL RETRACTION/EXTENSION ASSEMBLY - CORRODED
4. MAINTENANCE,COMPLIANCE WITH AD - NOT PERFORMED -
5. LANDING GEAR,NORMAL RETRACTION/EXTENSION ASSEMBLY - FAILURE,PARTIAL

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2563 12/13/85 GEORGETOWN, DE A/C Reg. No. N13FH Time (Lcl) - 2100 T

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

DESTROYED

Fire

ON GROUND

Crew

Pass

Fatal

0

0

Injuries

Serious

0

0

Minor

0

0

None

1

1

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

Make/Model - CESSNA 414
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 7800
No. of Seats - 8

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

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - IMC
Wind Dir/Speed - 200/006 KTS
Visibility - .500 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 200 FT OBSCURED
Obstructions to Vision - FOG
Precipitation - RAIN SHOWERS
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
MONMOTH, NJ
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - VOR/DME

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

SUSSEX CO.
Runway Ident - 22
Runway Lth/Wid - 5000/ 150
Runway Surface - CONCRETE
Runway Status - WET

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

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

Age - 36
Biennial Flight Review
Current - YES
Months Since - 8
Aircraft Type - C-550

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 12900
Make/Model - 60
Instrument - 4443
Multi-Eng - 4707
Last 24 Hrs - 3
Last 30 Days - 30
Last 90 Days - 130

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT IMPACTED TREES DURING A VOR APCH AND DESCENDED TO GROUND IMPACT. THE PLT FLEW THE APCH WITH THE AUTOPILOT COUPLED. THE ALT HOLD AND ALERT WERE SET FOR THE MDA. WHEN VISUAL CONTACT WITH THE ARPT ENVIROMENT WAS ESTABLISHED, THE PLT DISCONNECTED THE ALT HOLD AND BEGAN LOWERING FULL FLAPS. AT THIS TIME THE ELECTRIC TRIM PITCHED THE NOSE OF THE ACFT DOWN AND THE ACFT IMPACTED TREES.

Brief of Accident (Continued)

File No. - 2563

12/13/85

GEORGETOWN, DE

A/C Reg. No. N13FH

Time (Lcl) - 2100 T

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

Finding(s)

1. WEATHER CONDITION - LOW CEILING
2. PROPER DESCENT RATE - EXCEEDED - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE - PILOT IN COMMAND
4. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

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

Finding(s)

5. OBJECT - TREE(S)

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1180 1/18/85 MAKAKILO, HI A/C Reg. No. N211EH Time (Lcl) - 1420 HST

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -NON SCHED, DOMESTIC, PASSENGER	Fire	Crew 0	0	1	0
Flight Conducted Under -14 CFR 135	NONE	Pass 0	0	3	0
Accident Occurred During -STANDING					

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

Make/Model - HUGHES 369D	Eng Make/Model - ALLISON 250-C20B	ELT Installed/Activated - YES/NO
Landing Gear - HIGH SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 3000	Engine Type - TURBOSHAFT	
No. of Seats - 5	Rated Power - 425 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - PATWAS	Last Departure Point HONOLULU, HI	OFF AIRPORT/STRIP
Method - TELEPHONE	Destination MAKAKILO, HI	Airport Data
Completeness - WEATHER NOT PERTINENT	ATC/Airspace	Runway Ident - N/A
Basic Weather - VMC	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Wind Dir/Speed- 045/002 KTS	Type of Clearance - NONE	Runway Surface - N/A
Visibility - 30.0 SM	Type Apch/Lndg - NONE	Runway Status - N/A
Lowest Sky/Clouds - CLEAR		
Lowest Ceiling - NONE		
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 36	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1752
SE LAND	Months Since - 6	Make/Model- 210
HELICOPTER	Aircraft Type - 500C	Instrument- 3
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - 1636

Instrument Rating(s) - NONE

-----Narrative-----

ON AN AIR TAXI FLT, AFTER LANDING AT A PREARRANGED SITE THE PLT SIGNALLED TO HIS 3 PAX TO BOARD THE HELICOPTER. AS THE PAX ATTEMPTED TO BOARD FROM THE RIGHT SIDE OF THE ACFT, THE ROTOR BLADES WENT OUT OF TRACK/PHASE. THE ACFT BEGAN UNCONTROLLABLE BOUNCING UP AND DOWN, & THE PAX FLED. THE ACFT BECAME AIRBORNE, COLLIDED WITH A NEARBY FENCE, & ROLLED OVER. ALL 5 BLADES WERE FOUND SEPARATED FROM THE ACFT. EXAM OF THE SWASH PLATE, STRAP PACK & MAIN ROTOR ASSEMBLY REVEALED EVIDENCE OF OVERLOAD FAILURES. NO PHYSICAL EVIDENCE OF A ROTOR BLADE TO FENCE STRIKE WAS FOUND INDEPENDENT OF THE EVENT WHICH OCCURRED WHEN THE UNCONTROLLED ACFT COLLIDED WITH THE FENCE.

Brief of Accident (Continued)

File No. - 1180

1/18/85

MAKAKILO, HI

A/C Reg. No. N211EH

Time (Lc1) - 1420 HST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation STANDING - ENGINE(S) OPERATING

Finding(s)

1. ROTOR SYSTEM - FLUCTUATING

Occurrence #2 ROLL OVER
Phase of Operation STANDING - ENGINE(S) OPERATING

Finding(s)

2. ROTORCRAFT FLIGHT CONTROLS - UNCONTROLLED - PILOT IN COMMAND

----Probable Cause----

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

Brief of Accident

File No. - 1101

3/05/85

NAMPA, ID

A/C Reg. No. N6812F

Time (Lcl) - 2130 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

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

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

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

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

Weather Data

Wx Briefing - FSS
Method - UNK/NR
Completeness - FULL

Basic Weather - VMC

Wind Dir/Speed- 150/010 KTS

Visibility - 30.0 SM

Lowest Sky/Clouds - 10000 FT SCATTERED

Lowest Ceiling - 20000 FT OVERCAST

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point

BOISE, ID

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 59

Biennial Flight Review

Current - YES

Months Since - 6

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 2250 Last 24 Hrs - 2

Make/Model- 52 Last 30 Days- UNK/NR

Instrument- 196 Last 90 Days- 19

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE FLYING AT NGT IN THE LCL PRACTICE AREA SOUTH OF NAMPA, THE PLT THOUGHT HE HAD FLOWN INTO IMC, BUT THE WX WAS GOOD. HE WAS UNABLE TO SEE THE GROUND, SO HE MADE A 180 DEG TURN, THEN NOTED PROBLEMS SEEING HIS INSTRUMENT PANEL. SUSPECTING PSBL CARBON MONOXIDE, HE TURNED OFF THE HEAT & OPENED THE AIR VENTS, BUT HE THEN EXPERIENCE TUNNEL VISION & BECAME LOST & DISORIENTED. HE PLACED HIS HEAD SET NEAR THE MAG COMPASS WHICH CAUSED AN ERRONEOUS READING. WHILE SEEKING HELP FROM ATC, THE PLT SET HIS HDG INDCR (DGI) TO AGREE WITH HIS MAG COMPASS. ATC TRIED TO ASSIST BY GIVING A DF STEER & PROVIDING VECTORS DURING A CLIMB TO OBTAIN RADAR CONTACT. HOWEVER, THE ACFT IMPACTED MOUNTAINOUS TERRAIN AT AN ALT OF APRX 4800'. ATC HAD PROVIDED A CORRECT STEER TWD THE ARPT, BUT THE ACFT CRASHED WHILE TRAVELING AWAY FROM THE ARPT. RESCUE WAS DELAYED DUE TO WX & THE PLT TURNING OFF THE ELT FOR A TIME. ATC TAPES VERIFIED NORMAL CONVERSATION UNTIL THE PLT HAD SOUNDS OF PHYSICAL IMPAIRMENT WITH HVY BREATHING, SLOW SPEECH, & DIFFICULTY FOLLOWING ATC INSTRUCTIONS; REASON UNKNOWN.

Brief of Accident (Continued)

File No. - 1101

3/05/85

NAMPA, ID

A/C Reg. No. N6812F

Time (Lc1) - 2130 MDT

Occurrence #1 MISCELLANEOUS/OTHER
Phase of Operation MANEUVERING

Finding(s)

1. BECAME LOST/DISORIENTED
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, PHYSICAL IMPAIRMENT - PILOT IN COMMAND

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

Finding(s)

3. LIGHT CONDITION - DARK NIGHT
4. COMMUNICATIONS EQUIPMENT - IMPROPER USE OF - PILOT IN COMMAND
5. HEADING INDICATOR - IMPROPER USE OF - PILOT IN COMMAND
6. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
7. TERRAIN CONDITION - MOUNTAINOUS/HILLY

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1001

4/20/85

SLIDELL, LA

A/C Reg. No. N93485

Time (Lc1) - 1400 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - CESSNA A185F
Landing Gear - AMPHIBIAN
Max Gross Wt - 3350
No. of Seats - 6

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 160/014 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - 2000 FT SCATTERED
Lowest Ceiling - 6000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SLIDELL, LA
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - 1000/ 140
Runway Surface - WATER
Runway Status - WATER-CALM

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

Pilot-In-Command

Certificate(s)/Rating(s)

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

Age - 52

Biennial Flight Review

Current - YES
Months Since - 2

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 14000	Last 24 Hrs	- 3
Make/Model	- 200	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 REPORTED THAT DURING A WATER LANDING, THE LEFT FLOAT DRAGGED, BUT HE WAS ABLE TO "PULL IT OUT" & STARTED TO ADD POWER TO GO AROUND. HOWEVER, HE SAW POWER LINES AHEAD & REALIZED THAT A GO-AROUND WAS NOT POSSIBLE. HE SAID HE "PLANTED IT BACK ON THE WATER" & THEN THE ACFT NOSED OVER. WITNESSES REPORTED THE PLT WAS ATTEMPTING TO LAND ON THE WATERWAY WHEN A BOAT APPROACHED FROM THE OPPOSITE DIRECTION. THE PLT ADDED POWER TO GO-AROUND AND VEERED THE ACFT TO THE RIGHT AT WHICH TIME THE RIGHT FLOAT CAUGHT AND THE ACFT NOSED OVER. THE WATERWAY, EDEN ISLE, IS NOT AN APPROVED WATERWAY FOR SEAPLANE OPERATIONS.

Brief of Accident (Continued)

File No. - 1001

4/20/85

SLIDELL, LA

A/C Reg. No. N93485

Time (Lc1) - 1400 CST

Occurrence #1 DRAGGED WING, ROTOR, POD, OR FLOAT
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
 2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
 3. GO-AROUND - ATTEMPTED - PILOT IN COMMAND
 4. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

5. TERRAIN CONDITION - WATER, GLASSY
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

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

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

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

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

Make/Model - AEROSPATIALE AS-350D	Eng Make/Model - LYCOMING LTS 101 600A	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 4190	Engine Type - TURBOSHAFT	
No. of Seats - 6	Rated Power - 590 HP	

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

<p>Weather Data</p> <p>Wx Briefing - COMPANY</p> <p>Method - ACFT RADIO</p> <p>Completeness - WEATHER NOT PERTINENT</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 130/012 KTS</p> <p>Visibility - 7.0 SM</p> <p>Lowest Sky/Clouds - 4000 FT SCATTERED</p> <p>Lowest Ceiling - 25000 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 MATAGORDA 623,GM</p> <p>Destination PORT OCONNER, TX</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - COMPANY (VFR)</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - SIMULATED FORCED LANDING</p>	<p>Airport Proximity ON AIRSTRIP</p> <p>Airport Data MATAGORDA ISLAND</p> <p>Runway Ident - 20</p> <p>Runway Lth/Wid - 6000/ 200</p> <p>Runway Surface - CONCRETE</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL</p> <p>HELICOPTER</p>	<p>Age - 29</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 9</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 1610</p> <p>Make/Model- 141</p> <p>Instrument- 80</p> <p>Last 24 Hrs - 12</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 191</p> <p>Rotorcraft - 1610</p>
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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. - 1728	7/16/85	BATTLE CREEK, MI	A/C Reg. No. IFROG	Time (Lc1) - 1950 EDT
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-----Basic Information-----

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

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

Make/Model - CAMERON V-77	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 - UNK/NR	Rated Power - N/A	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 300/003 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 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 - 28	Medical Certificate - UNK/NR	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
CFI	Current - UNK/NR	Total - 637	Last 24 Hrs - 4
SE LAND	Months Since - UNK/NR	Make/Model- 481	Last 30 Days- UNK/NR
FREE BALLOON	Aircraft Type - UNK/NR	Instrument- UNK/NR	Last 90 Days- 27
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ENVELOPE OF BALLOON N1533S WAS PENETRATED AND TORN BY THE BASKET OF BALLOON I-FROG. THE ENVELOPE WAS DAMAGED TO THE DEGREE THAT ALTITUDE COULD NOT BE SUSTAINED. THE AERONAUT OF N1533S WAS SERIOUSLY INJURED UPON GROUND IMPACT. I-FROG WAS LANDED WITHOUT DAMAGE OR INJURY.

Brief of Accident (Continued)

File No. - 1728

7/16/85

BATTLE CREEK, MI

A/C Reg. No. IFROG

Time (Lc1) - 1950 EDT

Occurrence MIDAIR COLLISION
Phase of Operation DESCENT - NORMAL

Finding(s)

1. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND
 2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, INATTENTIVE - PILOT IN COMMAND
 3. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1728 7/16/85 BATTLE CREEK, MI A/C Reg. No. N1533S Time (Lc1) - 1950 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

Make/Model - BALLOON WORKS FIREFLY 6B
Landing Gear - N/A
Max Gross Wt - UNK/NR
No. of Seats - UNK/NR

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

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

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

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- 315/009 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL

FREE BALLOON

Age - 38

Biennial Flight Review

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

Medical Certificate - NO MEDICAL

Flight Time (Hours)

Total	- 402	Last 24 Hrs	- 1
Make/Model-	402	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	14
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ENVELOPE OF BALLOON N1533S WAS PENETRATED AND TORN BY THE BASKET OF BALLOON I-FROG. THE ENVELOPE WAS DAMAGED TO THE DEGREE THAT ALTITUDE COULD NOT BE SUSTAINED. THE AERONAUT OF N1533S WAS SERIOUSLY INJURED UPON GROUND IMPACT. I-FROG WAS LANDED WITHOUT DAMAGE OR INJURY.

Brief of Accident (Continued)

File No. - 1728

7/16/85

BATTLE CREEK,MI

A/C Reg. No. N1533S

Time (Lc1) - 1950 EDT

Occurrence #1 MIDAIR COLLISION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. VISUAL LOOKOUT - NOT MAINTAINED - PILOT OF OTHER AIRCRAFT
 2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, INATTENTIVE - PILOT OF OTHER AIRCRAFT
 3. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT OF OTHER AIRCRAFT
-

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

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

----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. - 2304 7/21/85 ACME, MI A/C Reg. No. N115PK Time (Lcl) - 2035 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

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

Make/Model - KAUFFMAN BD4
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1200
No. of Seats - 2

Eng Make/Model - LYCOMING O-320-D1B
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

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

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

Weather Data

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

Itinerary

Last Departure Point
ACME, MI
Destination
AMCE, MI

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

Wind Dir/Speed- 360/012 KTS
Visibility - 25.0 SM
Lowest Sky/Clouds - 5000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 65

Biennial Flight Review

Current - YES
Months Since - 3
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 1442	Last 24 Hrs	- UNK/NR
Make/Model-	3	Last 30 Days-	UNK/NR
Instrument-	36	Last 90 Days-	2

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS ON THE SECOND FLT OF NEWLY CERTIFICATED ACFT AND HAD BEEN AIRBORNE APRX 10 MINUTES WHEN A TOTAL LOSS OF PWR WAS EXPERIENCED. UNABLE TO RETURN TO THE ARPT THE PLT LANDED THE ACFT IN AN OPEN FLD. DURING THE LANDING ROLL THE ACFT STRUCK A ROAD EMBANKMENT SEPARATING THE ENG AND GEAR FROM THE AIRFRAME. THE PLT REPORTED THE MIXTURE CONTROL WAS NOT SAFETY WIRED WHEN IT WAS RERIGGED JUST PRIOR TO THIS FLT. THE MIXTURE CONTROL BECAME DISCONNECTED DURING THE FLT RESULTING IN FUEL STARVATION TO THE ENG.

Brief of Accident (Continued)

File No. - 2304

7/21/85

ACME,MI

A/C Reg. No. N115PK

Time (Lcl) - 2035 EDT

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

Finding(s)

1. FUEL SYSTEM,CARBURETOR - STARVATION
 2. MIXTURE CONTROL,CABLE - DISCONNECTED
 3. MAINTENANCE,INSTALLATION - IMPROPER - 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 - DIRT BANK
-

----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. - 2768 12/10/85 ADRIAN, MI A/C Reg. No. N5800H Time (Lcl) - 0411 EST

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

Type Operating Certificate-ON-DEMAND AIR TAXI

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

Aircraft Damage
DESTROYED
Fire NONE

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

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

Make/Model - AEROSPATIALE SA365N
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 4900
No. of Seats - 6

Eng Make/Model - TURBOMECA ARRIEL1C
Number Engines - 2
Engine Type - TURBOSHAFT
Rated Power - 660 HP

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - IMC
Wind Dir/Speed- CALM
Visibility - .250 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 200 FT OBSCURED
Obstructions to Vision- FOG
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
TOLEDO, OH
Destination
ADDISON, MI

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 49
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - 365N

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 8500
Make/Model- UNK/NR
Instrument- 0
Last 24 Hrs - 1
Last 30 Days- 50
Last 90 Days- 150
Rotorcraft - 8500

Instrument Rating(s) - HELICOPTER

-----Narrative-----

THE PURPOSE OF THIS FLIGHT WAS TO PICK UP AN INJURED PATIENT AND RETURN HIM TO A MEDICAL CENTER. THE WEATHER WAS ADEQUATE FOR A VFR TAKEOFF. HOWEVER, ENROUTE WEATHER REPORTS INDICATED FOG AND PROBABLE LOW CEILINGS. ACCORDING TO THE SINGLE SURVIVOR OF THE ACCIDENT, THE PILOT FLEW INTO "THICK FOG" SHORTLY BEFORE REACHING THEIR DESTINATION FOR THE PATIENT PICKUP. AGAIN ACCORDING TO THE SURVIVOR, THE PILOT THEN TURNED TO THE LEFT. SHORTLY THEREAFTER, THE HELICOPTER STRUCK TREES AND CRASHED TO THE GROUND. AN EXAMINATION OF THE WRECKAGE AND TEARDOWNS OF BOTH ENGINES REVEALED NO PRE-CRASH MECHANICAL MALFUNCTIONS.

Brief of Accident (Continued)

File No. - 2768

12/10/85

ADRIAN, MI

A/C Reg. No. N5800H

Time (Lc1) - 0411 EST

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

Finding(s)

1. WEATHER CONDITION - FOG
2. FLIGHT INTO KNOWN ADVERSE WEATHER - PERFORMED - PILOT IN COMMAND
3. LIGHT CONDITION - DARK NIGHT
4. VFR FLIGHT INTO IMC - INADVERTENT - PILOT IN COMMAND

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

Finding(s)

5. OBJECT - TREE(S)
6. VISUAL LOOKOUT - REDUCED - PILOT IN COMMAND

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1616 10/26/85 CAPE GIRARDEAU, MO A/C Reg. No. N548BD Time (Lcl) - 1013 CDT

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

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

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

Make/Model	- BEDE BD-5B	Eng Make/Model	- HONDA E2B	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 934	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 1	Rated Power	- 90 HP		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		OFF AIRPORT/STRIP	
Method	- N/A	SAME AS ACC/INC			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	LOCAL		CAPE GIRARDEAU MUNI	
Wind Dir/Speed	- 040/004 KTS	ATC/Airspace		Runway Ident	- 28
Visibility	- 15.0 SM	Type of Flight Plan	- NONE	Runway Lth/Wid	- 6499/ 150
Lowest Sky/Clouds	- 25000 FT SCATTERED	Type of Clearance	- VFR	Runway Surface	- CONCRETE
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 - 45	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - UNK/NR	Total - 450	Last 24 Hrs - UNK/NR
SE LAND	Months Since - UNK/NR	Make/Model - 40	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 OWNER/BUILDER HAD HIRED THE PLT TO TEST FLY THE ACFT ON ITS INITIAL FLT. SHORTLY AFTER TAKEOFF, THE PLT TRANSMITTED THAT HE HAD AN ENG PROBLEM. HE WAS CLEARED FOR AN IMMEDIATE LANDING & ENTERED A DOWNWIND FOR RWY 28. AS HE CONTINUED & WAS TURNING FROM A BASE TO FINAL APCH, THE ACFT ENTERED A SPIN IN THE OPPOSITE DIRECTION. THE ACFT IMPACTED ON THE EDGE OF AN INTERSTATE HIGHWAY WHILE IN A STEEP NOSE-DOWN ATTITUDE. AN EXAM OF THE ENG REVEALED THE #1 CYLINDER SPARK PLUG WIRE WAS COMPLETELY DETACHED; THE #2 CYLINDER WIRE WAS DETACHED FROM THE SPARK PLUG (ALTHO ITS DUST BOOT WAS STILL CONNECTED); & THE #4 SPARK PLUG WIRE DUST BOOT SHOWED EVIDENCE OF HAVING COME IN CONTACT WITH AN ADJACENT EXHAUST STACK & WAS BURNED UNTIL THERE WAS SEPARATION AT THE BOOT'S MIDPOINT.

Brief of Accident (Continued)

File No. - 1616

10/26/85

CAPE GIRARDEAU, MO

A/C Reg. No. N548BD

Time (Lc1) - 1013 CDT

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

Finding(s)

1. IGNITION SYSTEM, HIGH TENSION WIRING - DISCONNECTED
 2. MAINTENANCE, INSTALLATION - IMPROPER - OTHER MAINTENANCE PSNL
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

3. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
 4. STALL/SPIN - INADVERTENT - 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) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1390 6/22/85 LAUREL, MT A/C Reg. No. N8483Y Time (Lcl) - 0717 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire NONE

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

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

Make/Model - FAILING/RAND-ROBINSON KR-2	Eng Make/Model - REVMaster/VW 2100D	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 900	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 76 HP	

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 220/010 KTS
Visibility - 50.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

LAUREL
Runway Ident - 21
Runway Lth/Wid - 3800/ 50
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 66

Biennial Flight Review

Current - YES
Months Since - 7
Aircraft Type - C-152

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

	Flight Time (Hours)	
Total	- 701	Last 24 Hrs - UNK/NR
Make/Model-	1	Last 30 Days- 6
Instrument-	137	Last 90 Days- 12
Multi-Eng -	60	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DRG A TEST FLT, THE PLT MADE A FAST TAXI RUN, THEN TOOK OFF ON RWY 21. AFTER TAKEOFF, HE MADE A GRADUAL CLIMB & SHALLOW LEFT TURNS TO A DOWNWIND, CIRCLED THE ARPT & REENTERED A DOWNWIND FOR RWY 21. WITNESSES REPORTED THAT THE PLT MADE A POWER REDUCTION & BEGAN A SHALLOW BASE TURN. THE LEFT WING THEN DROPPED & THE ACFT ENTERED A SPIN. AFTER SPINNING ABOUT 2/3 OF A TURN, THE ACFT IMPACTED THE GROUND IN A STEEP DSCNT. NO PREIMPACT PART FAILURE OR MALFUNCTION WAS FND. THE PLT HAD LOGGED NO FLT TIME FOR KR-2 ACFT; HOWEVER, HE HAD PREVIOUSLY FLOWN N8483Y ON 1/26/84. ON THAT FLT, HE HAD A PROBLEM WITH BEING UNFAMILIAR WITH THE SENSITIVITY OF THE FLT CONTROLS & DECIDED TO ABORT. DURING THE LANDING (ON 1/26/84), THE LANDING GEAR & PROP WERE DAMAGED. TOXICOLOGY TESTS SHOWED THAT THE PLT HAD A BLOOD/ALCOHOL LEVEL OF 47 MG% (0.047%), BUT NO ALCOHOL WAS FND IN HIS URINE. THE AMOUNT OF BLOOD/ALCOHOL DUE TO PUTREFACTION WAS NOT VERIFIED.

Brief of Accident (Continued)

File No. - 1390

6/22/85

LAUREL,MT

A/C Reg. No. N8483Y

Time (Lc1) - 0717 MDT

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

Finding(s)

1. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
 2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
 4. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
-

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1554 10/27/85 ROCHESTER, NH

A/C Reg. No. N734PX

Time (Lcl) - 1655 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
ON GROUND

Crew
Pass

Fatal
1
1

Injuries
Serious Minor

0
0

0
0

None
0
0

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

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

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

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

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

Weather Data

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

Wind Dir/Speed- VARIABLE/010 KTS

Visibility - 30.0 SM

Lowest Sky/Clouds - 5000 FT SCATTERED

Lowest Ceiling - 10000 FT BROKEN

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 - GO AROUND

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - 32

Runway Lth/Wid - 3100/ 60

Runway Surface - ASPHALT

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 40

Biennial Flight Review

Current - YES

Months Since - 22

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 217

Make/Model- UNK/NR

Instrument- 27

Last 24 Hrs - 0

Last 30 Days- UNK/NR

Last 90 Days- 3

Instrument Rating(s) - NONE

-----Narrative-----

DURING LANDING APPROACH TO RUNWAY 32, THE AIRCRAFT STARTED TO PORPOISE OVER THE RUNWAY. THE AIRCRAFT CONTINUED IN THIS MANNER UNTIL IT NEARED THE END OF THE RUNWAY. THE AIRCRAFT THEN STARTED A SLOW CLIMBING RIGHT TURN JUST CLEARING NEARBY TREES. THE AIRCRAFT'S RIGHT BANK ATTITUDE STEEPENED TO BETWEEN 45 AND 60 DEGREES BEFORE IT DESCENDED AND IMPACTED THE GROUND. WINDS WERE REPORTED AS VARIABLE FROM 260 TO 310 DEGREES AT 10 KNOTS GUSTING TO 15 KNOTS. EXAMINATION OF THE AIRCRAFT DID NOT DISCLOSE EVIDENCE OF MALFUNCTION. THE FLAPS WERE UP. THERE WAS NO EVIDENCE OF PILOT IMPAIRMENT OR INCAPACITATION.

Brief of Accident (Continued)

File No. - 1554

10/27/85

ROCHESTER, NH

A/C Reg. No. N734PX

Time (Lc1) - 1655 EST

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

Finding(s)

1. GO-AROUND - DELAYED - PILOT IN COMMAND
2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
3. PROPER TOUCHDOWN POINT - INADVERTENT - PILOT IN COMMAND

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 315 2/16/85 MANSFIELD, OH A/C Reg. No. N93154 Time (Lcl) - 1458 EST

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity ON AIRSTIP
Wx Briefing - FSS	Last Departure Point	
Method - IN PERSON	AKRON, OH	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	MANSFIELD, OH	MANSFIELD LAHM MUNI
Wind Dir/Speed- 180/015 KTS	ATC/Airspace	Runway Ident - 05
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 6793/ 150
Lowest Sky/Clouds - UNK/NR	Type of Clearance - SPECIAL VFR	Runway Surface - ASPHALT
Lowest Ceiling - 4000 FT BROKEN	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - ICE COVERED
Obstructions to Vision- NONE	FULL STOP	SNOW - DRY
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 19	Medical Certificate - VALID MEDICAL-NO 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 - 1
	Aircraft Type - N/A	Make/Model- 53
		Last 30 Days- UNK/NR
		Instrument- 1
		Last 90 Days- 12

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT WAS GIVEN CLEARANCE TO LAND RWY 14, BUT LINED UP & LANDED RWY 05 WHICH WAS SNOW & ICE COVERED. THE PILOT LOST CONTROL ON LANDING ROLL STRIKING A SNOW BANK AND TURNING OVER.

Brief of Accident (Continued)

File No. - 315

2/16/85

MANSFIELD, OH

A/C Reg. No. N93154

Time (Lc1) - 1458 EST

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

Finding(s)

1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOW COVERED
 2. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
 3. PLANNED APPROACH - NOT FOLLOWED - PILOT IN COMMAND
-

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

Finding(s)

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

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

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

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

: National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 800 3/03/85 STIGLER,OK A/C Reg. No. N8160K Time (Lcl) - 1550 CST

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

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

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

Make/Model - PIPER PA-34-220T	Eng Make/Model - CONTINENTAL L/TSIO-360-KB	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 4773	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 7	Rated Power - 220 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	LUBBOCK, TX	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	FT SMITH, AR	
Wind Dir/Speed- 180/012 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 1500 FT	Type of Clearance - VFR	Runway Surface - N/A
Lowest Ceiling - 1500 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 41	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 238
SE LAND, ME LAND	Months Since - 11	Last 24 Hrs - UNK/NR
	Aircraft Type - PA-32	Make/Model- 64
		Last 30 Days- UNK/NR
		Instrument- 8
		Last 90 Days- 13
		Multi-Eng - 64

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT FILED A VFR FLT PLAN AFTER THE WX IMPROVED FROM IFR TO VFR WITH A CHANCE OF THUNDERSTORMS EN ROUTE. OCNL MOD TURBULENCE BELOW 5000 FT WAS FORECAST DUE TO STRONG/GUSTY LOW LVL WINDS. WHILE THE ACFT WAS EN ROUTE, A GND WITNESS HEARD THE ENGS REV UP MORE THAN NORMAL, THEN HE SAW THE ACFT ON A NORTHERLY HEADING. SHORTLY THEREAFTER, HE HEARD A LOUD NOISE & SAW 2 OR MORE PIECES SEPARATE FROM THE ACFT. IT THEN ENTERED AN UNCONTROLLED DESCENT & CRASHED. THERE WAS EVIDENCE THAT THE ACFT SUFFERED AN IN-FLT SEPARATION OF THE FIBERGLASS NOSE ASSEMBLY, THAT PORTIONS OF THE SEPARATED NOSE STRUCK THE STABILATOR & THAT A DAMAGED AREA ON THE RT STABILATOR ACTED AS A TRIM TAB & CAUSED A PITCH-UP OF SUFFICIENT MAGNITUDE TO CAUSE POSITIVE BENDING IN THE WINGS. THE LOADING ON THE STABILATORS CAUSED THEM TO FAIL IN NEG BENDING. THE ACFT THEN ENTERED A DESCENDING COUNTER-CLOCKWISE SPIN WHICH CONTINUED UNTIL GROUND IMPACT OCCURRED. PARTS OF THE ACFT & ITS CONTENTS SEPARATED & DESCENDED IN SCATTERED FRAGMENTS.

Brief of Accident (Continued)

File No. - 800

3/03/85

STIGLER,OK

A/C Reg. No. N8160K

Time (Lc1) - 1550 CST

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

Finding(s)

1. FUSELAGE,CARGO COMPARTMENT - DISINTEGRATED
2. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED -

Occurrence #2 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CRUISE

Finding(s)

3. FLIGHT CONTROL,STABILATOR - FAILURE,TOTAL
4. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED -

Occurrence #3 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CRUISE

Finding(s)

5. WING,SPAR - FAILURE,PARTIAL
6. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED -

Occurrence #4 LOSS OF CONTROL - IN FLIGHT
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

7. EMERGENCY PROCEDURE - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #5 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2204 11/01/85 TAHLEQUAH,OK A/C Reg. No. N4969H Time (Lcl) - 1605 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

Type of Operation -AERIAL SRCH

Flight Conducted Under -14 CFR 91

Accident Occurred During -DESCENT

Fire
NONE

Crew
Pass

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

Make/Model - CESSNA 152

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 1670

No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 110 HP

ELT Installed/Activated - YES-UNK/NR

Stall Warning System - YES

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 360/009 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - UNK/NR THIN BKN

Lowest Ceiling - 25000 FT BROKEN

Obstructions to Vision- HAZE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

TAHLEQUAH,OK

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND,ME LAND

Age - 39

Biennial Flight Review

Current - YES

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - EXPIRED

Flight Time (Hours)

Total - UNK/NR

Make/Model- UNK/NR

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CONTACTED STATIC CABLES AND DESCENDED TO GROUND CONTACT DURING AN AERIAL SEARCH FOR A PERSON. THE PLT HAD TURNED THE ACFT INTO THE SUN WHEN IT CONTACTED ONE OF TWO STATIC CABLES ON A POWER TRANSMISSION ARRAY APRX 159 FT AGL. THE TOWERS TO WHICH THE CABLES WERE ATTACHED ARE LOCATED ON HIGH TERRAIN ON WITHER SIDE OF A 4 LANE HWY.

Brief of Accident (Continued)

File No. - 2234

11/01/85

TAHLEQUAH,OK

A/C Reg. No. N4969H

Time (Lcl) - 1605 CST

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

Finding(s)

1. LIGHT CONDITION - SUNGLARE
2. VISUAL LOOKOUT - POOR - PILOT IN COMMAND
3. OBJECT - WIRE, STATIC
4. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

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

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 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					
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
SE LAND,ME LAND	Months Since - 2	Make/Model	- 3000
	Aircraft Type - UNK/NR	Instrument	- 900
		Multi-Eng	- 13500
		Last 24 Hrs	- UNK/NR
		Last 30 Days	- UNK/NR
		Last 90 Days	- UNK/NR

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 (Lcl) - 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. - 648 3/24/85 ZELIENOPLE,PA A/C Reg. No. N8429T Time (Lcl) - 0530 EST

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

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

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

Make/Model - PIPER PA-32R-301	Eng Make/Model - LYCOMING IO-540-K1G5	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3600	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 300 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	ZELIENOPLE,PA	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - UNK/NR	COLUMBUS,OH	Runway Ident - N/A
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - UNK/NR	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- FOG		
Precipitation - RAIN		
Condition of Light - UNK/NR		

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

Pilot-In-Command	Age - 28	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - 442
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 3
	Aircraft Type - UNK/NR	Make/Model- 4
		Instrument- 83
		Multi-Eng - 4
		Last 30 Days- UNK/NR
		Last 90 Days- 26

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH TREES SHORTLY AFTER TAKEOFF. PRIOR TO TAKEOFF THE PLT WAS MADE AWARE THAT THE LOCK CYLINDER FOR THE CABIN DOOR WAS BROKEN. UPON REACHING AN ALT OF 1800 FT, THE CABIN DOOR POPPED OPEN. THE PLT ATTEMPTED TO SECURE THE DOOR AFTER ACTIVATING THE AUTOPILOT. THE PLT STATED AN ELECTRICAL FAILURE WAS THEN EXPERIENCED. A 180 DEG TURN WAS MADE IN AN ATTEMPT TO RETURN TO THE ARPT. AFTER VIEWING LIGHTS, WHICH THE PLT BELIEVED TO BE RWY LIGHTS, HE ATTEMPTED TO SET-UP FOR A LANDING WHILE TRYING TO HOLD THE DOOR SHUT. THE ACFT THEN STALLED AND CONTACTED TREES. GROUND WITNESSES REPORTED THAT HEAVY RAIN AND FOG WAS PRESENT IN THE AREA AT THE TIME OF THE ACCIDENT.

Brief of Accident (Continued)

File No. - 648

3/24/85

ZELIENOPLE, PA

A/C Reg. No. N8429T

Time (Lc1) - 0530 EST

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

Finding(s)

1. DOOR, PASSENGER - OPEN
2. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - INTENTIONAL - PILOT IN COMMAND
3. ELECTRICAL SYSTEM - FAILURE, TOTAL
4. ELECTRICAL SYSTEM - UNDETERMINED

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

Finding(s)

5. WEATHER CONDITION - FOG
6. WEATHER CONDITION - RAIN
7. VFR FLIGHT INTO IMC - ATTEMPTED - PILOT IN COMMAND
8. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
9. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND
10. STALL - INADVERTENT - PILOT IN COMMAND

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

Finding(s)

11. OBJECT - TREE(S)

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

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

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

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. - 2423 9/21/85 WARWICK, RI A/C Reg. No. N5NG Time (Lcl) - 1026 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL				
Flight Conducted Under	-14 CFR 91	Crew 1	0	0	0
Accident Occurred During	-LANDING	Pass 1	0	0	0

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

Make/Model - BEECH V35B
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3400
No. of Seats - 4

Eng Make/Model - CONTINENTAL IO-520-BA-10B
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 285 HP
ELT Installed/Activated - YES/YES
Stall Warning System - YES

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 260/009 KTS
Visibility - 3.000 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
WORCESTER, MA
Destination
CHATHAM, MA

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
PROVIDENCE

Runway Ident - 16
Runway Lth/Wid - 6081/ 150
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

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

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

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

Age - 64
Biennial Flight Review
Current - YES
Months Since - 4
Aircraft Type - V35B

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total - 1604	Last 24 Hrs - 1
Make/Model- 1304	Last 30 Days- 7
Instrument- 298	Last 90 Days- 15
Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE EN ROUTE AT 5000' MSL, THE PLT TRANSMITTED THAT HE HAD AN ENG PROBLEM & REQUESTED CLEARANCE TO LAND AT THE PROVIDENCE/THEODORE FRANCIS GREEN STATE ARPT, WHICH WAS APRX 12 MI AWAY. THE PLT THEN ASKED THE CONTROLLER IF THAT WAS THE CLOSEST ARPT; HOWEVER, DUE TO THE RADIO CONGESTION, THE CONTROLLER HAD DIFFICULTY UNDERSTANDING THE PLT. VECTORS WERE PROVIDED TO THE PROVIDENCE ARPT. SUBSEQUENTLY, THE ACFT CRASHED ACROSS AN INTERSTATE HIGHWAY APRX 2 MI FROM THE ARPT WHILE ON A HEADING IN THAT DIRECTION. DURING THE CRASH LANDING, THE ACFT COLLIDED WITH A CONCRETE DIVIDER/BARRIER. AN INVESTIGATION REVEALED THAT THE ENG CRANKSHAFT, PN 639243, HAD FAILED FROM FATIGUE AT TWO LOCATIONS. THE FORWARD FAILURE WAS THRU THE CRANKCHEEK BETWEEN THE #2 MAIN BEARING JOURNAL & THE #3 CONNECTING ROD CRANKPIN. THE AFT FAILURE WAS THRU THE CRANKCHEEK BETWEEN THE #4 CONNECTING ROD CRANKPIN & THE #3 MAIN BEARING JOURNAL. BOTH FATIGUE CRACKS HAD SUBSURFACE ORIGINS.

Brief of Accident (Continued)

File No. - 2423

9/21/85

WARWICK,RI

A/C Reg. No. N5NG

Time (Lc1) - 1026 EDT

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

Finding(s)

1. ENGINE ASSEMBLY,CRANKSHAFT - FATIGUE

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. WEATHER CONDITION - HAZE
3. TERRAIN CONDITION - NONE SUITABLE

----Probable Cause----

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

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

Brief of Accident

File No. - 1533 5/11/85 COVINGTON, TN A/C Reg. No. N5765K Time (Lc1) - 1644 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	2	0	0	0
Flight Conducted Under -14 CFR 91				0	0	0
Accident Occurred During -DESCENT						

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

Make/Model - MOONEY M20J	Eng Make/Model - LYCOMING IO-360	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - UNK/NR
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 - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	ST. JOSEPH, MO	
Completeness - FULL	Destination	Airport Data
Basic Weather - UNK/NR	TALLAHASSEE, FL	
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - N/A
Visibility - UNK/NR	Type of Flight Plan - IFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 2500 FT SCATTERED	Type of Clearance - IFR	Runway Surface - N/A
Lowest Ceiling - 4000 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- UNK/NR		
Precipitation - RAIN		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 63	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 - 7	Last 24 Hrs - UNK/NR
	Aircraft Type - M20J	Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER TAKEOFF, THE FLT PROGRESSED NORMALLY, EXCEPT ONE ARTCC CONTROLLER HAD DIFFICULTY COMMUNICATING WITH THE PLT DURING THE EARLY PART OF THE FLT. AFTER CRUISING AT 11,000 FT FOR APRX 2 HRS, THE PLT OBTAINED UPDATED WX INFO & REQUESTED CLEARANCE TO DESCEND TO 9000 FT TO AVOID BUILD-UPS. HE WAS CLEARED TO DEVIATE & DESCEND AT HIS DISCRETION & HE ACKNOWLEDGED. SHORTLY THEREAFTER, RADAR & RADIO CONTACT WERE LOST. AN IN-FLT BREAK-UP OCCURRED & THE WRECKAGE WAS SCATTERED OVER A WIDE AREA. THE HORIZONTAL STABILIZERS WERE FOUND APRX 2-1/2 MI FROM THE MAIN WRECKAGE. THERE WAS EVIDENCE THAT THEY HAD FAILED IN A SLIGHT UP & REARWARD DIRECTION. NO PRE-ACCIDENT FAILURES WERE FOUND. WX DATA SHOWED THAT THE ACFT LIKELY PENETRATED THE EDGE OF A STRONG (VIP LEVEL 3) THUNDERSTORM WITH SEVERE TURBULENCE, RAIN & UP/DOWNRAFTS. A CHECK OF THE PLT'S BLOOD SHOWED A SMALL AMOUNT OF ALCOHOL (0.05%); HOWEVER, THE AMOUNT DUE TO POSSIBLE PUTREFACTION OR CONTAMINATION WAS NOT DETERMINED.

Brief of Accident (Continued)

File No. - 1533

5/11/85

COVINGTON, TN

A/C Reg. No. N5765K

Time (Lc1) - 1644 CDT

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 2. WEATHER CONDITION - THUNDERSTORM
 3. WEATHER CONDITION - RAIN
 4. WEATHER CONDITION - DOWNDRAFT
 5. WEATHER CONDITION - TURBULENCE(THUNDERSTORMS)
 6. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND
-

Occurrence #2 • AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation UNKNOWN

Finding(s)

7. HORIZONTAL STABILIZER SURFACE - OVERLOAD
 8. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED -
-

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) 6,8

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. - 2753 5/24/85 HAMILTON, TX A/C Reg. No. N853B Time (Lcl) - 0935 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire
NONE

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

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

Make/Model - MOONEY M20
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2450
No. of Seats - 4

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

ELT Installed/Activated - YES/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/C'louds - 5000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
TEAGUE, TX
Destination
BROWNWOOD, TX

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

HAMILTON MUNICIPAL
Runway Ident - 35
Runway Lth/Wld - 3545/ 50
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 57
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 45 Last 24 Hrs - 1
Make/Model- 45 Last 30 Days- UNK/NR
Instrument- 0 Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THE ACFT AND ENGINE ASSY HAD EXPERIENCED EXECSSIVE VIBRATIONS WHILE IN FLT FOLLOWED BY THE WINDSHIELD BEING COVERED WITH OIL IMMEDIATELY AFTER THE VIBRATION STARTED. THE PROPELLER ASSY HAD BECOME LOOSE FROM THE ENGINE MOUNT AND SEPARATED AT IMPACT. ONLY ONE BOLT REMAINED ATTACHED AT IMPACT. METALLURGICAL EXAM INDICATED A LACK OF TORQUE WHICH ALLOWED VIBRATORY AND OTHER HIGH CYCLE STRESS TO BE FELT BY THE BOLTS THEREBY INITIATING AND PROPAGATING FATIGUE CRACKS.

Brief of Accident (Continued)

File No. - 2753

5/24/85

HAMILTON, TX

A/C Reg. No. N853B

Time (Lcl) - 0935 CDT

Occurrence #1 LOSS OF POWER

Phase of Operation CRUISE - NORMAL

1. PROPELLER SYSTEM/ACCESSORIES - VIBRATION

2. LUBRICATING SYSTEM, OIL SEAL - UNDERTORQUED

3. FLUID, OIL - LOSS, PARTIAL

4. LUBRICATING SYSTEM, OIL GASKET - UNDERTORQUED

Occurrence #2 FORCED LANDING

Phase of Operation DESCENT - EMERGENCY

Occurrence #3 UNDERSHOOT

Phase of Operation DESCENT - EMERGENCY

Occurrence #4 HARD LANDING

Phase of Operation DESCENT - EMERGENCY

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1714

6/02/85

EL PASO, TX

A/C Reg. No. N39854

Time (Lcl) - 1100 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL				
Flight Conducted Under	-14 CFR 91				
Accident Occurred During	-LANDING				

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

Fire IN FLIGHT
Crew
Pass

0 0 0 1
0 0 0 1

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

Make/Model - BELLANCA 17-30A
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3325
No. of Seats - 4

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 50.0 SM
Lowest Sky/Clouds - 25000 FT THIN BKN
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
ALAMOGORDO, NM

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

EL PASO INTL
Runway Ident - 26L
Runway Lth/Wid - 9008/ 150
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 36

Biennial Flight Review

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

Medical Certificate - NON-VALID MEDICAL

Flight Time (Hours)

Total	- 174	Last 24 Hrs	- 1
Make/Model	- 15	Last 30 Days	- UNK/NR
Instrument	- UNK/NR	Last 90 Days	- 17
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

SHORTLY AFTER LIFTOFF, THE PLT FIRST SMELLED, THEN OBSERVED SMOKE COMING INTO THE COCKPIT FROM UNDER THE INSTRUMENT PANEL. SHORTLY THEREAFTER, THE ENG QUIT COMPLETELY. THE PLT MADE A FORCED LANDING IN AN OPEN AREA OFF THE RWY. DURING THE LANDING ROLL, THE ACFT STRUCK AN EMBANKMENT & THE LANDING GEAR COLLAPSED. AN INVESTIGATION REVEALED THAT THE MUFFLER ON THE LEFT SIDE, WHICH HAD BEEN OVERHAULED & INSTALLED ON 7/25/83, HAD FAILED NEAR THE OUTLET, ALLOWING HOT EXHAUST GASES TO ENTER THE ENG COMPARTMENT & BURN A WIRE BUNDLE CONTAINING THE MAGNETO WIRING (P-LEADS). A LARGE SECTION WAS MISSING FROM THE REAR HALF OF THE MUFFLER.

Brief of Accident (Continued)

File No. - 1714

6/02/85

EL PASO, TX

A/C Reg. No. N39854

Time (Lc1) - 1100 MDT

Occurrence #1 FIRE
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. EXHAUST SYSTEM, MUFFLER - DETERIORATED
2. MAINTENANCE, INSPECTION OF AIRCRAFT - INADEQUATE -
3. EXHAUST SYSTEM, MUFFLER - FAILURE, TOTAL
4. EXHAUST SYSTEM - LEAK
5. ELECTRICAL SYSTEM, ELECTRIC WIRING -- BURNED
6. IGNITION SYSTEM, MAGNETO - INOPERATIVE

Occurrence #2 LOSS OF POWER (TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation TAKEOFF - INITIAL CLIMB

Occurrence #3 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

7. TERRAIN CONDITION - DIRT BANK

Occurrence #5 COMPLETE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

8. LANDING GEAR - OVERLOAD

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2197 6/23/85 TEMPLE, TX

A/C Reg. No. N8496J

Time (Lc1) - 1620 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

Type of Operation - INSTRUCTIONAL

Flight Conducted Under - 14 CFR 91

Accident Occurred During - APPROACH

Fire
NONE

Crew
Pass
Other

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

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

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 190/005 KTS
Visibility - 12.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 6000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
KILLEEN, TX
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

DRAUGHON-MILLER
Runway Ident - 15
Runway Lth/Wid - 6300/ 150
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 30

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 2800
Make/Model- 800
Instrument- 0
Last 24 Hrs - UNK/NR
Last 30 Days - UNK/NR
Last 90 Days - 10
Rotorcraft - 1300

Instrument Rating(s) - HELICOPTER

-----Narrative-----

A MIDAIR COLLISION OCCURRED BETWEEN A CESSNA 150 IN THE TRAFFIC PATTERN AND A CESSNA 152 ON A LONG LOW FINAL TO THE SAME RUNWAY. THE CESSNA 152'S RADIO WAS MISTUNED, AND THE CESSNA 150 HAD NO RADIO INSTALLED. NEITHER COULD HAVE HEARD WARNINGS BROADCAST BY ANOTHER AIRCRAFT. AT THE TIME OF THE ACCIDENT, THE CESSNA 152 CAME BETWEEN THE CESSNA 150 AND THE SUN DURING THE LAST MINUTE OF THE FLIGHT. THE CESSNA 150 WAS HIDDEN FROM THE CESSNA 152'S PILOT'S VIEW BY THE LEFT WING. NO OBSTRUCTION WAS FOUND TO ACCOUNT FOR EITHER AIRCRAFT NOT SEEING AND AVOIDING THE OTHER PRIOR TO THOSE POSITIONS.

Brief of Accident (Continued)

File No. - 2197

6/23/85

TEMPLE, TX

A/C Reg. No. N8496J

Time (Lc1) - 1620 CDT

Occurrence #1 MIDAIR COLLISION
Phase of Operation APPROACH - VFR PATTERN - BASE TO FINAL

Finding(s)

1. COMM/NAV EQUIPMENT - LACK OF
2. PLANNING-DECISION - PERFORMED - PILOT IN COMMAND
3. RADIO COMMUNICATIONS - NOT POSSIBLE - PILOT IN COMMAND
4. LIGHT CONDITION - SUNGLARE
5. IMPROPER USE OF FACILITY, VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
6. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2197 6/23/85 TEMPLE, TX A/C Reg. No. N48891 Time (Lcl) - 1620 CDT

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

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

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

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 108 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	KILLEEN, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	DRAUGHON-MILLER
Wind Dir/Speed- 190/005 KTS	ATC/Airspace	Runway Ident - 15
Visibility - 12.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 6300/ 150
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 6000 FT BROKEN	Type Apch/Lndg - STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 24	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 24
	Months Since - N/A	Last 24 Hrs - UNK/NR
	Aircraft Type - N/A	Make/Model- 21
		Last 30 Days- 3
		Instrument- 2
		Last 90 Days- 10
		Rotorcraft - 2

Instrument Rating(s) - NONE

-----Narrative-----

A MIDAIR COLLISION OCCURRED BETWEEN A CESSNA 150 IN THE TRAFFIC PATTERN AND A CESSNA 152 ON A LONG LOW FINAL TO THE SAME RUNWAY. THE CESSNA 152'S RADIO WAS MISTUNED, AND THE CESSNA 150 HAD NO RADIO INSTALLED. NEITHER COULD HAVE HEARD WARNINGS BROADCAST BY ANOTHER AIRCRAFT. AT THE TIME OF THE ACCIDENT, THE CESSNA 152 CAME BETWEEN THE CESSNA 150 AND THE SUN DURING THE LAST MINUTE OF THE FLIGHT. THE CESSNA 150 WAS HIDDEN FROM THE CESSNA 152'S PILOT'S VIEW BY THE LEFT WING. NO OBSTRUCTION WAS FOUND TO ACCOUNT FOR EITHER AIRCRAFT NOT SEEING AND AVOIDING THE OTHER PRIOR TO THOSE POSITIONS.

Brief of Accident (Continued)

File No. - 2197

6/23/85

TEMPLE, TX

A/C Reg. No. N48891

Time (Lc1) - 1620 CDT

Occurrence #1 MIDAIR COLLISION
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. COMM/NAV EQUIPMENT - IMPROPER
 2. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
 3. RADIO COMMUNICATIONS - NOT POSSIBLE - PILOT IN COMMAND
 4. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
 5. IMPROPER USE OF FACILITY, VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
-

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

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1572 8/02/85 DALLAS/FT WORTH, TX A/C Reg. No. N726DA Time (Lc1) - 1806 CDT

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

Type Operating Certificate-AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage				
Name of Carrier -DELTA AIRLINES, INC.	DESTROYED				
Type of Operation -SCHEDULED, DOMESTIC, PASSENGER	Fire	Crew	Fatal	1	0
Flight Conducted Under -14 CFR 121	ON GROUND	Pass	126	14	10
Accident Occurred During -APPROACH		Other	1	0	1

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

Make/Model - LOCKHEED L-1011-385-1	Eng Make/Model - ROLLS-ROYCE RB-211-22B	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 3	Stall Warning System - YES
Max Gross Wt - 430000	Engine Type - TURBOFAN	
No. of Seats - 302	Rated Power - 41030 LBS THRUST	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	ON AIRPORT
Method - TELETYPE	FT. LAUDERDALE, FL	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	SAME AS ACC/INC	DALLAS/FORT WORTH INTL
Wind Dir/Speed- VARIABLE		Runway Ident - 17L
Visibility - UNK/NR	ATC/Airspace	Runway Lth/Wid - 11388/ 150
Lowest Sky/Clouds - UNK/NR	Type of Flight Plan - IFR	Runway Surface - CONCRETE
Lowest Ceiling - UNK/NR	Type of Clearance - IFR	Runway Status - WET
Obstructions to Vision- UNK/NR	Type Apch/Lndg - ILS-COMPLETE	
Precipitation - RAIN SHOWERS		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 57	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, ATP	Current - YES	Total - 29300
SE LAND, ME LAND	Months Since - 11	Make/Model- 3000
	Aircraft Type - L-1011	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 5
		Last 30 Days- 81
		Last 90 Days- 166
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PSBL SCATTERED THUNDERSTORMS (TSTMS) WERE FORCAST & DRG ARRIVAL, SVRL CELLS WERE DEVELOPING IN THE AREA. DELTA FLT 191 WAS VECTORED ARND A LARGE CELL, THEN WAS SEQUENCED BHND OTHER ACFT & CLRD FOR AN ILS RWY 17L APCH. THE FLT CREW & SVRL PRECEEDING CREWS SAW LIGHTNING IN A CELL NORTH OF THE ARPT, BUT CONTD W/O RPRTG IT. ON THE APCH, FLT 191 ENCOUNTERED A MICROBURST WHILE PASSING UNDER THE CELL. INITIALLY, THE 1ST OFFICER, WHO WAS FLYING THE ACFT, RETARDED THE THROTTLES IN A HEADWIND. THE ACFT THEN ENCOUNTERED APRX 73 KTS OF WINDSHEAR, UP/DWNDFTS, VORTEX FLOW & A TAILWIND. GO-AROUND PWR WAS APPLIED, BUT THE ACFT STRUCK THE GND APRX 6300' NORTH OF RWY 17L, HIT A CAR & 2 WATER TANKS, BROKE APART & BURNED. INV REVEALED THAT BTN 1752 & 1800 CDT, THE TSTM CELL GREW FM VIP LVL 1 TO VIP LVL 4. A CENTER WX SVC UNIT METEOROLOGIST WAS ON DUTY, BUT NOT AT THE RADAR PSN AT THAT TIME & DIDN'T OBSV THE CELL GROWTH. CAPT'S DECISION TO CONT APCH DIDN'T COMPLY WITH DELTA'S WX AVOIDANCE PROC; THERE WAS A LACK OF SPECIFIC GUIDANCE & TRAINING FOR AVOIDING/ESCAPING LOW ALT WINDSHEAR.

Brief of Accident (Continued)

File No. - 1572

8/02/85

DALLAS/FT WORTH, TX

A/C Reg. No. N726DA

Time (Lcl) - 1806 CDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

1. WEATHER CONDITION - THUNDERSTORM
2. IN FLIGHT WEATHER AVOIDANCE ASSISTANCE - INADEQUATE -
3. INADEQUATE SURVEILLANCE OF OPERATION, INSUFFICIENT STAFF - FAA(ORGANIZATION)
4. WEATHER CONDITION - LIGHTNING
5. FLIGHT ADVISORIES - NOT ISSUED - PILOT OF OTHER AIRCRAFT
6. WEATHER CONDITION - RAIN
7. WEATHER CONDITION - WINDSHEAR
8. WEATHER CONDITION - UNFAVORABLE WIND
9. WEATHER CONDITION - DOWNDRAFT
10. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND
11. PROCEDURE INADEQUATE - COMPANY/OPERATOR MGMT
12. IMPROPER USE OF PROCEDURE, INADEQUATE TRAINING(EMERGENCY PROCEDURE(S)) - COMPANY/OPERATOR MGMT
13. GO-AROUND - INITIATED -

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

14. OBJECT - VEHICLE
15. OBJECT - AIRPORT FACILITY

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

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

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,6,7,8,9,14,15

National Transportation Safety Board
Washington, D.C. 20594

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)

Type of Operation -OTHER WORK USE
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
SUBSTANTIAL

Fire NONE

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

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

Make/Model - HUGHES 269C
Landing Gear - SKID
Max Gross Wt - 2050
No. of Seats - 2

Eng Make/Model - LYCOMING HIO-360-D1A
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 190 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 210/012 KTS
Visibility - 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2862 11/09/85 CANTON, TX A/C Reg. No. N6213 Time (Lcl) - 1615 CST

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

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

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

Make/Model - HOME BUILT STARDUSTER II SA300	Eng Make/Model - LYCOMING O-360-A2F	ELT Installed/Activated - NO	-N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - 1704	Engine Type - RECIPROCATING-CARBURETOR		
No. of Seats - 2	Rated Power - 180 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	CANTON, TX	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	Runway Ident - N/A
Wind Dir/Speed- 180/018 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 3500 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 25000 FT BROKEN	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 30	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 124
SE LAND	Months Since - 15	Make/Model- 27
	Aircraft Type - C-172	Instrument- 1
		Last 24 Hrs - 2
		Last 30 Days- 17
		Last 90 Days- 19

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT AFTER A LOW PASS (300 FT AGL) OVER A TREE LINE, THE ACFT SUDDENLY LOST ALT. HE STATED THE THROTTLE WAS ADVANCED HOWEVER, AN INCREASE IN PWR WAS NOT EXPERIENCED. THE ACFT CONTINUED TO DESCEND TO GROUND CONTACT.

Brief of Accident (Continued)

File No. - 2862

11/09/85

CANTON, TX

A/C Reg. No. N6213

Time (Lc1) - 1615 CST

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

Finding(s)

1. TERRAIN CONDITION - TREE(S)
 2. ALTITUDE - INADEQUATE - PILOT IN COMMAND
 3. WEATHER CONDITION - DOWNDRAFT
 4. ALTITUDE - 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) 3,4

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1359 9/24/85 BURLINGTON, WA A/C Reg. No. N6627V Time (Lcl) - 1635 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
IN FLIGHT

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

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

Make/Model - BELLANCA 17-30A
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3325
No. of Seats - 4

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 270/008 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
EAST SOUND, WA

ATC/Airspace

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

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

SKAGIT REGIONAL/BAY VIEW
Runway Ident - 28
Runway Lth/Wid - 5364/ 150
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 46
Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - UNK/NR

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

Total	- 14325	Last 24 Hrs	- 0
Make/Model-	110	Last 30 Days-	UNK/NR
Instrument-	2267	Last 90 Days-	223
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING INITIAL CLIMB, THE PLT SMELLED SMOKE & HEARD A BACKFIRE, THEN THE ENG LOST POWER. A FORCED LANDING WAS MADE IN A FIELD ON ROUGH/UNEVEN TERRAIN. DURING THE LANDING ROLL, THE ACFT STRUCK A DITCH & WAS DAMAGED. A VISUAL INSPECTION REVEALED THAT THE LEFT EXHAUST MUFFLER HAD FAILED AT ITS OUTLET. THIS ALLOWED HOT EXHAUST GASES TO ENTER THE ENG COMPARTMENT & DAMAGE THE VOLTAGE REGULATOR, ALTERNATOR & MAGNETO WIRING (P-LEADS). WITH P-LEAD FAILURE, THE MAGNETOS WOULD HAVE BEEN INOPERATIVE. AN AIRWORTHINESS DIRECTIVE, AD 76-23-03, WHICH REQUIRED AN INSPECTION OF THE EXHAUST SYS EACH 100 HRS, HAD LAST BEEN COMPLIED WITH ON 8/18/82. HOWEVER THE ACFT HAD BEEN OPERATED FOR ONLY 50 FLT HRS SINCE THAT DATE.

Brief of Accident (Continued)

File No. - 1359

9/24/85

BURLINGTON,WA

A/C Reg. No. N6627V

Time (Lc1) - 1635 PDT

Occurrence #1 FIRE
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. EXHAUST SYSTEM,MUFFLER - FAILURE,TOTAL
2. EXHAUST SYSTEM - LEAK
3. ELECTRICAL SYSTEM,ELECTRIC WIRING - BURNED
4. IGNITION SYSTEM,MAGNETO - INOPERATIVE

Occurrence #2 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation TAKEOFF - INITIAL CLIMB

Occurrence #3 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

5. TERRAIN CONDITION - NONE SUITABLE
6. TERRAIN CONDITION - DITCH

----Probable Cause----

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

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

FILE ORDER LISTING

ISSUE NUMBER 16

CALENDAR YEAR 1985

File Order Listing - Issue No. 16, 1985

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5002	60SA	010785	MIAMI, FL	CESSNA	C-402	NONE	34
5003	7411N	041785	BROOMFIELD, CO	HILLER	UH-12E	NONE	26
5004	200TC	020685	PUTNAM, CT	BEECH	BE-99	NONE	30
5005	9248	030985	JACKSONVILLE, NC	ENSTROM	F-28A	NONE	124
5006	46PC	041285	MARION, AL	PIPER	PA-32R-300	NONE	8
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5008	9663	042585	DETROIT, MI	BOEING	747-123	MINOR	108
5009	55CA	031585	MIAMI, FL	DOUGLAS	DC-6B	NONE	38
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5012	135W	011485	DAYTON, OH	BEECHCRAFT	H-18	NONE	148
5013	CFTNE	030485	PATUXENT RIVER, MD	LOCKHEED-CAL	L-1011	MINOR	106
5014	888WK	041285	FT LAUDERDALE, FL	HAWKER SDDL	HS-125	NONE	42
5015	2719T	033085	FT. LAUDERDALE, FL	CESSNA	402C	NONE	40
5016	8959E	013185	CHICAGO, IL	MCDONNELL DO	DC-9-31	NONE	84
5017	6879Y	042085	WEST PALM BEACH, FL	CESSNA	402C	NONE	44
5018	163MA	041085	DAYTON, OH	SWEARINGEN	SA226TC	NONE	150
5019	6041X	042785	FRESNO, CA	BEECH	C24R	NONE	16
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5021	322BA	010485	ST. LOUIS, MO	SWEARINGEN	SA226TC	NONE	116
5022	31013	061185	ST. LOUIS, MO	LOCKHEED	L-1011	NONE	120
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5026	476AC	031585	SAN JOSE, CA	MCDONNELL DO	DC-9	NONE	12
5027	978Z	021085	CHAMPAIGN, IL	MCDONNELL DO	DC-9	NONE	86
5028	63845	053185	VERO BEACH, FL	PIPER	AZTEC PA-2	NONE	50
5029	5033T	061985	FT. PIERCE, FL	PIPER AIRCRA	PA-28R-200	NONE	54
5030	463US	012685	ST. PAUL, MN	BOEING	727-51	NONE	114
5031	1793W	070185	ALMA, GA	BEECH	95-B55	NONE	80
5032	1007W	060585	CHERRY POINT, NC	FAIRCHILD SW	SA226TC	NONE	126
5033	25701	061885	MIAMI, FL	PIPER	PA-38-112	NONE	52
5034	7DD	062485	SAN JUAN, PR	MITSUBISHI	MU-2K	NONE	154
5035	68368	070585	WEST PALM BCH, FL	CESSNA	402	NONE	58
5035	163A	070585	WEST PALM BCH, FL	GATES LEARJE	LR-35A	NONE	56
5036	79748	011785	FLUSHING, NY	BOEING	727-224	NONE	138
5037	6289T	071585	JACKSONVILLE, FL	CESSNA AIRCR	R182	NONE	60
5038	85AS	032685	RENO, NV	MCDONNELL DO	DC-9-14	NONE	134
5039	1554G	072485	WEST PALM BEACH, FL	CESSNA	402B	NONE	62
5040	210AW	041585	COLLEGE STATION, TX	DEHAVILLAND	DHC-7-103	NONE	162
5041	109DL	102485	FLUSHING, NY	BOEING	B767	NONE	144
5041	510	102485	FLUSHING, NY	FOKKER	F-28	NONE	146
5042	O	072685	GILBERTSVILLE, KY	BEECH	95-B55	NONE	102
5044	176OE	082685	FT. LAUDERDALE, FL	AERONCA	7AC	NONE	64
5045	101EX	082885	GREEN BAY, WI	BRITISH AERO	BAC 1-11-2	NONE	184
5046	111AA	080785	DETROIT, MI	MCDONNELL DO	DC-10-10	NONE	110
5047	1300L	090885	WEST PALM BCH, FL	DOUGLAS	DC-8-71	NONE	68

File Order Listing - Issue No. 16, 1985

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
5048	342AM	102985	LINCOLN, NE	SAAB/FAIRCHI	SF340A	NONE	128
5049	386BA	032085	CHAMPAIGN, IL	FAIRCHILD	F27	NONE	88
5050	8614N	100485	JACKSONVILLE, FL	PIPER	PA-32-300	NONE	70
5051	701AA	032985	MEXICO CITY, MX	BOEING	727-200B	NONE	122
5052	285AT	032485	CHATTANOOGA, TN	BOEING	727-100	MINOR	160
5054	98685	102885	ST. THOMAS, VI	CESSNA	402B	NONE	178
5055	9558L	102585	LIVE OAK, FL	GRUMMAN AMER	AA-5	NONE	72
5056	67876	102585	MIAMI, FL	CESSNA	402C	NONE	74
5057	711WJ	041785	CHICAGO, IL	DEHAVILLAND	DH-125	NONE	92
5058	242MA	090985	CHICAGO, IL	FOKKER	F27-500	NONE	96
5059	780T	091585	JAMAICA, NY	BOEING	747-130	NONE	142
5060	2103K	110985	MIAMI, FL	PIPER	PA-44-180	NONE	76
5061	492SC	120585	KENAI, AK	PIPER	NAVAJO PA3	NONE	6
5062	436CA	012585	ARECIBO, PR	CONSTRUCCION	212	NONE	152
5063	1909D	112185	DENVER, CO	NORTH AMERIC	NA-265-40	NONE	28
5064	11KW	032185	PEORIA, IL	CESSNA	T210L	FATAL	90
5065	57PL	040385	JACKSON, WY	CESSNA	185F	NONE	188
5066	6815A	102485	OAKLAND, CA	BOEING	727-200	NONE	22
5067	7343F	012385	STEAMBOAT SPRING, CO	BOEING	737-291	NONE	24
5068	9718L	082385	VAN NUYS, CA	BEECH	B19	NONE	20
5069	47GP	082985	SARASOTA, FL	SMITH	PA-600	NONE	66
5070	65798	090585	SCAMMON BAY, AK	CESSNA	C-172P	NONE	4
5071	86WW	091285	RENO, NV	NORTH AMERIC	SNJ-4	NONE	136
5072	8832E	082985	CHARLESTON, SC	BOEING	727-225	MINOR	158
5073	6789X	021885	W. PALM BEACH, FL	CESSNA	402C	NONE	36

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File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
5074	108DL	051185	D/FW AIRPORT, TX	BOEING	B767-232	NONE	164
5075	90427	120285	DETROIT, MI	EMBRAER	EMB-110P1	NONE	112
5076	619US	112885	GLEN ELLYN, IL	BOEING	747-251F	NONE	98
5077	1755U	071085	BELLEVUE, WA	CESSNA	207	NONE	182
5078	400DL	041685	WASHINGTON, DC	BOEING	727-200	NONE	32
5079	434PE	041285	CHANTILLY, VA	BOEING	737-217	NONE	170
5080	714DA	102585	DALLAS/FT.WORTH, TX	LOCKHEED	L-1011-385	MINOR	168
5081	2624D	081685	HILTON HEAD, SC	CESSNA	441	NONE	156
5082	7011U	112685	CASPER, WY	BOEING	727-100	NONE	190
5083	106WA	060285	CHANTILLY, VA	DOUGLAS	DC-10-30F	NONE	172
5084	231A	123085	ATLANTA, GA	AIRBUS INDUS	A-300B4-20	NONE	82
5085	473AC	062785	LOS ANGELES, CA	BOEING	737-247	NONE	18
5086	401MX	021185	MACON, GA	BRITISH AERO	BAE 3101 J	NONE	78
5088	1984	052785	CHICAGO, IL	BOEING	727-023	NONE	94
5092	112AA	090385	ABILENE, TX	MCDONNELL DO	DC-10-10	MINOR	166
5093	8856E	081185	RICHMOND, VA	BOEING	727-225	NONE	174
5094	968BJ	070285	BOSTON, MA	DOUGLAS	DC-9	SERIOUS	104
6000	CGYRD	032285	LOS ANGELES, CA	SWEARINGEN	SA 226TC	SERIOUS	14
6001	CFEYV	071685	SPRING VALLEY, NY	PIPER	PA-28-140	NONE	140
6002	CFCTC	052085	BLYN, WA	PIPER	PA-23-250	FATAL	180

AIRCRAFT ACCIDENT REPORTS
BRIEF FORMAT
U.S. CIVIL AND FOREIGN AVIATION
ISSUE NUMBER 16 OF 1985 ACCIDENTS

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5007 5/13/85 CAPE SIMPSON, AK A/C Reg. No. N9943M Time (Lc1) - 1200 ADT

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

Type Operating Certificate	COMMUTER	Aircraft Damage						
Name of Carrier	-BARROW AIR	MINOR						
Type of Operation	-SCHEDULED, DOMESTIC, PASSENGER	Fire	Crew	Fatal	Serious	Minor	None	
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	1	
Incident Occurred During	-CRUISE			0	0	0	6	

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

Make/Model	- CESSNA 207A	Eng Make/Model	- CONTINENTAL IO-520-F	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3800	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 7	Rated Power	- 300 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	UNK/NR
Method - TELEPHONE	BARROW, AK	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	NUIQSUT, AK	
Wind Dir/Speed - 030/012 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 50.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - UNK/NR	Runway Status - N/A
Obstructions to Vision - NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 26	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP, CFI	Current - YES	Total - 3800	Last 24 Hrs - 7
SE LAND, ME LAND	Months Since - 2	Make/Model - 1500	Last 30 Days - UNK/NR
	Aircraft Type - 207A	Instrument - 380	Last 90 Days - 200
		Multi-Eng - 1500	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

6 CYL EXPLODED IN FLT DUE TO CONNECTING ROD COMING APART. POST-ACCIDENT INSP REVEALED THAT NUT HAD BACK OFF DUE TO INADEQUATE TORQUE & NO COTTER KEY INSTALLED IN NUT.

Brief of Incident (Continued)

File No. - 5007

5/13/85

CAPE SIMPSON.AK

A/C Reg. No. N9943M

Time (Lc1) - 1200 ADT

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

Finding(s)

1. ENGINE ASSEMBLY,CONNECTING ROD - DISCONNECTED
 2. MAINTENANCE,MAJOR REPAIR - INATTENTIVE - OTHER MAINTENANCE PSNL
 3. IMPROPER USE OF PROCEDURE - OTHER MAINTENANCE PSNL
-

Occurrence #2 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation CRUISE

Occurrence #3 HARD LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

4. TERRAIN CONDITION - SNOW COVERED
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5070 9/05/85 SCAMMON BAY, AK A/C Reg. No. N65798 Time (Lcl) - 1636 ADT

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

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-VILLAGE AVIATION	MINOR					
Type of Operation	-NON SCHED, DOMESTIC, PASSENGER	Fire	Crew	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	1
Incident Occurred During	-LANDING			0	0	0	3

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

Make/Model	- CESSNA C-172P	Eng Make/Model	- LYCOMING O-320-025	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2400	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 150 HP		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- FSS	Last Departure Point		ON AIRPORT	
Method	- TELEPHONE	SCAMMON BAY, AK			
Completeness	- PARTIAL, LMTD BY FCSTR	Destination		Airport Data	
Basic Weather	- VMC	BETHEL, AK		SCAMMON BAY	
Wind Dir/Speed	- 150/035 KTS	ATC/Airspace		Runway Ident	- UNK/NR
Visibility	- 5.0 SM	Type of Flight Plan	- VFR	Runway Lth/Wid	- UNK/NR
Lowest Sky/Clouds	- UNK/NR	Type of Clearance	- NONE	Runway Surface	- GRAVEL
Lowest Ceiling	- 600 FT OVERCAST	Type Apch/Lndg	- NONE	Runway Status	- WET
Obstructions to Vision	- NONE				
Precipitation	- RAIN				
Condition of Light	- DAYLIGHT				

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

Pilot-In-Command	Age - 29	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 1326	Last 24 Hrs - 8
SE LAND, ME LAND	Months Since - 9	Make/Model - 519	Last 30 Days - UNK/NR
	Aircraft Type - 172	Instrument - 76	Last 90 Days - 321
		Multi-Eng - 34	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT ELECTED TO TAKEOFF FROM THE TAXIWAY BECAUSE IT ALIGNED INTO THE WIND. AFTER TAKEOFF AND ACCELERATING TO CLIMB AIRSPEED, THE AIRPLANE'S CONTROLS FELT MUSHY AND THE PILOT ELECTED TO LAND ON THE ROAD/TAXIWAY. PRIOR TO TOUCHDOWN, A GUST OF WIND FORCED THE PILOT TO LAND IN A SWAMPY LAKE CAUSING THE AIRPLANE TO NOSE OVER. THERE IS NO WEATHER REPORTING FACILITY LOCATED AT SCAMMON BAY, ALASKA.

Brief of Incident (Continued)

File No. - 5070

9/05/85

SCAMMON BAY, AK

A/C Reg. No. N65798

Time (Lc1) - 1636 ADT

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

Finding(s)

1. WEATHER CONDITION - HIGH WIND
2. PROPER CLIMB RATE - NOT MAINTAINED - PILOT IN COMMAND
3. WEATHER CONDITION - TURBULENCE
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. WEATHER CONDITION - CROSSWIND
6. STALL/MUSH - NOT CORRECTED - PILOT IN COMMAND

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

Finding(s)

7. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
8. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
9. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
10. WEATHER EVALUATION - POOR - PILOT IN COMMAND

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

Finding(s)

11. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
12. UNSUITABLE TERRAIN - INADVERTENT - PILOT IN COMMAND

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

The National Transportation Safety Board determines that the Probable Cause(s) of this incident is/are finding(s) 1,3,5,6,10,12

Factor(s) relating to this incident is/are finding(s) 2,4,7,8,9,11

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5061 12/05/85 KENAI, AK A/C Reg. No. N492SC Time (Lc1) - 1258 AST

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

Type Operating Certificate	COMMUTER	Aircraft Damage					
Name of Carrier	-SOUTH CENTRAL AIR, INC.	MINOR					
Type of Operation	-SCHEDULED, DOMESTIC, PASSENGER	Fire					
Flight Conducted Under	-14 CFR 135	NONE	Crew	0	Fatal	0	None
Incident Occurred During	-LANDING		Pass	0	Serious	0	Minor
						0	1
							5

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

Make/Model	- PIPER NAVAJO PA31-350	Eng Make/Model	- LYCOMING TIO-540-J2BD	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	- 10	Rated Power	- 350 HP		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- COMPANY	Last Departure Point		ON AIRPORT	
Method	- IN PERSON	HOMER, AK			
Completeness	- WEATHER NOT PERTINENT	Destination		Airport Data	
Basic Weather	- VMC	SAME AS ACC/INC		KENAI	
Wind Dir/Speed	- 190/005 KTS			Runway Ident	- 01
Visibility	- 90.0 SM	ATC/Airspace		Runway Lth/Wid	- 7600/ 150
Lowest Sky/Clouds	- CLEAR	Type of Flight Plan	- VFR	Runway Surface	- ASPHALT
Lowest Ceiling	- NONE	Type of Clearance	- IFR	Runway Status	- SNOW - COMPACTED
Obstructions to Vision	- NONE	Type Apch/Lndg	- STRAIGHT-IN		
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)	
ATP	Current - YES	Total - 3678	Last 24 Hrs - 0
SE LAND, ME LAND	Months Since - 1	Make/Model - 796	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 450	Last 90 Days - 0
		Multi-Eng - 3471	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT IN COMMAND COULD NOT RAISE THE LANDING GEAR PROPERLY AFTER DEPARTURE. HE DIVERTED TO KENAI, ALASKA, WHEREUPON EXTENDING THE GEAR HE OBTAINED THREE SAFE GEAR INDICATIONS. THE PILOT LANDED THE AIRPLANE AND UPON ROLL OUT THE LEFT MAIN GEAR COLLAPSED. METALURGICAL EXAMINATION OF THE RIGHT FRONT DRAG LINK REVEALED FATIGUE CRACKS IN THE INSIDE RADII OF THE FILLET IN THE CLEVIS END.

Brief of Incident (Continued)

File No. - 5061

12/05/85

KENAI, AK

A/C Reg. No. N492SC

Time (Lc1) - 1258 AST

Occurrence MAIN GEAR COLLAPSED

Phase of Operation LANDING - ROLL

Finding(s)

1. LANDING GEAR, MAIN GEAR - FAILURE, PARTIAL
 2. LANDING GEAR - INADEQUATE - MANUFACTURER
 3. AIRCRAFT/EQUIPMENT, INADEQUATE DESIGN - MANUFACTURER
 4. INSUFFICIENT STANDARDS/REQUIREMENTS, MANUFACTURER - FAA(ORGANIZATION)
-

----Probable Cause----

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

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

Brief of Incident

File No. - 5006 4/12/85 MARION,AL A/C Reg. No. N46PC Time (Lc1) - 0640 CST

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

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-CONDOR AERO SERVICES, INC.	MINOR		Fatal	0	0	0
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
Incident Occurred During	-CRUISE						

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

Make/Model	- PIPER PA-32R-300	Eng Make/Model	- LYCOMING IO-540-K1G5D	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3400	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 2	Rated Power	- 300 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	BIRMINGHAM,AL	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	MOBILE,AL	PERRY COUNTY
Wind Dir/Speed- 060/004 KTS	ATC/Airspace	Runway Ident - 16
Visibility - 8.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 3000/ 80
Lowest Sky/Clouds - UNK/NR	Type of Clearance - IFR	Runway Surface - N/A
Lowest Ceiling - 8000 FT BROKEN	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 24	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 1329
SE LAND,ME LAND	Months Since - 1	Make/Model- 65
	Aircraft Type - PA-34	Instrument- 145
		Multi-Eng - 450
		Last 24 Hrs - 4
		Last 30 Days- UNK/NR
		Last 90 Days- 358

Instrument Rating(s) - AIRPLANE

-----Narrative-----

CRUISING AT 4000 FT MSL WHEN ENGINE VIBRATION OCCURRED AND BECAME SEVERE. REDUCED THROTTLE BUT ROUGHNESS PERSISTED. UNABLE TO MNTN ALTITUDE WITH 2000 RPM AND 25 INCHES MAP. MADE FORCED LDG IN CORN FIELD. NOSE LDG GR COLLAPSED. ENGINE CHECKED OUT OKAY. ONE PROPELLER PIN BROKEN DUE TO FATIGUE. OPPOSITE OUTER BEARING RACE RUSTED AND BROKEN WITH FATIGUE FRACTURE. LUBRICANT WAS DRY AND CAKED ON BEARINGS AND BEARING RACE. 34 HRS SINCE 100-HR INSPECTION. 1084 HOURS SINCE PROP OVERHAUL.

Brief of Incident (Continued)

File No. - 5006

4/12/85

MARION,AL

A/C Reg. No. N46PC

Time (Lc1) - 0640 CST

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

Finding(s)

1. PROPELLER SYSTEM/ACCESSORIES,PITCH CHANGE MECH - FAILURE,TOTAL
2. MAINTENANCE,100 HOUR INSPECTION - INADEQUATE - COMPANY MAINTENANCE PSNL
3. PROPELLER SYSTEM/ACCESSORIES,PITCH CHANGE MECH - FATIGUE
4. MAINTENANCE,LUBRICATION - NOT PERFORMED - COMPANY MAINTENANCE PSNL
5. PROPELLER SYSTEM/ACCESSORIES,BLADE - FAILURE,PARTIAL
6. PROPELLER SYSTEM/ACCESSORIES,BLADE - VIBRATION

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

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

Finding(s)

7. TERRAIN CONDITION - CROP

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5026

3/15/85

SAN JOSE, CA

A/C Reg. No. N2138G

Time (Lcl) - 1713 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

Injuries

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

NONE
Fire
NONE

Crew
Pass
Other

Fatal
0
0
0

Serious
0
0
0

Minor
0
0
0

None
1
1
156

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

Make/Model - PIPER PA-44-180
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3800
No. of Seats - 6

Eng Make/Model - LYCOMING O-360-EIAD
Number Engines - 2
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

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

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

Weather Data

Wx Briefing - FSS
Method - TELETYPE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 330/010 KTS
Visibility - 5.0 SM
Lowest Sky/Clouds - PART OBS
Lowest Ceiling - NONE
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
VAN NUYS, CA
Destination
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

SAN JOSE INTL
Runway Ident - 30
Runway Lth/Wid - 4419/ 150
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 62
Biennial Flight Review
Current - YES
Months Since - 23
Aircraft Type - UNK/NR

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

Total - 839
Make/Model - 15
Instrument - 231
Multi-Eng - 166
Last 24 Hrs - 5
Last 30 Days - UNK/NR
Last 90 Days - 30

Instrument Rating(s) - AIRPLANE

-----Narrative-----

A PIPER SEMINULE WAS VECTORED TO THE FINAL APCH COURSE & CLEARED FOR AN ILS APCH AT 3000FT MSL. A DC-9, IN TRAIL AT 5000 FT MSL, WAS OVERTAKING THE SEMINULE. THE CONTROLLER ELECTED TO CHANGE THEIR SEQUENCE & CLEARED THE SEMINULE TO CLIMB TO 4000FT MSL DUE TO RISING TERRAIN & MAKE A RIGHT 360. THE DC-9 WAS SUBSEQUENTLY ISSUED AN APPROACH CLEARANCE & DESCENT FROM 5000FT, WHICH COMPROMISED SEPARATION REQUIREMENTS. THE CONFLICT ALERT WAS MISSED, IN PART BECAUSE IT WAS IDENTICAL WITH THE TERRAIN PROXIMITY ALERT, WHICH SOUNDED FREQUENTLY.

Brief of Incident (Continued)

File No. - 5026

3/15/85

SAN JOSE, CA

A/C Reg. No. N2138G

Time (Lc1) - 1713 PST

Occurrence NEAR COLLISION BETWEEN AIRCRAFT
Phase of Operation APPROACH - IAF TO FAF/OUTER MARKER (IFR)

Finding(s)

1. RADAR, BRITE - INADEQUATE
 2. IFR SEPARATION STANDARDS - NOT MAINTAINED - ATC PERSONNEL (DEP/APCH)
 3. IMPROPER DECISION - ATC PERSONNEL (DEP/APCH)
 4. TERRAIN CONDITION - RISING
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5026

3/15/85

SAN JOSE, CA

A/C Reg. No. N476AC

Time (Lcl) - 1713 PST

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

Type Operating Certificate-AIR CARRIER - FLAG/DOMESTIC
Name of Carrier -AIR CALIFORNIA
Type of Operation -SCHEDULED, DOMESTIC, PASSENGER
Flight Conducted Under -14 CFR 121
Incident Occurred During -APPROACH

Aircraft Damage
NONE
Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	9
Pass	0	0	0	147
Other	0	0	0	2

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

Make/Model - MCDONNELL DOUGLAS DC-9
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 114000
No. of Seats - 160

Eng Make/Model - P & W JT8D-9
Number Engines - 2
Engine Type - TURBOFAN
Rated Power - 14500 LBS THRUST

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

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

Weather Data

Wx Briefing - COMPANY
Method - IN PERSON
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 330/010 KTS
Visibility - 5.0 SM
Lowest Sky/Clouds - PART OBS
Lowest Ceiling - NONE
Obstructions to Vision- UNK/NR
Precipitation - UNK/NR
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SANTA ANA, CA
Destination
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

SAN JOSE INTL
Runway Ident - 30
Runway Lth/Wid - 8899/ 150
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 42
Biennial Flight Review
Current - YES
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 17000
Last 24 Hrs - UNK/NR
Make/Model- UNK/NR
Last 30 Days- UNK/NR
Instrument- UNK/NR
Last 90 Days- UNK/NR
Multi-Eng - UNK/NR
Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

A PIPER SEMINULE WAS VECTORED TO THE FINAL APCH COURSE & CLEARED FOR AN ILS APCH AT 3000FT MSL. A DC-9, IN TRAIL AT 5000 FT MSL, WAS OVERTAKING THE SEMINULE. THE CONTROLLER ELECTED TO CHANGE THEIR SEQUENCE & CLEARED THE SEMINULE TO CLIMB TO 4000FT MSL DUE TO RISING TERRAIN & MAKE A RIGHT 360. THE DC-9 WAS SUBSEQUENTLY ISSUED AN APPROACH CLEARANCE & DESCENT FROM 5000FT, WHICH COMPROMISED SEPARATION REQUIREMENTS. THE CONFLICT ALERT WAS MISSED, IN PART BECAUSE IT WAS IDENTICAL WITH THE TERRAIN PROXIMITY ALERT, WHICH SOUNDED FREQUENTLY.

Brief of Incident (Continued)

File No. - 5026

3/15/85

SAN JOSE, CA

A/C Reg. No. N476AC

Time (Lcl) - 1713 PST

Occurrence NEAR COLLISION BETWEEN AIRCRAFT
Phase of Operation APPROACH - IAF TO FAF/OUTER MARKER (IFR)

Finding(s)

1. RADAR, CONFLICT ALERT - INADEQUATE
 2. IFR SEPARATION STANDARDS - NOT MAINTAINED - ATC PERSONNEL (DEP/APCH)
 3. IMPROPER DECISION - ATC PERSONNEL (DEP/APCH)
 4. TERRAIN CONDITION - RISING
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident/Incident

File No. - 6000 3/22/85 LOS ANGELES, CA A/C Reg. No. CGYRD Time (Lc1) - 2026 PST

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

Type Operating Certificate	COMMUTER	Aircraft Damage									
Name of Carrier	-SUN AIRE	SUBSTANTIAL		Fatal	0	Serious	0	Minor	0	None	2
Type of Operation	-SCHEDULED, DOMESTIC, PASSENGER	Fire		Crew	0		0		0		2
Flight Conducted Under	-14 CFR 135	ON GROUND		Pass	0		1		1		10
Acc/Inc Occurred During	-LANDING										

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

Make/Model	- SWEARINGEN SA 226TC	Eng Make/Model	- AIRESEARCH TPE-331	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	- 20	Rated Power	- 840 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	ON AIRPORT
Method - IN PERSON	IMPERIAL, CA	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	LOS ANGELES INTL
Wind Dir/Speed - 120/004 KTS	ATC/Airspace	Runway Ident - 25R
Visibility - 15.0 SM	Type of Flight Plan - COMPANY (VFR)	Runway Lth/Wid - 12091/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - VFR	Runway Surface - CONCRETE
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision - NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 40	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, ATP, CFI	Current - YES	Total - 9993
SE LAND, ME LAND, SE SEA	Months Since - 2	Last 24 Hrs - 4
	Aircraft Type - SA277TC	Make/Model - 1658
		Instrument - UNK/NR
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ON THIS LEG OF THE FLT, THE 1ST OFFICER (FO) WAS FLYING THE ACFT WHILE THE CAPTAIN (CAPT) WAS MONITORING & CONDUCTING ATC COMMUNICATIONS. REPORTEDLY, THE AIRCREW HAD FOLLOWED THE CHECKLIST DURING ARRIVAL; HOWEVER, THE ACFT WAS LANDED WITH THE GEAR RETRACTED. WHEN THE ACFT TOUCHED DOWN, PIECES OF THE R PROP BLADES BROKE OFF & ENTERED THE RIGHT SIDE OF THE FUSELAGE, BETWEEN & BELOW THE 1ST & 2ND WINDOWS. FIVE PIECES PENETRATED THE PASSENGER COMPARTMENT & SERIOUSLY INJURED A PASSENGER IN THE 1ST ROW. THE OTHER 1ST ROW PASSENGER RECEIVED MINOR INJURIES. THE CAPT STATED HE HAD PUT THE GEAR HANDLE IN THE DOWN POSITION. THE FO REMEMBERED CALLING FOR GEAR EXTENSION, BUT DID NOT RECALL ACTUALLY NOTICING THE GEAR BEING LOWERED. DAMAGES INDICATED THE GEAR DOORS WERE CLOSED DURING TOUCHDOWN. THE GEAR & WARNING SYSTEMS WERE CHECKED & THEY FUNCTIONED NORMALLY. THE FO HAD PULLED THE GEAR WARNING CIRCUIT BREAKER (CB) ON THE PREV FLT, BUT HAD RESET IT. HE SPECULATED THE CB MAY NOT HAVE BEEN ALL THE WAY IN (NOT FULLY RESET); THUS, DEACTIVATING THE GEAR WARNING SYSTEM.

Brief of Accident/Incident (Continued)

File No. - 6000

3/22/85

LOS ANGELES, CA

A/C Reg. No. CGYRD

Time (Lc1) - 2026 PST

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

Finding(s)

1. ELECTRICAL SYSTEM, CIRCUIT BREAKER - NOT ENGAGED
2. LANDING GEAR, GEAR WARNING SYSTEM - INOPERATIVE
3. GEAR EXTENSION - NOT ATTAINED - PILOT IN COMMAND
4. GEAR EXTENSION - NOT IDENTIFIED - COPILOT
5. WHEELS UP LANDING - INADVERTENT -

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5019

4/27/85

FRESNO, CA

A/C Reg. No. N6041X

Time (Lcl) - 1138 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

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

Type of Operation -INSTRUCTIONAL

MINOR

Flight Conducted Under -14 CFR 91

Fire

Crew

Incident Occurred During -LANDING

NONE

Pass

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

Make/Model - BEECH C24R

Eng Make/Model - LYCOMING IO-360-A1B6

ELT Installed/Activated - YES/YES

Landing Gear - TRICYCLE-RETRACTABLE

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 2750

Engine Type - RECIP-FUEL INJECTED

No. of Seats - 4

Rated Power - 200 HP

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 170/006 KTS

Visibility - 10.0 SM

Lowest Sky/Clouds - 25000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

Destination

SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan -

Type of Clearance -

Type Apch/Lndg - TRAFFIC PATTERN

FULL STOP

Airport Proximity

ON AIRSTRIP

Airport Data

FRESNO AIR TERMINAL

Runway Ident - 29

Runway Lth/Wid - 3902/ 75

Runway Surface - ASPHALT

Runway Status - DRY

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

Pilot-In-Command

Age - 28

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Certificate(s)/Rating(s)

Biennial Flight Review

Flight Time (Hours)

STUDENT

Current - N/A

Total - 31

Last 24 Hrs - UNK/NR

Months Since - N/A

Make/Model- 31

Last 30 Days- 8

Aircraft Type - N/A

Instrument- 0

Last 90 Days- 31

Instrument Rating(s) - NONE

-----Narrative-----

WHILE LDG WITH A LEFT QUARTERING TAILWIND THE STUDENT PLT BOUNCED THE ACFT. HE FAILED TO GO AROUND AS HE HAD BEEN INSTRUCTED TO DO, & AFTER THE ACFT BOUNCED 2 MORE TIMES ITS NOSE GEAR COLLAPSED. DAMAGE TO THE ACFT WAS MINOR.

Brief of Incident (Continued)

File No. - 5019

4/27/85

FRESNO, CA

A/C Reg. No. N6041X

Time (Lc1) - 1138 PST

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

Finding(s)
1. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
2. RECOVERY FROM BOUNCED LANDING - INADEQUATE - PILOT IN COMMAND

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

Finding(s)
3. LANDING GEAR, NOSE GEAR ASSEMBLY - OVERLOAD

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5085 6/27/85 LOS ANGELES, CA A/C Reg. No. N473AC Time (Lcl) - 1532 PDT

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

Type Operating Certificate-AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage					
Name of Carrier -AIR CAL	MINOR					
Type of Operation -SCHEDULED, DOMESTIC, PASSENGER	Fire	Crew	Fatal	Injuries		
Flight Conducted Under -14 CFR 121	NONE	Pass	0	Serious	Minor	None
Incident Occurred During -CRUISE			0	0	0	4
			0	0	0	92

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

Make/Model - BOEING 737-247	Eng Make/Model - P&W JT80	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 100800	Engine Type - TURBOFAN	
No. of Seats - 124	Rated Power - 14500 LBS THRUST	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	SAN FRANCISCO, CA	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	LOS ANGELES, CA	LOS ANGELES INTL
Wind Dir/Speed- 250/009 KTS	ATC/Airspace	Runway Ident - 25L
Visibility - 4.000 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 1196/ 200
Lowest Sky/Clouds - 3000 FT SCATTERED	Type of Clearance - IFR	Runway Surface - CONCRETE
Lowest Ceiling - NONE	Type Apch/Lndg - ILS-COMPLETE	Runway Status - DRY
Obstructions to Vision- HAZE		
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, CFI	Current - YES	Total - 11532
SE LAND, ME LAND	Months Since - UNK/NR	Last 24 Hrs - 7
	Aircraft Type - B737200	Make/Model- 4075
		Last 30 Days- 71
		Instrument- 1607
		Last 90 Days- 208
		Multi-Eng - 9220

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE CAPTAIN STATED THAT THE "B" HYDRAULIC SYSTEM LOW OIL LEVEL LAMP ILLUMINATED WHILE THE ACFT WAS IN CRUISE FLT. AS HE COMPLETED THE FAILURE CHECK AND PLACED THE "B" SYSTEM INTO STANDBY RUDDER CONDITION THAT PROVIDES HYDRAULIC PRESSURE TO ONLY THE RUDDER, THE "A" HYDRAULIC SYSTEM FAILED. THE FLIGHT CONTINUED TO IT'S DESTINATION AND WHEN THE CREW WAS UNABLE TO LOWER THE TRAILING EDGE FLAPS, DUE TO ANOTHER MALFUNCTION, LANDED WITHOUT INCIDENT.

Brief of Incident (Continued)

File No. - 5085

6/27/85

LOS ANGELES, CA

A/C Reg. No. N473AC

Time (Lc1) - 1532 PDT

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

Finding(s)

1. HYDRAULIC SYSTEM, SHUTOFF VALVE - SWITCHED OFF
 2. IMPROPER USE OF PROCEDURE, INATTENTIVE - PILOT IN COMMAND
 3. HYDRAULIC SYSTEM, SEAL - SEPARATION
 4. HYDRAULIC SYSTEM, PUMP - FATIGUE
 5. FLT CONTROL SYST, WING FLAP CONTROL - INOPERATIVE
-

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5068 8/23/85 VAN NUYS, CA A/C Reg. No. N9718L Time (Lc1) - 0830 PDT

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

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

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

Make/Model - BEECH B19	Eng Make/Model - LYCOMING O-320 SERIES	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2150	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	BAKERSFIELD, CA	VAN NUYS
Wind Dir/Speed- 250/008 KTS	ATC/Airspace	Runway Ident - 16R
Visibility - 25.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 8000/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - VFR	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	PRECAUTIONARY LANDING	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 54	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 549
SE LAND	Months Since - 18	Make/Model- 466
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 23

Instrument Rating(s) - NONE

-----Narrative-----

AFTER DEPARTURE, AT ABOUT 800 FEET, THE RIGHT AIRLERON BECAME DISCONNECTED. THE PILOT WAS ABLE TO MAKE A LEFT TURN, FLY A LEFT HAND TRAFFIC PATTERN AND LAND SUCCESSFULLY. EXAMINATION OF THE AIRCRAFT REVEALED THAT THE RIGHT INBOARD AILERON CONTROL PUSH ROD HAD SHEARED AT THE FORWARD END; THE BEARING HAD SEIZED. A LACK OF LUBRICATION WAS EVIDENT.

Brief of Incident (Continued)

File No. - 5068

8/23/85

VAN NUYS,CA

A/C Reg. No. N9718L

Time (Lc1) - 0830 PDT

Occurrence AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FLIGHT CONTROL,AILERON ATTACHMENT - SEPARATION
2. MAINTENANCE,SERVICE OF AIRCRAFT - INADEQUATE - OTHER MAINTENANCE PSNL

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5066 10/24/85 OAKLAND, CA A/C Reg. No. N6815A Time (Lc1) - 0700 PDT

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

Type Operating Certificate	AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage					
Name of Carrier	-AMERICAN AIRLINES	MINCR					
Type of Operation	-SCHEDULED, DOMESTIC, PASSENGER	Fire					
Flight Conducted Under	-14 CFR 121	NONE	Crew	0	Fatal	Injuries	
Incident Occurred During	-TAXI		Pass	0	0	Serious	Minor
						0	0
							7
							83

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

Make/Model	- BOEING 727-200	Eng Make/Model	- P&W JT8D-9	ELT Installed/Activated	- UNK/NR
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 3	Stall Warning System	- YES
Max Gross Wt	- 178000	Engine Type	- TURBOJET		
No. of Seats	- 162	Rated Power	- 14500 LBS THRUST		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	ON AIRPORT
Method - IN PERSON	SAME AS ACC/INC	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	CHICAGO, IL	OAKLAND
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - UNK/NR
Visibility - UNK/NR	Type of Flight Plan - IFR	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - PART OBS	Type of Clearance - IFR	Runway Surface - UNK/NR
Lowest Ceiling - OBSCURED	Type Apch/Lndg - NONE	Runway Status - UNK/NR
Obstructions to Vision- FOG		
Precipitation - NONE		
Condition of Light - DAWN		

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

Pilot-In-Command	Age - 51	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 14300
ME LAND	Months Since - UNK/NR	Make/Model- 600
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 160
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ON OCTOBER 24, 1985, AN AMERICAN AIRLINES 727 COLLIDED WITH A PARKED UNITED AIRLINES 727 DURING A POWER BACK OPERATION AT OAKLAND, CA. IMC EXISTED AT THE TIME WITH VISIBILITY LIMITED TO 0 FT DUE TO FOG. THE AA AC SUSTAINED MINOR DAMAGE TO ITS LEFT WING AND THE UA AC RECIEVED SUBSTANTIAL DAMAGE TO ITS TR WG. AA HAD TWO WING WALKERS AND A LEAD WALKER POSITIONED AT THE NOSE OF THE AA AC. THE LEAD PERSON STATED HER GOGGLES HAD FOGGED OVER AND COULDN'T CLEARLY SEE THE OTHER WING WALKERS. ADDITIONALLY, THE WANDS USED BY LEAD AND THE LT WING WALKER WERE INOPERATIVE. ACCORDING TO OTHER WITNESSES, LEAD DID NOT SEE THE STOP SIGNAL GIVEN BY THE LEFT WING WALKER. LEAD SAID SHE THOUGHT THERE WAS SUFFICIENT CLEARANCE.

Brief of Incident (Continued)

File No. - 5066

10/24/85

OAKLAND, CA

A/C Reg. No. N6815A

Time (Lc1) - 0700 PDT

Occurrence ON GROUND COLLISION WITH OBJECT
Phase of Operation TAXI - PUSHBACK/TOW

Finding(s)

1. WEATHER CONDITION - FOG
2. CLEARANCE - MISJUDGED - GROUND PERSONNEL
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT - GROUND PERSONNEL
4. INADEQUATE SURVEILLANCE OF OPERATION - COMPANY/OPERATOR MGMT
5. LIGHT CONDITION - DAWN
6. OBJECT - AIRCRAFT MOVING ON GROUND
7. OBJECT - AIRCRAFT PARKED

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5067 1/23/85 STEAMBOAT SPRING, CO A/C Reg. No. N7343F Time (Lcl) - 1425 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
Type of Operation	-SCHEDULED, DOMESTIC, PASSENGER	NONE	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 121	Fire	Crew 0	0	0	5
Incident Occurred During	-DESCENT	NONE	Pass 0	0	0	102

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

Make/Model - BOEING 737-291	Eng Make/Model - P&W JT8D-9	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 100000	Engine Type - TURBOJET	
No. of Seats - 130	Rated Power - 14500 LBS THRUST	

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

<p>Weather Data</p> <p>WX Briefing - UNK/NR</p> <p>Method - UNK/NR</p> <p>Completeness - UNK/NR</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed - 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 OAKLAND, CA</p> <p>Destination DENVER, CO</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - IFR</p> <p>Type of Clearance - IFR</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 53	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 21000
SE LAND, ME LAND	Months Since - 3	Make/Model - 5043
	Aircraft Type - 737	Instrument - 0
		Last 24 Hrs - 3
		Last 30 Days - UNK/NR
		Last 90 Days - 150

Instrument Rating(s) - AIRPLANE

-----Narrative-----

SHORTLY AFTER DEPARTURE FROM OAKLAND, CAPT INDICATED HE DID NOT FEEL WELL. DURING THE DESCENT INTO DEN, THE CAPT PASSED OUT FOR SEVERAL MINUTES. HE WAS REVIVED WITH OXYGEN ADMINISTERED BY A FLT ATTENDANT. F/O MADE LANDING AND CAPT TAXIED TO THE GATE. CAPT WAS EXAMINED AND A REASON FOR UNCONSCIOUSNESS COULD NOT BE DETERMINED.

Brief of Incident (Continued)

File No. - 5067

1/23/85

STEAMBOAT SPRIN,CO

A/C Reg. No. N7343F

Time (Lc1) - 1425 MST

Occurrence MISCELLANEOUS/OTHER
Phase of Operation DESCENT

Finding(s)

1. INCAPACITATION - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, INCAPACITATION (LOSS OF CONSCIOUSNESS) - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5003 4/17/85 BROOMFIELD, CO A/C Reg. No. N7411N Time (Lcl) - 0920 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage						
	MINOR						
Type of Operation -FAA FLT TEST	Fire	Crew	Fatal		Injuries		
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	Serious	Minor	None
Incident Occurred During -APPROACH			0	0	0	0	2
							0

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

Make/Model - HILLER UH-12E	Eng Make/Model - LYCOMING VO-540-C2A	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 3100	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 3	Rated Power - 305 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - PATWAS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	LOCAL	JEFFCO
Wind Dir/Speed- 250/020 KTS	ATC/Airspace	Runway Ident - 20
Visibility - 60.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3601/ 75
Lowest Sky/Clouds -	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 18000 FT BROKEN	Type Apch/Lndg - SIMULATED FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 29	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 2738
SE LAND,ME LAND	Months Since - 3	Make/Model- 312
HELICOPTER	Aircraft Type - 177RG	Instrument- 119
		Multi-Eng - 134
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 69
		Rotorcraft - 388

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PILOT WAS TAKING FAA CHECKRIDE FOR ATP-ROTOCRAFT. EXAMINER REQUESTED AUTOROTATION DEMONSTRATION WITH POWER RECOVERY DUE TO HIGH GUSTY WINDS. PILOT SAID AUTOROTATION WAS NORMAL UNTIL 75-100 FT AGL WHEN RATE OF DESCENT BECAME EXCESSIVE. PILOT SAID BEFORE HE COULD REACT, HELICOPTER STRUCK GROUND.

Brief of Incident (Continued)

File No. - 5003

4/17/85

BROOMFIELD,CO

A/C Reg. No. N7411N

Time (Lc1) - 0920 MST

Occurrence

HARD LANDING

Phase of Operation

APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. WEATHER CONDITION - HIGH WIND
2. AUTOROTATION - INITIATED - PILOT IN COMMAND
3. WEATHER CONDITION - GUSTS
4. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
5. WEATHER CONDITION - DOWNDRAFT
6. PROPER DESCENT RATE - NOT IDENTIFIED - PILOT IN COMMAND
7. FLARE - DELAYED - PILOT IN COMMAND

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

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

Factor(s) relating to this incident is/are finding(s) 1,2,3,4,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5063 11/21/85 DENVER, CO

A/C Reg. No. N1909D

Time (Lcl) - 1944 MST

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

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage									
Name of Carrier	-MAYO AVIAITON INC	MINOR									
Type of Operation	-NON SCHED, DOMESTIC, PASSENGER	Fire	Crew	Fatal	0	Serious	0	Minor	0	None	2
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	0	3			
Incident Occurred During	-LANDING										

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

Make/Model	- NORTH AMERICAN NA-265-40	Eng Make/Model	- P & W JT12A-8	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 18650	Engine Type	- TURBOJET		
No. of Seats	- 6	Rated Power	- 3300 LBS THRUST		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	BOSEMAN, MT	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	DENVER, CO	DENVER
Wind Dir/Speed - 270/003 KTS	ATC/Airspace	Runway Ident - 26
Visibility - UNK/NR	Type of Flight Plan - IFR	Runway Lth/Wid - 10010/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - IFR	Runway Surface - CONCRETE
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - SNOW - COMPACTED
Obstructions to Vision - NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 56	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - YES	Total - 9700	Last 24 Hrs - 4
SE LAND, ME LAND	Months Since - 2	Make/Model - 1600	Last 30 Days - UNK/NR
	Aircraft Type - 265-40	Instrument - 1800	Last 90 Days - 106
		Multi-Eng - 7250	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER TO FROM A SNOW COVERED RW, THE LG DWN AND LOCKED LIGHTS IN THE COCKPIT REMAINED ILLUMINATED ON LG RETRACT THE CREW DID NOT RECOGNIZE THIS AS A LOG GEAR INO SYS MALFUNCTION NOR WERE THEY FAMILIAR WITH THE CORRECT PROC TO LOWER LG WHEN THIS MALFUNCTION OCCURS. THEY ATTEMPTED TO LWR LG FOR LOG AT DEN WITH LG HANDLE WHICH RESULTED IN NOSE LG EXTENSION ONLY. THE CORRECT PROCEEDURE OF PULLING THE EMER T HANDLE WAS USED DURING THE GO-AROUND FOLLOWING THE MISHAP. SUBSEQUENT LOG WAS MADE WITH-OUT INCIDENT.

Brief of Incident (Continued)

File No. - 5063

11/21/85

DENVER, CO

A/C Reg. No. N1909D

Time (Lc1) - 1944 MST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOW COVERED
 2. WEATHER CONDITION - ICING CONDITIONS
 3. LANDING GEAR, GEAR INDICATING SYSTEM - FALSE INDICATION
-

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

Finding(s)

4. GEAR EXTENSION - NOT OBTAINED - PILOT IN COMMAND
 5. LANDING GEAR, MAIN GEAR - FALSE INDICATION
 6. WHEELS UP LANDING - INADVERTENT - PILOT IN COMMAND
-

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

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

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

Brief of Incident

File No. - 5004 2/06/85 PUTNAM, CT A/C Reg. No. N200TC Time (Lcl) - 0950 EST

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

Type Operating Certificate	-COMMUTER	Aircraft Damage		Injuries	
Name of Carrier	-BAR HARBOR AIRWAYS, INC.	MINOR		Fatal	0
Type of Operation	-SCHEDULED, DOMESTIC, PASSENGER	Fire		Serious	0
Flight Conducted Under	-14 CFR 135	NONE	Crew	Minor	0
Incident Occurred During	-TAKEOFF		Pass	None	2

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

Make/Model	- BEECH BE-99	Eng Make/Model	- P&W PT6A-20	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 10900	Engine Type	- TURBOPROP		
No. of Seats	- 15	Rated Power	- 550 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	ON AIRPORT
Method	SAME AS ACC/INC	
Completeness	Destination	Airport Data
Basic Weather	BOSTON, MA	Runway Ident
Wind Dir/Speed	ATC/Airspace	- UNK/NR
Visibility	Type of Flight Plan	Runway Lth/Wid
Lowest Sky/Clouds	- CLEAR	- UNK/NR
Lowest Ceiling	Type of Clearance	Runway Surface
Obstructions to Vision	- NONE	- ASPHALT
Precipitation	Type Apch/Lndg	Runway Status
Condition of Light	- DAYLIGHT	- DRY

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

Pilot-In-Command	Age - 43	Medical Certificate	- UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current	- UNK/NR	Total
	Months Since	- 0	- 7002
	Aircraft Type	- UNK/NR	Make/Model
			- 1432
			Instrument
			- 0

Instrument Rating(s) - UNK/NR

-----Narrative-----

PLT STATED THAT DURING TKF THE ACFT STARTED TO YAW & ROLL IN A MANNER CONSISTENT WITH WAKE TURBULENCE ENCOUNTER. HE APPLIED FULL OPPOSITE RUDDER & AILERON. NORMAL DIRECTIONAL WAS REGAINED BETWEEN 50-75 FT ABOVE THE GND. THE ACFT WAS LEVELED FOR CRUISE AT 5000 FT. SHORTLY AFTERWARDS THE PLT NOTICED A SLIGHT BINDING OF THE RUDDERS. HE DECIDED TO RETURN TO THE ARPT FOR A PRECAUTIONARY LANDING. AN INSTRUMENT APCH & LNDG FOLLOWED. EXAMINATION OF THE ACFT REVEALED THAT THE RUDDER WELD ASSEMBLY. THE BELLCRANK FITTING & WELD ASSEMBLY ARE FASTENED TOGETHER BY 10 RIVETS & A BOLT & NUT. THE RIVETS WERE SHEARED. THE BOLT & NUT WAS FASTENED, HOWEVER, THE BOLT HOLE WAS ELONGATED TO A LENGTH OF APPROX 30 DEGREES AROUND THE CIRCUMFERENCE OF THE BELLCRANK FITTING.

Brief of Incident (Continued)

File No. - 5004

2/06/85

PUTNAM,CT

A/C Reg. No. N200TC

Time (Lc1) - 0950 EST

Occurrence AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FLIGHT CONTROL, RUDDER - MOVEMENT RESTRICTED
2. FLT CONTROL SYST, RUDDER CONTROL - DISCONNECTED
3. FLT CONTROL SYST, RUDDER CONTROL - DISABLED
4. DIRECTIONAL CONTROL - INADEQUATE - PILOT IN COMMAND
5. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5078 4/16/85 WASHINGTON,DC A/C Reg. No. N400DL Time (Lcl) - 1725 EST

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

Type Operating Certificate	AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage						
Name of Carrier	-DELTA AIRLINES, INC.	MINOR						
Type of Operation	-SCHEDULED,DOMESTIC,PASSENGER	Fire						
Flight Conducted Under	-14 CFR 121	NONE	Crew	0	0	0	0	7
Incident Occurred During	-LANDING		Pass	0	0	0	0	122

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

Make/Model	- BOEING 727-200	Eng Make/Model	- P&W JT8D-15	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 3	Stall Warning System	- YES
Max Gross Wt	- 178000	Engine Type	- TURBOJET		
No. of Seats	- 162	Rated Power	- 14000 LBS THRUST		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- COMPANY	Last Departure Point		ON AIRPORT	
Method	- UNK/NR	BOSTON,MA			
Completeness	- WEATHER NOT PERTINENT	Destination		Airport Data	
Basic Weather	- VMC	SAME AS ACC/INC		WASHINGTON NATIONAL	
Wind Dir/Speed	- 270/007 KTS			Runway Ident	- 33
Visibility	- 12.0 SM	ATC/Airspace		Runway Lth/Wid	- 5189/ 200
Lowest Sky/Clouds	- 9000 FT SCATTERED	Type of Flight Plan	- IFR	Runway Surface	- ASPHALT
Lowest Ceiling	- 25000 FT BROKEN	Type of Clearance	- IFR	Runway Status	- DRY
Obstructions to Vision	- NONE	Type Apch/Lndg	- STRAIGHT-IN		
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

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

Pilot-In-Command	Age - 50	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - YES	Total - 17200	Last 24 Hrs - UNK/NR
SE LAND,ME LAND,SE SEA	Months Since - 1	Make/Model- 5600	Last 30 Days- UNK/NR
	Aircraft Type - 727	Instrument- UNK/NR	Last 90 Days- UNK/NR
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE ON FINAL FOR RUNWAY 36 AT WASHINGTON NATIONAL AIRPORT, WASHINGTON, D.C., THE PILOT WAS GIVEN A CHANGE OF LNDG RWYS BECAUSE OF TRAFFIC ON RWY 36. DRNG THE ENSUING REALIGNMENT THE CPT TOOK THE CTLS AND LNDG THE ACFT, SCRAPING THE RIGHT WING ON THE RUNWAY. EXAMINATION OF THE FDR INDICATED THE ACFT TOUCHED DOWN 10 KNOTS BELOW STALL SPEED.

Brief of Incident (Continued)

File No. - 5078

4/16/85

WASHINGTON, DC

A/C Reg. No. N400DL

Time (Lc1) - 1725 EST

Occurrence DRAGGED WING, ROTOR, POD, OR FLOAT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. GO-AROUND - NOT MAINTAINED - PILOT IN COMMAND
2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
3. STALL - NOT CORRECTED - PILOT IN COMMAND

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5002 1/07/85 MIAMI, FL A/C Reg. No. N60SA Time (Lcl) - 0750 EST

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

Type Operating Certificate	COMMUTER	Aircraft Damage					
Name of Carrier	-CARIBBEAN EXPRESS	MINOR					
Type of Operation	-SCHEDULED, DOMESTIC, PASSENGER	Fire	Crew	Fatal	0	0	0
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	0
Incident Occurred During	-LANDING						

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

Make/Model	- CESSNA C-402	Eng Make/Model	- CONTINENTAL TSIO520-E	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 6300	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 300 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	MIAMI, FL	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	FT LAUDERDALE, FL	MIAMI INT'L
Wind Dir/Speed- 310/006 KTS	ATC/Airspace	Runway Ident - 30
Visibility - 7.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 9600/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 37	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 2630
SE LAND, ME LAND	Months Since - 3	Make/Model - 540
	Aircraft Type - 402	Instrument - 178
		Multi-Eng - 980
		Last 24 Hrs - 39
		Last 30 Days - UNK/NR
		Last 90 Days - 270

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ON 1/7/85 AT ABOUT 0750 EST, N60SA, A CESSNA 402 LANDED LEFTMAIN GEAR COLLAPSED, ON A COMMUTER AIR TAXI, POSITIONING FLIGHT AT MAIMI, FL. VMC PREVAILED AT THE TIME AN IFR FLIGHT PLAN WAS FILED. THE AIRCRAFT RECEIVED MINOR DAMAGE AND THE PILOT, THE SOLE OCCUPANTPANT, REPORTED NO INJURIES. THE FLIGHT ORIGINATED AT MIAMI, FL, AT 0745 EST ON 1/7/85. THE PILOT STATED THAT AFTER TAKEOFF THE NOSE GEAR AND THE RIGHT MAIN GEAR RETRACTED NORMALLY. THE LEFT MAIN GEAR DID NOT RETRACT AND THE PILOT STATED HE HEARD METALIC GRINDING NOISES. THE PILOT CONTINED TO RECYCLE THE GEAR AND ATTEMPTED TO LOWER THE GEAR BY EMERGENCY EXTENSION TO NO AVAIL. HE LANDED ON RUNWAY 30 AT MIAMI INT'L. THE LEFT MAIN GEAR COLLAPSED.

Brief of Incident (Continued)

File No. - 5002

1/07/85

MIAMI, FL

A/C Reg. No. N60SA

Time (Lc1) - 0750 EST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. LANDING GEAR, NORMAL RETRACTION/EXTENSION ASSEMBLY - FAILURE, PARTIAL
 2. DOOR, LANDING GEAR - WORN
 3. LANDING GEAR, MAIN GEAR ATTACHMENT - FAILURE, TOTAL
-

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

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5073 2/18/85 W.PALM BEACH,FL A/C Reg. No. N6789X Time (Lcl) - 2050 EST

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

Type Operating Certificate-COMMUTER	Aircraft Damage						
Name of Carrier -GULL AIR	NONE		Fatal	Serious	Minor	None	
Type of Operation -SCHEDULED,INTL,PASSENGER	Fire	Crew	0	0	0	1	
Flight Conducted Under -14 CFR 135	NONE	Pass	0	0	0	6	
Incident Occurred During -DESCENT							

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

Make/Model - CESSNA 402C	Eng Make/Model - CONTINENTAL TS10-520VB	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 5	Stall Warning System - YES
Max Gross Wt - 6300	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 10	Rated Power - 325 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	FREEPORT	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	WEST PALM BCH,FL	W. PALM INTERNATIONAL
Wind Dir/Speed- 080/012 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 2500 FT SCATTERED	Type of Clearance - IFR	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - UNK/NR	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 26	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 5800
SE LAND,ME LAND,SE SEA	Months Since - 1	Last 24 Hrs - 2
	Aircraft Type - 402C	Make/Model- 3000
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 258
		Multi-Eng - 5300

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE DESCENDING FOR LANDING PASSENGERS NOTICED PILOT HAD SLUMPED OVER IN HIS SEAT AND WAS UNCONSCIOUS. THE PILOT WAS REVIVED AFTER APPROXIMATELY TWO MINUTES AND LANDED THE AIRCRAFT WITHOUT FURTHER INCIDENT. THE PILOT SUBMITTED HIMSELF FOR MEDICAL EXAMINATION AFTER THE INCIDENT, BUT NO MEDICAL REASON FOR THE LOSS OF CONSCIOUSNESS COULD BE DETERMINED. THE PILOT DID STATE HE HAD BEEN SUFFERING FLU SYPTOMS.

Brief of Incident (Continued)

File No. - 5073

2/18/85

W.PALM BEACH,FL

A/C Reg. No. N6789X

Time (Lcl) - 2050 EST

Occurrence MISCELLANEOUS/OTHER
Phase of Operation DESCENT - NORMAL

Finding(s)

1. IMPROPER USE OF EQUIPMENT/AIRCRAFT, INCAPACITATION (LOSS OF CONSCIOUSNESS) - PILOT IN COMMAND

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5009 3/15/85 MIAMI, FL A/C Reg. No. N55CA Time (Lcl) - 0255 EST

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

Type Operating Certificate-AIR TRAVEL CLUB		Aircraft Damage	Injuries			
Type of Operation	-NON SCHED,INTL,CARGO	MINOR	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 129	Fire	Crew 0	0	0	3
Incident Occurred During	-TAKEOFF	NONE	Pass 0	0	0	0

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

Make/Model	- DOUGLAS DC-6B	Eng Make/Model	- P & W R2800-CB16/17	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 4	Stall Warning System	- NO
Max Gross Wt	- 38000	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 5	Rated Power	- 2400 HP		

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

<p>Weather Data</p> <p>Wx Briefing - NWS</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 - 10000 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</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">SANTO DOMINGO</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - IFR</p> <p>Type of Clearance - IFR</p> <p>Type Apch/Lndg - UNK/NR</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">UNK/NR</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>ATP</p> <p>SE LAND, ME LAND</p>	<p>Age - 58</p> <p>Biennial Flight Review</p> <p>Current - UNK/NR</p> <p>Months Since - UNK/NR</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 21800</p> <p>Make/Model- 12000</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) - AIRPLANE

-----Narrative-----

CREW STATED THAT ON TAKEOFF ROLL THE NUMBER FOUR ENGINE FAILED AND AN ABORTED TAKEOFF WAS INITIATED. DURING THE DECELERATION AFTER THE THROTTLES WERE CLOSED THE NUMBER FOUR ENGINE SEIZED AND THE NUMBER FOUR PROPELLER SEPARATED WHEN THE PROPELLER SHAFT FAILED. INSPECTION OF THE PROPELLER SHAFT REVEALED IT SHEARED OFF EIGHT INCHES FROM THE TIP, AND EXHIBITED NO EVIDENCE OF A PRIOR CRACK. INSPECTION OF THE ENGINE OIL SCREENS REVEALED THE PRESENTS OF METAL CONTAMINATION. THE OPERATOR HAD NO PLANS TO DISASSEMBLE THE ENGINE. BUT PLANNED TO EXCHANGE IT FOR AN OVERHAULED ENGINE. THE EXPT CAUSE OF THE ENGINES INTERNAL FAILURE WAS NOT DETERMINED.

Brief of Incident (Continued)

File No. - 5009

3/15/85

MIAMI, FL

A/C Reg. No. N55CA

Time (Lc1) - 0255 EST

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

Finding(s)

1. ENGINE ASSEMBLY - FAILURE, TOTAL
 2. ABORTED TAKEOFF - INITIATED - PILOT IN COMMAND
 3. ENGINE ASSEMBLY - UNDETERMINED
-

Occurrence #2 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

4. PROPELLER SYSTEM/ACCESSORIES - OVERLOAD
-

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

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

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

Brief of Incident

File No. - 5015 3/30/85 FT. LAUDERDALE, FL A/C Reg. No. N2719T Time (Lcl) - 1100 EST

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

Type Operating Certificate	COMMUTER	Aircraft Damage					
Name of Carrier	-TRANS AIR, INC.	MINOR		Fatal	0	0	0
Type of Operation	-SCHEDULED, DOMESTIC, PASSENGER	Fire	Crew	0	0	0	1
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	10
Incident Occurred During	-LANDING						

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

Make/Model	- CESSNA 402C	Eng Make/Model	- CONTINENTAL TS10-520-VB	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 6350	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 10	Rated Power	- 325 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	NORTH ELUTHRA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	FT. LAUDERDALE, FL	FT. LAUDERDALE INT'L
Wind Dir/Speed- 150/017 KTS	ATC/Airspace	Runway Ident - 09
Visibility - 10.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 5316/ 100
Lowest Sky/Clouds - 2500 FT THIN BKN	Type of Clearance - VFR	Runway Surface - ASPHALT
Lowest Ceiling - 20000 FT BROKEN	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 25	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, ATP, CFI	Current - YES	Total - 3000
SE LAND, ME LAND	Months Since - 21	Make/Model- 915
	Aircraft Type - UNK/NR	Instrument- 100
		Multi-Eng - 500
		Last 24 Hrs - 6
		Last 30 Days- UNK/NR
		Last 90 Days- 300

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT VEERED OFF THE LEFT SIDE OF RWY 9R ON LANDING. INSPECTION OF THE ACFT REVEALED THAT THE TORQUE LINK WASHERS ON THE LEFT MAIN LANDING GEAR HAD FAILED ALLOWING THE WHEEL ASSEMBLY TO ROTATE CAUSING THE LOSS OF DIRECTIONAL CONTROL. NO RECORD OF COMPLIANCE OF SERVICE LETTER ME83-87, MAIN LANDING GEAR SCISSOR WASHER REPLACEMENT WHICH DEALS WITH THIS TYPE OF OCCURRENCE COULD BE FOUND.

Brief of Incident (Continued)

File No. - 5015

3/30/85

FT. LAUDERDALE, FL

A/C Reg. No. N2719T

Time (Lc1) - 1100 EST

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

Finding(s)

1. LANDING GEAR, MAIN GEAR STRUT - DISCONNECTED

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5014 4/12/85 FT LAUDERDALE, FL A/C Reg. No. N888WK Time (Lcl) - 1600 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -FAA CHK FLT
Flight Conducted Under -14 CFR 91
Incident Occurred During -LANDING

Aircraft Damage
MINOR
Fire NONE

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

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

Make/Model - HAWKER SIDDLEY HS-125
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 24800
No. of Seats - 10

Eng Make/Model - ROLLS ROYCE VIPER 522
Number Engines - 2
Engine Type - TURBOJET
Rated Power - 3360 LBS THRUST

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 090/012 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - 1800 FT THIN BKN
Lowest Ceiling - 5000 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
POMPANO, FL
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

FT LAUDERDALE-HOLLYWOOD
Runway Ident - 13
Runway Lth/Wid - 6925/ 150
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

ATP
SE LAND, ME LAND

Age - 38

Biennial Flight Review

Current - YES
Months Since - 0
Aircraft Type - HS-125

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 8200	Last 24 Hrs	- UNK/NR
Make/Model-	600	Last 30 Days-	UNK/NR
Instrument-	960	Last 90 Days-	UNK/NR
Multi-Eng -	7000	Rotorcraft	- 150

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED THAT ON AN FAA CHECK FLT, THE NOSE GEAR WOULD NOT EXTEND. SUBSEQUENTLY, THE ACFT RECEIVED MINOR DAMAGE WHEN IT WAS LANDED WITH THE NOSE GEAR RETRACTED. AN INVESTIGATION REVEALED THAT A NOSE LANDING GEAR DOOR ROD ASSEMBLY HAD FAILED FROM FATIGUE & CAUSED THE NOSE GEAR DOOR TO JAM IN THE OPEN POSITION. IN TURN, THIS DISABLED THE NOSE GEAR SEQUENCING VALVE & PREVENTED THE NOSE GEAR FROM EXTENDING.

Brief of Incident (Continued)

File No. - 5014

4/12/85

FT LAUDERDALE, FL

A/C Reg. No. N888WK

Time (Lc1) - 1600 EST

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

Finding(s)

1. DOOR, LANDING GEAR - FATIGUE
2. DOOR, LANDING GEAR - JAMMED
3. LANDING GEAR, NOSE GEAR - MOVEMENT RESTRICTED

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

Finding(s)

4. WHEELS UP LANDING - PERFORMED -

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5017 4/20/85 WEST PALM BEACH, FL A/C Reg. No. N6879Y Time (Lcl) - 0743 EST

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

Type Operating Certificate	-COMMUTER	Aircraft Damage						
Name of Carrier	-AERO COACH AVIATION INT'L	MINOR		Fatal	Serious	Minor	None	
Type of Operation	-SCHEDULED, DOMESTIC, PASSENGER	Fire	Crew	0	0	0	1	
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	0	
Incident Occurred During	-LANDING							

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

Make/Model	- CESSNA 402C	Eng Make/Model	- CONTINENTAL TS10-520VB	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 6350	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 10	Rated Power	- 325 HP		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- UNK/NR	Last Departure Point		ON AIRPORT	
Method	- UNK/NR	FT. LAUDERDALE, FL			
Completeness	- UNK/NR	Destination		Airport Data	
Basic Weather	- VMC	SAME AS ACC/INC		Runway Ident	- N/A
Wind Dir/Speed	- 090/010 KTS	ATC/Airspace		Runway Lth/Wid	- N/A
Visibility	- 10.0 SM	Type of Flight Plan	- VFR	Runway Surface	- CONCRETE
Lowest Sky/Clouds	- 2200 FT SCATTERED	Type of Clearance	- VFR	Runway Status	- DRY
Lowest Ceiling	- 25000 FT BROKEN	Type Apch/Lndg	- FULL STOP		
Obstructions to Vision	- NONE				
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

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

Pilot-In-Command	Age - 31	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - YES	Total - 4105	Last 24 Hrs - 1
SE LAND, ME LAND	Months Since - 4	Make/Model - 1503	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 480	Last 90 Days - 125
		Multi-Eng - 2535	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE NOSE GEAR COLLAPSED ON TOUCHDOWN. AN EXAM OF THE NOSE GEAR ACTUATING ROD, THE ONLY POSITIVE DOWN LOCK, REVEALED THAT IT HAD BEEN IMPROPERLY ADJUSTED.

Brief of Incident (Continued)

File No. - 5017

4/20/85

WEST PALM BEACH, FL

A/C Reg. No. N6879Y

Time (Lcl) - 0743 EST

Occurrence NOSE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. LANDING GEAR, GEAR LOCKING MECHANISM - NOT ENGAGED
 2. MAINTENANCE, ADJUSTMENT - IMPROPER - COMPANY MAINTENANCE PSNL
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5020 4/24/85 PALM BEACH, FL A/C Reg. No. N3836C Time (Lcl) - 1417 EST

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

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-SOUL TURKEY INC	MINOR		Fatal	0	0	0
Type of Operation	-NON SCHED,INTL,PASSENGER	Fire	Crew	0	0	0	1
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	6
Incident Occurred During	-LANDING						

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

Make/Model	- ROCKWELL AC-500	Eng Make/Model	- LYCOMING O-540A2B	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 6000	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 7	Rated Power	- 250 HP		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		ON AIRPORT	
Method	- N/A	TREASURE CAY			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	PALM BEACH, FL		PALM BEACH INTER NAT'L	
Wind Dir/Speed	- 090/008 KTS	ATC/Airspace		Runway Ident	- 13
Visibility	- 9.0 SM	Type of Flight Plan	- VFR	Runway Lth/Wid	- 6930/ 150
Lowest Sky/Clouds	- 2500 FT	Type of Clearance	- VFR	Runway Surface	- ASPHALT
Lowest Ceiling	- NONE	Type Apch/Lndg	- STRAIGHT-IN	Runway Status	- DRY
Obstructions to Vision	- NONE				
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

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

Pilot-In-Command	Age - 51	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL,CFI	Current - YES	Total - 2699	Last 24 Hrs - 2
SE LAND,ME LAND,SE SEA	Months Since - 8	Make/Model - 970	Last 30 Days - UNK/NR
HELICOPTER	Aircraft Type - AC-500	Instrument - 403	Last 90 Days - 210
		Multi-Eng - 1793	Rotorcraft - 102

Instrument Rating(s) - NONE

-----Narrative-----

ON FINAL APCH, THE ACFT WAS ADVISED TWICE BY THE TOWER TO GO AROUND BECAUSE HIS LANDING GEAR WAS NOT EXTENDED, THE ACFT DID NOT RESPOND & LANDED GEAR UP ON RWY 13. EXAMINATION OF THE LANDING GEAR SYSTEM AFTER THE OCCURRENCE REVEALED THE WARNING HORN WAS INOPERATIVE, NO OTHER EVIDENCE OF SYSTEM FAILURE OR MALFUNCTION COULD BE FOUND.

Brief of Incident (Continued)

File No. - 5020

4/24/85

PALM BEACH, FL

A/C Reg. No. N3836C

Time (Lcl) - 1417 EST

Occurrence #1

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
 2. WHEELS UP LANDING - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN

Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5024 5/02/85 MIAMI, FL A/C Reg. No. N48VM Time (Lcl) - 0450 EDT

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

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-AIR CARGO AMERICA	MINOR					
Type of Operation	-NON SCHED, DOMESTIC, CARGO	Fire					
Flight Conducted Under	-14 CFR 135	IN FLIGHT	Crew	0	0	0	1
Incident Occurred During	-LANDING		Pass	0	0	0	0

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

Make/Model	- BRITTEN-NORMAN BN-2A-27	Eng Make/Model	- LYCOMING O-540	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 6600	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 10	Rated Power	- 260 HP		

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- FSS	Last Departure Point	OFF AIRPORT/STRIP
Method	- TELEPHONE	ORLANDO, FL	
Completeness	- WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather	- VMC	MIAMI, FL	MIAMI INTERNATIONAL
Wind Dir/Speed	- 350/003 KTS	ATC/Airspace	Runway Ident
Visibility	- 6.0 SM	Type of Flight Plan	- 12
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- 9601/ 150
Lowest Ceiling	- NONE	Type Apch/Lndg	- ASPHALT
Obstructions to Vision	- FOG		Runway Status
Precipitation	- NONE		- DRY
Condition of Light	- NIGHT(BRIGHT)		

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

Pilot-In-Command	Age - 23	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current	- YES	Total
SE LAND, ME LAND	Months Since	- 14	Make/Model
	Aircraft Type	- UNK/NR	Instrument
			Multi-Eng
			104

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT HAD A TOTAL OF 75 GALS OF FUEL ON BOARD FOR THE ROUND TRIP FROM MIAMI TO ORLANDO & RETURN. THE PLT STATED THAT THE FLIGHT NORMALLY REQUIRED 3 FLT HRS & FUEL CONSUMPTION WAS 25 GPH. THE ACFT WAS RETURNING TO MIAMI WHEN BOTH ENGS QUIT. THE PLT MADE A NIGHT FORCED LANDING 1 MI NW OF HIS DESTINATION, MIAMI INTL ARPT. THE PLT STATED THE CASUE OF THIS ACCIDENT WAS FUEL EXHAUSTION DUE TO POOR PREFLT PLANNING ON HIS PART.

Brief of Incident (Continued)

File No. - 5024

5/02/85

MIAMI, FL

A/C Reg. No. N48VM

Time (Lc1) - 0450 EDT

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

Finding(s)

1. FLUID, FUEL - EXHAUSTION
 2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

3. OBJECT - UTILITY POLE
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5028 5/31/85 VERO BEACH, FL A/C Reg. No. N63845 Time (Lcl) - 1323 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -INSTRUCTIONAL
Flight Conducted Under -14 CFR 91
Incident Occurred During -LANDING

Aircraft Damage

MINOR

Fire

NONE

Crew
Pass

Fatal
0
0

Injuries

Serious

0

0

Minor

0

0

None

2

0

-----Aircraft Information-----

Make/Model - PIPER AZTEC PA-23-250
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5200
No. of Seats - 6

Eng Make/Model - LYCOMING IO-540C4B5
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 - UNK/NR
Method - UNK/NR
Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- 160/009 KTS
Visibility - 6.0 SM
Lowest Sky/Clouds - SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
VERO BEACH, FL

Destination

SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - VFR
Type Apch/Lndg - TRAFFIC PATTERN
FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

VERO BEACH
Runway Ident - 04
Runway Lth/Wid - 4975/ 200
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
ATP,CFI
SE LAND,ME LAND

Age - 52
Biennial Flight Review
Current - YES
Months Since - 13
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total - 18600 Last 24 Hrs - 4
Make/Model- 5015 Last 30 Days- UNK/NR
Instrument- 1250 Last 90 Days- 270
Multi-Eng - 5815

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE IN THE TRAFFIC PATTERN, THE CFI'S ATTENTION WAS DIVERTED AS HE ATTEMPTED TO ASSIST ATC WITH SOME RADIO FREQUENCY INFO. WHILE BEING SO DISTRACTED, HE PERMITTED THE STUDENT TO LAND THE ACFT WITH THE GEAR UP.

Brief of Incident (Continued)

File No. - 5028

5/31/85

VERO BEACH, FL

A/C Reg. No. N63845

Time (Lc1) - 1323 EDT

Occurrence

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WHEELS UP LANDING - INADVERTENT - PILOT IN COMMAND(CFI)
 2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND(CFI)
 3. CHECKLIST - NOT USED - PILOT IN COMMAND(CFI)
 4. GEAR EXTENSION - NOT PERFORMED - PILOT IN COMMAND(CFI)
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this incident is/are finding(s) 4

Factor(s) relating to this incident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5033 6/18/85 MIAMI, FL A/C Reg. No. N25701 Time (Lcl) - 1828 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Injuries			
	MINOR	Fatal	Serious	Minor	None
Type of Operation -INSTRUCTIONAL	Fire	0	0	0	2
Flight Conducted Under -14 CFR 91	NONE	0	0	0	0
Incident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - PIPER PA-38-112	Eng Make/Model - LYCOMING O-235-L2A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 112 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	TAMiami
Wind Dir/Speed- 160/004 KTS	ATC/Airspace	Runway Ident - 09
Visibility - 8.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5002/ 150
Lowest Sky/Clouds - 25000 FT THIN BKN	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 - 31	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 2350
SE LAND,ME LAND	Months Since - 1	Make/Model- 1300
	Aircraft Type - C-152	Instrument- 204
		Multi-Eng - 180
		Last 24 Hrs - 30
		Last 30 Days- 36
		Last 90 Days- 179

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WING DROPPED TO THE RWY AFTER LNDG. THE CFI SAID THAT THE LNDG WAS SMOOTH WITH THE STUDENT PLT AT THE CONTROLS. WHEN THE WING STARTED DROPPING THE CFI SAID HE TOOK THE CONTROLS BUT COULD NOT KEEP THE WING UP. POST ACC INVEST SHOWED THAT THE LEFT MAIN LNDG GEAR ATTACHMENT HAD SEPARATED.

Brief of Incident (Continued)

File No. - 5033

6/18/85

MIAMI, FL

A/C Reg. No. N25701

Time (Lc1) - 1828 EDT

Occurrence MAIN GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. LANDING GEAR, MAIN GEAR ATTACHMENT - SEPARATION

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this incident
is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5029 6/19/85 FT. PIERCE, FL A/C Reg. No. N5033T Time (Lcl) - 1720 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage				
	MINOR				
Type of Operation	Fire	Crew	Fatal	Injuries	
Flight Conducted Under	NONE	Pass	0	Serious	Minor
Incident Occurred During			0	0	None
				0	2
				0	0

-----Aircraft Information-----

Make/Model	- PIPER AIRCRAFT CORP. PA-28R-200	Eng Make/Model	- LYCOMING IO360	CIC	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1		Stall Warning System	- YES
Max Gross Wt	- 2900	Engine Type	- RECIP-FUEL INJECTED			
No. of Seats	- 4	Rated Power	- 200 HP			

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	ON AIRPORT	
Method	- N/A		
Completeness	- N/A		
Basic Weather	- VMC	Airport Data	
Wind Dir/Speed	- 120/014 KTS	ST. LUCIE COUNTY INTERN.	
Visibility	- 6.0 SM	Runway Ident	- 14
Lowest Sky/Clouds	-	Runway Lth/Wid	- 5000/ 200
Lowest Ceiling	- 25000 FT BROKEN	Runway Surface	- ASPHALT
Obstructions to Vision	- HAZE	Runway Status	- DRY
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		
	ATC/Airspace		
	Type of Flight Plan	- NONE	
	Type of Clearance	- NONE	
	Type Apch/Lndg	- TRAFFIC PATTERN	
		TOUCH AND GO	
		FULL STOP	

-----Personnel Information-----

Pilot-In-Command	Age - 39	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT			
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)				
COMMERCIAL, ATP, CFI	Current	- YES	Total	- 3390	Last 24 Hrs	- 60
SE LAND, ME LAND	Months Since	- 4	Make/Model	- 397	Last 30 Days	- 95
	Aircraft Type	- UNK/NR	Instrument	- 175	Last 90 Days	- 292
			Multi-Eng	- 567		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE LANDING CHECK LIST WAS NOT PROPERLY FOLLOWED AND BOTH PILOTS NEGLECTED TO EXTEND THE LANDING GEAR IN PREPARATION FOR LANDING

Brief of Incident (Continued)

File No. - 5029

6/19/85

FT. PIERCE, FL

A/C Reg. No. N5033T

Time (Lcl) - 1720 EDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. TERRAIN CONDITION - RUNWAY
2. GEAR EXTENSION - NOT PERFORMED - DUAL STUDENT
3. CHECKLIST - INADEQUATE - PILOT IN COMMAND(CFI)
4. SUPERVISION - POOR - PILOT IN COMMAND(CFI)
5. PROCEDURES/DIRECTIVES - INADEQUATE - DUAL STUDENT
6. IMPROPER USE OF PROCEDURE, INATTENTIVE - DUAL STUDENT

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this incident is/are finding(s) 2,3,4,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5035 7/05/85 WEST PALM BCH, FL A/C Reg. No. N163A Time (Lcl) - 0950 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage				
	NONE				
Type of Operation -EXECUTIVE/CORPORATE	Fire	Fatal	Injuries		
Flight Conducted Under -14 CFR 91	NONE	Crew 0	Serious 0	Minor 0	None 2
Incident Occurred During -TAKEOFF		Pass 0			8
		Other 0			1

-----Aircraft Information-----

Make/Model - GATES LEARJET CORP. LR-35A	Eng Make/Model - GARRETT TFE-731-2-2B	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 17000	Engine Type - TURBOFAN	
No. of Seats - 10	Rated Power - 3500 LBS THRUST	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	NASSAU	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	NASSAU	WEST PALM BEACH INT'L
Wind Dir/Speed- 120/007 KTS	ATC/Airspace	Runway Ident - 09
Visibility - 10.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 7991/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - 2500 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT	FULL STOP	

-----Personnel Information-----

Pilot-In-Command	Age - 34	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - UNK/NR
SE LAND, ME LAND	Months Since - 7	Last 24 Hrs - UNK/NR
	Aircraft Type - 35A	Make/Model- UNK/NR
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- UNK/NR
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

A LEARJET 35 WAS CLEARED ON TO RUNWAY 09L AND HOLD, THE LEARJET CREW CONFIRMED WITH THE AIR TRAFFIC CONTROL TOWER PERSONNEL THAT THE TRANSMISSION WAS INTENDED FOR THEM AND TAXIED INTO POSITION AND HELD. PERSONNEL ON DUTY IN THE CONTROL TOWER THEN CLEARED A CESSNA 403 POSITION AND HOLD ON RUNWAY 13. THE TOWER PERSONNEL THEN CLEARED THE LEARJET FOR DEPARTURE AND HE ACKNOWLEDGED. BOTH AIRCRAFT THEN BEGAN TO TAKE OFF AND MISSED EACH OTHER BY ABOUT 10 FT AFTER BECOMING AIRBORNE. THE PILOT OF THE CESSNA STATED LATER THAT HE THOUGHT THE CLEARANCE WAS FOR HIM.

Brief of Incident (Continued)

File No. - 5035

7/05/85

WEST PALM BCH,FL

A/C Reg. No. N163A

Time (Lc1) - 0950 EDT

Occurrence NEAR COLLISION BETWEEN AIRCRAFT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. INTERPRETATION OF INSTRUCTIONS - INACCURATE - PILOT OF OTHER AIRCRAFT
 2. RADIO COMMUNICATIONS - INADEQUATE - PILOT OF OTHER AIRCRAFT
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this incident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5035 7/05/85 WEST PALM BCH, FL A/C Reg. No. N68368 Time (Lc1) - 0950 EDT

-----Basic Information-----

Type Operating Certificate	COMMUTER	Aircraft Damage					
Name of Carrier	-GULL AIR	NONE		Fatal	Serious	Minor	None
Type of Operation	-SCHEDULED, DOMESTIC, PASSENGER	Fire	Crew	0	0	0	1
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	0
Incident Occurred During	-TAKEOFF		Other	0	0	0	10

-----Aircraft Information-----

Make/Model	- CESSNA 402	Eng Make/Model	- CONTINENTAL TSIO-520VB	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 6850	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 7	Rated Power	- 325 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	ON AIRPORT
Method - TELEPHONE	WEST PALM BCH, FL	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	MIAMI, FL	W. PALM BEACH INTER'L
Wind Dir/Speed - 120/007 KTS	ATC/Airspace	Runway Ident - 13
Visibility - 10.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 6930/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - 2500 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision - NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

FULL STOP

-----Personnel Information-----

Pilot-In-Command	Age - 29	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, ATP	Current - YES	Total - 6435
SE LAND, ME LAND	Months Since - 5	Make/Model - 2988
	Aircraft Type - 402C	Instrument - 580
		Multi-Eng - 4505
		Last 24 Hrs - UNK/NR
		Last 30 Days - UNK/NR
		Last 90 Days - 330

Instrument Rating(s) - AIRPLANE

-----Narrative-----

A LEARJET 35 WAS CLEARED ON TO RUNWAY 09L AND HOLD, THE LEARJET CREW CONFIRMED WITH THE AIR TRAFFIC CONTROL TOWER PERSONNEL THAT THE TRANSMISSION WAS INTENDED FOR THEM AND TAXIED INTO POSITION AND HELD. PERSONNEL ON DUTY IN THE CONTROL TOWER THEN CLEARED A CESSNA 403 INTO POSITION AND HOLD ON RUNWAY 13. THE TOWER PERSONNEL THEN CLEARED THE LEARJET FOR DEPARTURE AND HE AKNOWLEDGED. BOTH AIRCRAFT THEN BEGAN TO TAKE OFF AND MISSED EACH OTHER BY ABOUT 10 FT AFTER BECOMING AIRBORNE. THE PILOT OF THE CESSNA STATED LATER THAT THE THOUGHT THE CLEARANCE WAS FOR HIM.

Brief of Incident (Continued)

File No. - 5035

7/05/85

WEST PALM BCH, FL

A/C Reg. No. N68368

Time (Lcl) - 0950 EDT

Occurrence NEAR COLLISION BETWEEN AIRCRAFT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. INTERPRETATION OF INSTRUCTIONS - INACCURATE - PILOT IN COMMAND
 2. RADIO COMMUNICATIONS - INADEQUATE - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this incident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5037 7/15/85 JACKSONVILLE, FL A/C Reg. No. N6289T Time (Lcl) - 1354 EDT

-----Basic Information-----

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-TAMPA AIRWAYS INC.	MINOR					
Type of Operation	-NON SCHED, DOMESTIC, CARGO	Fire	Crew	Fatal	0	0	0
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	0
Incident Occurred During	-LANDING						

-----Aircraft Information-----

Make/Model	- CESSNA AIRCRAFT CO. R182	Eng Make/Model	- LYCOMING O-540-J3C5D	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3200	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 260 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		ON AIRPORT	
Method	- N/A	ORLANDO, FL			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	SAME AS ACC/INC		JACKSONVILLE INT'L	
Wind Dir/Speed	- 220/011 KTS	ATC/Airspace		Runway Ident	- 25
Visibility	- 4.000 SM	Type of Flight Plan	- NONE	Runway Lth/Wid	- 8000/ 150
Lowest Sky/Clouds	- 10000 FT THIN BKN	Type of Clearance	- NONE	Runway Surface	- ASPHALT
Lowest Ceiling	- 25000 FT OVERCAST	Type Apch/Lndg	- TRAFFIC PATTERN	Runway Status	- DRY
Obstructions to Vision	- NONE		FULL STOP		
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

-----Personnel Information-----

Pilot-In-Command	Age - 20	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL, CFI	Current - YES	Total - 1235	Last 24 Hrs - 3
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model - 38	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 120	Last 90 Days - 212
		Multi-Eng - 35	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT HE MADE A NORMAL TOUCHDOWN & ON HIS LANDING ROLLOUT THE NOSE GEAR COLLAPSED. THE LANDING GEAR WAS CYCLED SEVERAL TIMES AFTER THIS OCCURRENCE & NO ABNORMALITY WAS OBSERVED. NO DETERMINATION COULD BE MADE OF THE MALFUNCTION OF THE LANDING GEAR SYSTEM AS DESCRIBED BY THE PLT.

Brief of Incident (Continued)

File No. - 5037

7/15/85

JACKSONVILLE, FL

A/C Reg. No. N6289T

Time (Lc1) - 1354 EDT

Occurrence NOSE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)
1. UNDETERMINED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this incident
is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5039 7/24/85 WEST PALM BEACH, FL A/C Reg. No. N1554G Time (Lcl) - 1914 EDT

-----Basic Information-----

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage						
Name of Carrier	-CHANDELLE AVIATION CORP.	MINOR						
Type of Operation	-NON SCHED, DOMESTIC, PASSENGER	Fire	Crew	Fatal	Serious	Minor	None	
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	1	
Incident Occurred During	-LANDING			0	0	0	2	

-----Aircraft Information-----

Make/Model	- CESSNA 402B	Eng Make/Model	- CONTINENTAL TS10520E	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 6300	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 8	Rated Power	- 300 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	NAPLES, FL		PALM BEACH INTERNATIONAL	
Wind Dir/Speed	- 010/003 KTS	ATC/Airspace		Runway Ident	- 13
Visibility	- 8.0 SM	Type of Flight Plan	- VFR	Runway Lth/Wid	- 6930/ 19
Lowest Sky/Clouds	- 2000 FT SCATTERED	Type of Clearance	- NONE	Runway Surface	- ASPHALT
Lowest Ceiling	- 25000 FT OVERCAST	Type Apch/Lndg	- NONE	Runway Status	- DRY
Obstructions to Vision	- NONE				
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

-----Personnel Information-----

Pilot-In-Command	Age - UNK/NR	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 1940	Last 24 Hrs - 1
SE LAND, ME LAND	Months Since - 7	Make/Model - 525	Last 30 Days - UNK/NR
	Aircraft Type - 402	Instrument - 92	Last 90 Days - 107
		Multi-Eng - 1370	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AIRCRAFT EXPERIENCED UNSAFE RIGHT MAIN GEAR INDICATION SEVERAL DAYS PRIOR TO THE INCIDENT. MECHANICS FOUND A DAMAGED MICRO SWITCH MOUNTING PLATE WHICH THEY REPAIRED ENOUGH TO HOLD UNTIL A NEW PLATE COULD BE ORDERED AND INSTALLED. ON DAY OF INCIDENT PILOT RECEIVED UNSAFE RIGHT MAIN GEAR INDICATION AND UPON LANDING PLACED A SIDE LOAD ON THE GEAR TO CHECK IT FOR SECURITY. AT THIS TIME A LOUD BANG WAS HEARD FROM THE AREA OF THE RIGHT MAIN GEAR AND THE GEAR BEGAN TO COLLAPSE. A BALKED LANDING WAS PERFORMED AND ON THE SECOND ATTEMPT TO LAND THE RIGHT GEAR AGAIN BEGAN TO COLLAPSE. THE PILOT FLEW THE AIRCRAFT BACK TO HIS DEPARTURE POINT AND ON LANDING THE RIGHT GEAR COLLAPSED. POST CRASH INSPECTION OF THE AIRCRAFT REVEALED THE RIGHT GEAR OVER CENTER BRACE HAD FAILED ALONG WITH ITS MOUNTING BOL.T METALLURGICAL EXAMINATION OF THE FAILED COMPONENTS REVEALED THEY FAILED DUE TO OVERSTRESS WITH NO INDICATIONS OF PREVIOUS CRACKS OR PRESENCE OF CORROSION.

Brief of Incident (Continued)

File No. - 5039

7/24/85

WEST PALM BEACH, FL

A/C Reg. No. N1554G

Time (Lc1) - 1914 EDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation APPROACH

Finding(s)

1. LANDING GEAR, GEAR INDICATING SYSTEM - FAILURE, PARTIAL
-

Occurrence #2 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

2. LANDING GEAR, MAIN GEAR - OVERLOAD
 3. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND
-

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 incident is/are finding(s) 2,3

Factor(s) relating to this incident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5044 8/26/85 FT. LAUDERDALE, FL A/C Reg. No. N1760E Time (Lcl) - 1610 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage						
	MINOR						
Type of Operation -PERSONAL	Fire	Crew	Fatal	Injuries			
Flight Conducted Under -14 CFR 91	NONE	Pass	0	Serious	Minor	None	
Incident Occurred During -TAXI			0	0	0	1	0

-----Aircraft Information-----

Make/Model - AERONCA 7AC	Eng Make/Model - CONTINENTAL 65-8	ELT Installed/Activated - UNK/NR
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1227	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 65 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	FT. LAUDERDALE EXECUTIVE
Wind Dir/Speed- 090/010 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 4.000 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - PART OBS	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 6000 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 35	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP,CFI	Current - UNK/NR	Total - UNK/NR
SE LAND	Months Since - UNK/NR	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT WHILE TAXING FOR TAKEOFF THE ACFT ENCOUNTERED A GUST OF WIND. NOSED OVER & THE PROPELLER & RIGHT WING TIP STRUCK THE GROUND.

Brief of Incident (Continued)

File No. - 5044

8/26/85

FT. LAUDERDALE, FL

A/C Reg. No. N1760E

Time (Lcl) - 1610 EDT

Occurrence NOSE OVER
Phase of Operation TAXI

Finding(s)

1. COMPENSATION FOR WIND CONDITIONS - NOT ATTAINED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this incident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5069 8/29/85 SARASOTA, FL A/C Reg. No. N47GP Time (Lcl) - 2232 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage MINOR		Injuries			
Type of Operation -NON-SCHED	Fire	Crew	Fatal	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Incident Occurred During -TAKEOFF			0	0	0	0

-----Aircraft Information-----

Make/Model - SMITH PA-600	Eng Make/Model - LYCOMING TIO-540G1B5	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - UNK/NR
Max Gross Wt - 5500	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 1	Rated Power - 290 HP	

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - UNK/NR</p> <p>Completeness - WEATHER NOT PERTINENT</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 100/006 KTS</p> <p>Visibility - 7.0 SM</p> <p>Lowest Sky/Clouds - 8000 FT SCATTERED</p> <p>Lowest Ceiling - 20000 FT BROKEN</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 SARASOTA, FL</p> <p>Destination TAMPA, FL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - IFR</p> <p>Type of Clearance - IFR</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data SARASOTA-BRADENTON</p> <p>Runway Ident - 14</p> <p>Runway Lth/Wld - 7000/ 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) COMMERCIAL SE LAND, ME LAND</p>	<p>Age - 46</p> <p>Biennial Flight Review Current - UNK/NR Months Since - UNK/NR 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 - 2100</td> <td>Last 24 Hrs - 5</td> </tr> <tr> <td>Make/Model- 410</td> <td>Last 30 Days- UNK/NR</td> </tr> <tr> <td>Instrument- 150</td> <td>Last 90 Days- 150</td> </tr> <tr> <td>Multi-Eng - 1340</td> <td></td> </tr> </table>	Total - 2100	Last 24 Hrs - 5	Make/Model- 410	Last 30 Days- UNK/NR	Instrument- 150	Last 90 Days- 150	Multi-Eng - 1340	
Total - 2100	Last 24 Hrs - 5									
Make/Model- 410	Last 30 Days- UNK/NR									
Instrument- 150	Last 90 Days- 150									
Multi-Eng - 1340										

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE ON TAKEOFF INITIAL CLIMB THE RIGHT ENGINE HYDRAULIC PUMP SHAFT FAILED AND THE PILOT DID NOT RECEIVE A POSITIVE UPLOCK. THE PILOT THEN SELECTED GEAR DOWN AND DID OBTAIN A GEAR DOWN INDICATION. ON LANDING THE NOSE GEAR COLLAPSED. NOSE GEAR DOWN LOCKS WERE FOUND TO BE SLIGHTLY WORN.

Brief of Incident (Continued)

File No. - 5069

8/29/85

SARASOTA, FL

A/C Reg. No. N47GP

Time (Lcl) - 2232 EDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. HYDRAULIC SYSTEM, PUMP - FAILURE, TOTAL

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

2. LANDING GEAR, EMERGENCY EXTENSION ASSEMBLY - WORN
3. MAINTENANCE, INSPECTION OF AIRCRAFT - INADEQUATE - COMPANY MAINTENANCE PSNL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this incident is/are finding(s) 2,3

Factor(s) relating to this incident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5047 9/08/85 WEST PALM BCH, FL A/C Reg. No. N1300L Time (Lcl) - 1120 EDT

-----Basic Information-----

Type Operating Certificate-AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage	Injuries			
Name of Carrier -DELTA AIRLINES	MINOR	Fatal	Serious	Minor	None
Type of Operation -SCHEDULED, DOMESTIC, PAX/CARGO	Fire	Crew 0	0	0	10
Flight Conducted Under -14 CFR 121	ON GROUND	Pass 0	0	0	97
Incident Occurred During -TAKEOFF					

-----Aircraft Information-----

Make/Model - DOUGLAS DC-8-71	Eng Make/Model - GENERAL ELEC. CFM56-2-CI	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 4	Stall Warning System - YES
Max Gross Wt - 360000	Engine Type - TURBOFAN	
No. of Seats - 152	Rated Power - 24000 LBS THRUST	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	ON AIRPORT
Method - TELETYPE	WEST PALM BCH, FL	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	ATLANTA, GA	WEST PALM BEACH
Wind Dir/Speed- 090/010 KTS	ATC/Airspace	Runway Ident - 13
Visibility - 12.0 SM	Type of Flight Plan - IFR	Runway Lth/Wld - 6930/ 150
Lowest Sky/Clouds - 2200 FT SCATTERED	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - UNK/NR	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - UNK/NR	Total - UNK/NR
ME LAND	Months Since - UNK/NR	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING TAKE OFF ROLL THE #4 ENGINE FAILED CAUSING CATOSTROPHIC DESTRUCTION OF THE ENGINE. DURING SUBSEQUENT EXAMINATION THE LEFT VGV ACTUATOR PIN WAS FOUND TO BE MISSING. WITHOUT THIS PIN THE VGV ARMS ARE AYSEMETRICALLY DRIVEN. THE VGV ARMS WERE FOUND BROKEN IN HIGH STRESS LOW CYCLE DRIVEN. THE VGV ARMS WERE FOUND BROKEN IN HIGH STRESS LOW CYCLE FATIGUE. THE HIGH PRESSURE COMPRESSER BLADES WERE FAILED IN LOW STRESS HIGH CYCLE FATIGUE.

Brief of Incident (Continued)

File No. - 5047

9/08/85

WEST PALM BCH, FL

A/C Reg. No. N1300L

Time (Lc1) - 1120 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. COMPRESSOR ASSEMBLY, VARIABLE INLET GUIDE VANE - FATIGUE
2. MAINTENANCE, OVERHAUL - NOT PERFORMED - OTHER MAINTENANCE PSNL
3. ENGINE ASSEMBLY, MASTER ROD - DISCONNECTED

Occurrence #2 FIRE
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

4. COMPRESSOR ASSEMBLY, BLADE - OVERTEMPERATURE

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this incident is/are finding(s) 1,2

Factor(s) relating to this incident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5050

10/04/85

JACKSONVILLE, FL

A/C Reg. No. N8614N

Time (Lc1) - 0906 EDT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI
Name of Carrier -CHAPMAN AIR, INC.
Type of Operation -NON SCHED, DOMESTIC, CARGO
Flight Conducted Under -14 CFR 135
Incident Occurred During -LANDING

Aircraft Damage
MINOR
Fire
IN FLIGHT

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-32-300
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3400
No. of Seats - 2

Eng Make/Model - LYCOMING IO-540-K1A5
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 300 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 200/003 KTS

Visibility - 5.0 SM

Lowest Sky/Clouds - 900 FT SCATTERED

Lowest Ceiling - 900 FT BROKEN

Obstructions to Vision- FOG

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

JACKSONVILLE, FL

Destination

ORLANDO, FL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - IFR

Type of Clearance - IFR

Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

ATP, CFI

SE LAND, ME LAND

Age - 30

Biennial Flight Review

Current - YES

Months Since - 3

Aircraft Type - 32-301

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 8060

Make/Model- 2000

Instrument- 83

Multi-Eng - 1300

Last 24 Hrs - 1

Last 30 Days- UNK/NR

Last 90 Days- 15

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER DEPARTURE FLIGHT EXPERIENCED LOSS OF ENGINE POWER AND VISIBLE SMOKE COMING FROM THE WINDSHIELD EXHAUST DUCTS. THE ENGINE SUBSEQUENTLY FAILED BUT THE PILOT WAS ABLE TO REGAIN POWER AND RETURN TO THE AIRPORT FOR A NORMAL LANDING. POST LANDING INSPECTION OF THE AIRCRAFT REVEALED AN EXHAUST PIPE HAD CRACKED AND CAUSED THE LOWER ENGINE COWLING TO CATCH FIRE JUST FORWARD OF THE ENGINE AIR INTAKE. THE EXHAUST HAD CRACKED WHERE A PREVIOUS REPAIR HAD BEEN MADE DUE TO A PREVIOUS CRACK. THE REPAIR WAS IMPROPER DUE TO THE WELD NOT FULLY PENETRATING THE CRACKED METAL.

Brief of Incident (Continued)

File No. - 5050

10/04/85

JACKSONVILLE,FL

A/C Reg. No. N8614N

Time (Lc1) - 0906 EDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. EXHAUST SYSTEM,MANIFOLD - CRACKED
2. MAINTENANCE,MAJOR REPAIR - IMPROPER - COMPANY MAINTENANCE PSNL

Occurrence #2 FIRE
Phase of Operation CLIMB - TO CRUISE

Finding(s)

3. COOLING SYSTEM,COWLING - FIRE

Occurrence #3 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CLIMB - TO CRUISE

Occurrence #4 MISCELLANEOUS/OTHER
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this incident is/are finding(s) 1

Factor(s) relating to this incident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5055 10/25/85 LIVE OAK, FL

A/C Reg. No. N9558L

Time (Lcl) - 1630 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

Injuries

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Incident Occurred During -LANDING

MINOR
Fire
NONE

Crew
Pass

Fatal
0
0

Serious
0
0

Minor
0
0

None
1
2

-----Aircraft Information-----

Make/Model - GRUMMAN AMERICAN AVN. CO AA-5 Eng Make/Model - LYCOMING O-320 SERIES
Landing Gear - TRICYCLE-FIXED Number Engines - 1
Max Gross Wt - 2200 Engine Type - RECIPROCATING-CARBURETOR
No. of Seats - 4 Rated Power - 150 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 - VMC
Wind Dir/Speed- 060/010 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 4500 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
DUNNELLON, FL
Destination
LIVE OAK, FL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FULL STOP

Airport Proximity
ON AIRSTRIP

Airport Data

SUWANNEE BELLE
Runway Ident - 24
Runway Lth/Wid - 2700/ 75
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 25
Biennial Flight Review
Current - YES
Months Since - 12
Aircraft Type - 152

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)
Total - 132 Last 24 Hrs - 1
Make/Model- 4 Last 30 Days- 5
Instrument- 2 Last 90 Days- 12

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT MADE A DOWNWIND LANDING TOUCHING DOWN LONG ON THE RWY. THE ACFT COULD NOT BE STOPPED & RAN OFF THE END OF THE RWY. THE PLT STATED THAT HE MISREAD THE WINDSOCK.

Brief of Incident (Continued)

File No. - 5055

10/25/85

LIVE OAK, FL

A/C Reg. No. N9558L

Time (Lcl) - 1630 EDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. PROPER TOUCHDOWN POINT - NOT USED - PILOT IN COMMAND
 2. WRONG RUNWAY - NOT USED - PILOT IN COMMAND
 3. WRONG RUNWAY - NOT USED - PILOT IN COMMAND
 4. WIND INFORMATION - MISREAD - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this incident is/are finding(s) 1,2,3

Factor(s) relating to this incident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5056 10/25/85 MIAMI, FL A/C Reg. No. N67876 Time (Lc1) - 0850 EDT

-----Basic Information-----

Type Operating Certificate	-COMMUTER	Aircraft Damage					
Name of Carrier	-GULL AIR, INC.	MINOR		Fatal	0	0	0
Type of Operation	-SCHEDULED, DOMESTIC, PASSENGER	Fire	Crew	0	0	0	1
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	3
Incident Occurred During	-LANDING						

-----Aircraft Information-----

Make/Model	- CESSNA 402C	Eng Make/Model	- CONTINENTAL TS10-520-VB	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 6350	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 10	Rated Power	- 325 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		ON AIRPORT	
Method	- N/A	WEST PALM BCH, FL			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	SAME AS ACC/INC		MIAMI	
Wind Dir/Speed	- 050/011 KTS			Runway Ident	- 12
Visibility	- 7.0 SM	ATC/Airspace		Runway Lth/Wid	- 9600/ 150
Lowest Sky/Clouds	- 2500 FT SCATTERED	Type of Flight Plan	- NONE	Runway Surface	- ASPHALT
Lowest Ceiling	- NONE	Type of Clearance	- VFR	Runway Status	- DRY
Obstructions to Vision	- NONE	Type Apch/Lndg	- FULL STOP		
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

-----Personnel Information-----

Pilot-In-Command	Age - 24	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE, COMMERCIAL, ATP	Current - YES	Total - 3675	Last 24 Hrs - 42
SE LAND, ME LAND, SE SEA, ME SEA	Months Since - 1	Make/Model - 1005	Last 30 Days - UNK/NR
GLIDER	Aircraft Type - 402C	Instrument - 370	Last 90 Days - 277
		Multi-Eng - 2707	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT HE MADE A NORMAL APCH TO RWY 12 BUY ON LANDING ROLLOUT AS THE NOSE OF THE ACFT TOUCHED DOWN THE NOSE GEAR ASS'Y FOLDED & THE ACFT SLID TO A STOP, POST CRASH EXAMINATION OF THE ACFT REVEALED THAT THE GREEN LIGHT FOR THE NOSE GEAR REMAINED ON REGARDLESS OF THE LANDING GEAR POSITION DUE TO A BROKEN LEAD WIRE ON THE # 5 POLE OF THE NOSE LANDING GEAR POSITION MICRO SWITCH, THIS MICRO SWITCH ALSO ACTIVATES THE HYDRAULIC PRESSURE WHICH HOLDS THE GEAR IN THE LOCKED POSITION, THEREFORE THE PLT OBTAINED A DOWN AND LOCKED INDICATION WITH THE GEAR NOT ACTUALLY LOCKED IN THE DOWN POSITION.

Brief of Incident (Continued)

File No. - 5056

10/25/85

MIAMI, FL

A/C Reg. No. N67876

Time (Lc1) - 0850 EDT

Occurrence

Phase of Operation LANDING - ROLL

Finding(s)

1. LANDING GEAR, GEAR INDICATING SYSTEM - FALSE INDICATION
 2. ELECTRICAL SYSTEM, ELECTRIC WIRING - DISCONNECTED
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this incident is/are finding(s) 2

Factor(s) relating to this incident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5060 11/09/85 MIAMI, FL

A/C Reg. No. N2103K

Time (Lc1) - 1521 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	1

Type of Operation -INSTRUCTIONAL

Flight Conducted Under -14 CFR 91

Incident Occurred During -LANDING

Fire Crew
NONE Pass

-----Aircraft Information-----

Make/Model - PIPER PA-44-180
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3800
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-E1A6D
Number Engines - 2
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

ELT Installed/Activated - YES-UNK/NR
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 120/007 KTS
Visibility - 8.0 SM
Lowest Sky/Clouds - 3500 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TOUCH AND GO

Airport Proximity
ON AIRPORT

Airport Data

TAMiami
Runway Ident - 09
Runway Lth/Wid - 4999/ 150
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL
SE LAND, ME LAND

Age - 40
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total - 1813	Last 24 Hrs - 22
Make/Model- 79	Last 30 Days- UNK/NR
Instrument- 849	Last 90 Days- 79
Multi-Eng - 1263	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT HE WAS ON A PRACTICE INSTRUMENT APCH & AFTER ARRIVING AT MINIMUMS, DECLARED A MISSED APCH, RETRACTED HIS LANDING GEAR & FLAPS BUT DECIDED TO LAND AND CONTINUED HIS APCH & INADVERTANTLY LANDED GEAR UP.

Brief of Incident (Continued)

File No. - 5060

11/09/85

MIAMI, FL

A/C Reg. No. N2103K

Time (Lc1) - 1521 EST

Occurrence

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
 2. WHEELS UP LANDING - INADVERTENT - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this incident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5086 2/11/85 MACON, GA A/C Reg. No. N401MX Time (Lcl) - 2100 EST

-----Basic Information-----

Type Operating Certificate	COMMUTER	Aircraft Damage									
Name of Carrier	-METRO EXPRESS	NONE		Fatal	0	Serious	0	Minor	0	None	2
Type of Operation	-SCHEDULED, DOMESTIC, PASSENGER	Fire		Crew	0	0	0	0	5		
Flight Conducted Under	-14 CFR 135	NONE		Pass	0	0	0	0	5		
Incident Occurred During	-CRUISE										

-----Aircraft Information-----

Make/Model	- BRITISH AEROSPACE BAE 3101 JETSEng Make/Model	- GARRETT TPE33110UF511	ELT Installed/Activated	- YES/NO	
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 15212	Engine Type	- TURBOPROP		
No. of Seats	- 19	Rated Power	- 900 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity	
Wx Briefing	- COMPANY	UNK/NR	
Method	- IN PERSON		
Completeness	- FULL	Airport Data	
Basic Weather	- IMC	Runway Ident	- N/A
Wind Dir/Speed	- 310/020 KTS	Runway Lth/Wid	- N/A
Visibility	- 2.000 SM	Runway Surface	- N/A
Lowest Sky/Clouds	-	Runway Status	- N/A
Lowest Ceiling	- BROKEN		
Obstructions to Vision	- FOG		
Precipitation	- SNOW		
Condition of Light	- NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 27	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - YES	Total	- 4000
SE LAND, ME LAND	Months Since - 4	Make/Model	- 800
	Aircraft Type - 3101	Instrument	- 625
		Multi-Eng	- 2000

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACFT WAS BEING SLOWED TO HOLDING SPEED IN ICING CONDITIONS. CREW HEARD SOUND OF ICE STRIKING LEFT SIDE OF FUSELAGE FOLLOWED BY SPOOL DOWN OF LEFT ENGINE. THEN SAME OCCURRED ON THE RIGHT SIDE. DUAL AIRSTART SUCCESSFUL. CREW ELECTED TO MAKE PRECAUTIONARY LDG. SYSTEM CHECKED GOOD. CONTINUOUS IGN. HAD NOT BEEN SELECTED PRIOR TO FLAMEOUTS.

Brief of Incident (Continued)

File No. - 5086

2/11/85

MACON, GA

A/C Reg. No. N401MX

Time (Lc1) - 2100 EST

Occurrence LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - HOLDING(IFR)

Finding(s)

1. IGNITION SYSTEM,IGNITION COIL - NOT ENGAGED
 2. ANTI-ICE/DE-ICE SYSTEM - INADEQUATE - MANUFACTURER
 3. INSUFFICIENT STANDARDS/REQUIREMENTS - FAA(ORGANIZATION)
 4. WEATHER CONDITION - ICING CONDITIONS
 5. PROCEDURES/DIRECTIVES - INADEQUATE - MANUFACTURER
 6. WEATHER CONDITION - CLOUDS
 7. PROCEDURES/DIRECTIVES - INADEQUATE - FAA(OTHER/ORGANIZATION)
 8. WEATHER CONDITION - RAIN
 9. LIGHT CONDITION - DARK NIGHT
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this incident is/are finding(s) 1,2,4

Factor(s) relating to this incident is/are finding(s) 3,5,6,7,8,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5031

7/01/85

ALMA, GA

A/C Reg. No. N1793W

Time (Lcl) - 1450 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

MINOR

Fatal

Injuries

Serious

Minor

None

Type of Operation -PERSONAL

Flight Conducted Under -14 CFR 91

Incident Occurred During -LANDING

Fire

NONE

Crew

0

0

0

1

Pass

0

0

0

2

-----Aircraft Information-----

Make/Model - BEECH 95-B55

Landing Gear - TRICYCLE-RETRACTABLE

Max Gross Wt - 5100

No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-470 L

Number Engines - 2

Engine Type - RECIP-FUEL INJECTED

Rated Power - 260 HP

ELT Installed/Activated - YES/NO

Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NWS

Method - IN PERSON

Completeness - WEATHER NOT PERTINENT

Basic Weather - VMC

Wind Dir/Speed- 210/007 KTS

Visibility - 7.0 SM

Lowest Sky/Clouds - 10000 FT SCATTERED

Lowest Ceiling - 25000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

DAYTONA BEACH, FL

Destination

JONESBORO, GA

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

BACON CO

Runway Ident - 15

Runway Lth/Wid - 5000/ 100

Runway Surface - ASPHALT

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

ATP

SE LAND, ME LAND

Age - 46

Biennial Flight Review

Current - YES

Months Since - 4

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 8500

Make/Model- 75

Instrument- 1500

Multi-Eng - 5000

Last 24 Hrs - 3

Last 30 Days- 10

Last 90 Days- 25

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS LOG WITH THE GEAR RETRACTED DURING, PRACTICE TOUCH & GO LANDINGS. THE PLT WAS A FAA FLIGHT TEST ENGINEER. THE PLT STATED THAT THE GEAR COLLAPSED ON TOUCHDOWN, HOWEVER EXAMINATION OF THE LANDING GEAR SYSTEM FAILED TO REVEAL A LANDING MALFUNCTION.

Brief of Incident (Continued)

File No. - 5031

7/01/85

ALMA,GA

A/C Reg. No. N1793W

Time (Lc1) - 1450 EDT

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. TERRAIN CONDITION - RUNWAY
 2. GEAR EXTENSION - NOT PERFORMED - PILOT IN COMMAND
 3. IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
 4. PLANNED APPROACH - INADEQUATE - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this incident is/are finding(s) 2

Factor(s) relating to this incident is/are finding(s) 1,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5084 12/30/85 ATLANTA, GA A/C Reg. No. N231A Time (Lcl) - 1706 EST

-----Basic Information-----

Type Operating Certificate-AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage						
Name of Carrier -EASTERN AIRLINES, INC.	MINOR		Fatal	0	Serious	0	Injuries Minor
Type of Operation -SCHEDULED, DOMESTIC, PASSENGER	Fire	Crew	0	0	0	0	11
Flight Conducted Under -14 CFR 121	NONE	Pass	0	0	0	0	158
Incident Occurred During -TAKEOFF							

-----Aircraft Information-----

Make/Model - AIRBUS INDUSTRIES A-300B4-203	Eng Make/Model - GENERAL ELEC CF6-50C2	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 302000	Engine Type - TURBOFAN	
No. of Seats - 341	Rated Power - 51400 LBS THRUST	

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - COMPANY</p> <p>Method - TELETYPE</p> <p>Completeness - FULL</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 200/003 KTS</p> <p>Visibility - 15.0 SM</p> <p>Lowest Sky/Clouds - 15000 FT SCATTERED</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>ATLANTA, GA</p> <p>Destination</p> <p>SAN FRANCISCO, CA</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - IFR</p> <p>Type of Clearance - IFR</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p>UNK/NR</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>ATP</p> <p>ME LAND</p>	<p>Age - 55</p> <p>Biennial Flight Review</p> <p>Current - YES</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 - 14973</p> <p>Make/Model- 2226</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-----

DURING TAKEOFF INITIAL CLIMB THE AIRCRAFT EXPERIENCED AN UNCONTAINED FAILURE OF THE NO 1 ENGINE. THE PILOT RETURNED TO THE AIRPORT AND LANDED WITHOUT FURTHER INCIDENT. POST INCIDENT EXAMINATION DISCLOSED FOUR BROKEN TURBINE MID FRAME STRUT STUDS. THE FRACTURE SURFACES EXHIBITED FATIGUE SIGNATURES. A PROPOSED STRUD STUD DESIGN IS BEING MANUFACTURED FOR TESTING.

Brief of Incident (Continued)

File No. - 5084

12/30/85

ATLANTA, GA

A/C Reg. No. N231A

Time (Lcl) - 1706 EST

Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. TURBINE ASSEMBLY - SEPARATION
2. MAINTENANCE, DESIGN CHANGE - NOT ISSUED - MANUFACTURER

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this incident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5016 1/31/85 CHICAGO, IL A/C Reg. No. N8959E Time (Lcl) - 1106 CST

-----Basic Information-----

Type Operating Certificate	- AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage				
Name of Carrier	- EASTERN AIRLINES	Fire				
Type of Operation	- SCHEDULED, DOMESTIC, PASSENGER	Crew	Fatal	0	0	0
Flight Conducted Under	- 14 CFR 121	Pass	0	0	0	0
Incident Occurred During	- TAKEOFF					

-----Aircraft Information-----

Make/Model	- MCDONNELL DOUGLAS DC-9-31	Eng Make/Model	- P & W JT8D-1B	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 104000	Engine Type	- TURBOJET		
No. of Seats	- 85	Rated Power	- 18000 LBS THRUST		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	OFF AIRPORT/STRIP
Method - TELETYPE	SAME AS ACC/INC	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	CHARLOTTE, NC	O'HARE INTERNATIONAL ARPT
Wind Dir/Speed - 300/011 KTS	ATC/Airspace	Runway Ident - 32
Visibility - 2.000 SM	Type of Flight Plan - IFR	Runway Lth/Wld - 11600/ 200
Lowest Sky/Clouds - 8000 FT THIN BKN	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - 25000 FT BROKEN	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision - NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - UNK/NR	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 12000
SE LAND, ME LAND	Months Since - UNK/NR	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Last 30 Days - 75
		Last 90 Days - 200

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ABORTED TAKEOFF THAT BEGAN THIS SEQUENCE WAS DUE TO ENGINE INLET ICING. MOISTURE FROM THE WET RAMP WAS INGESTED INTO THE ENGINES AS THE ACFT TAXIED TO THE RUNWAY. NO ENGINE ANTI-ICE WAS USED BECAUSE NO VISIBLE MOISTURE EXISTED. FOLLOWING THE ABORT THE PILOT TURNED THE ENGINE ANTI-ICE ON, BUT UNBEKNOWN TO HIM THE SYSTEM WAS UNABLE TO DE-ICE THE ENGINES. SUSPECTING, BUT NOT SURE THAT ICE WAS HIS ORIGINAL PROBLEM, HE DID A FULL-POWER ENGINE RUN-UP PRIOR TO HIS NEXT TAKEOFF. SINCE HIS ENGINE INDICATIONS LOOKED GOOD PRIOR TO BRAKE RELEASE. HE PERFORMED THE TAKEOFF BUT ABORTED THE FLIGHT SHORTLY AFTER LIFTOFF DUE TO A POWER LOSS ON BOTH ENGINES. ONE-FOURTH INCH OF ICE WAS FOUND ON THE ENGINE INLET BULLETS AFTER THE AIRCRAFT TAXIED BACK TO THE RAMP.

Brief of Incident (Continued)

File No. - 5016

1/31/85

CHICAGO, IL

A/C Reg. No. N8959E

Time (Lc1) - 1106 CST

Occurrence LOSS OF POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - ICING CONDITIONS
2. ANTI-ICE/DE-ICE SYSTEM - DELAYED - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT - PILOT IN COMMAND
4. ENGINE ASSEMBLY - TOO COLD
5. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
6. IMPROPER USE OF EQUIPMENT/AIRCRAFT, INFORMATION - PILOT IN COMMAND
7. TERRAIN CONDITION - WET

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this incident is/are finding(s) 1,4,7

Factor(s) relating to this incident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5027 2/10/85 CHAMPAIGN, IL A/C Reg. No. N978Z Time (Lcl) - 2325 CST

-----Basic Information-----

Type Operating Certificate-AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage	Injuries			
Name of Carrier -OZARK AIR LINES, INC.	NONE	Fatal	Serious	Minor	None
Type of Operation -SCHEDULED, DOMESTIC, PASSENGER	Fire	Crew 0	0	0	5
Flight Conducted Under -14 CFR 121	NONE	Pass 0	0	0	48
Incident Occurred During -APPROACH					

-----Aircraft Information-----

Make/Model - MCDONNELL DOUGLAS DC-9	Eng Make/Model - P & W JT8	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 104000	Engine Type - TURBOFAN	
No. of Seats - 116	Rated Power - 14500 LBS THRUST	

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - COMPANY</p> <p>Method - UNK/NR</p> <p>Completeness - UNK/NR</p> <p>Basic Weather - IMC</p> <p>Wind Dir/Speed- CALM</p> <p>Visibility - 1.000 SM</p> <p>Lowest Sky/Clouds - UNK/NR</p> <p>Lowest Ceiling - 200 FT OBSCURED</p> <p>Obstructions to Vision- FOG</p> <p>Precipitation - DRIZZLE</p> <p>Condition of Light - NIGHT(DARK)</p>	<p>Itinerary</p> <p>Last Departure Point SPRINGFIELD, IL</p> <p>Destination SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - IFR</p> <p>Type of Clearance - IFR</p> <p>Type Apch/Lndg - ILS-COMplete</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data</p> <p>WILLARD</p> <p>Runway Ident - 31</p> <p>Runway Lth/Wid - 8100/ 150</p> <p>Runway Surface - CONCRETE</p> <p>Runway Status - SNOW - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s) COMMERCIAL, ATP ME LAND</p>	<p>Age - 50</p> <p>Biennial Flight Review</p> <p>Current - YES</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 - 20000</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-----

OZARK FLT #814 MOMENTARILY TOUCHED DOWN WITH THE LEFT MAIN LANDING GEAR 16 FT OFF THE LEFT SIDE OF RWY 31. WHEN 50 FT ABOVE MINIMUMS DURING THE ILS RWY 31 APCH THE F/O CALLED RWY IN SIGHT. CAPTAIN ASKED FOR LANDING LIGHTS WHICH THE F/O TURNED ON. CAPTAIN STATED, "AT THIS POINT I NOTICED IT WAS SO BRIGHT, IT WAS DIFFICULT TO SEE. EITHER THE WEATHER HAD DETERIORATED OR THE LIGHTS REDUCED THE VISIBILITY TO THE POINT THAT I DECIDED A GO AROUND WAS NECESSARY." A GO AROUND WAS INITIATED AND THE FLIGHT DIVERTED TO ST. LOUIS, MO. A 4 FT WIDE BY 100 FT LONG TRACK WAS FOUND IN THE SNOW 16 FT OFF THE LEFT SIDE OF RWY. WEATHER AT THE TIME WAS DOWN TO APPROACH MINIMUMS.

Brief of Incident (Continued)

File No. - 5027

2/10/85

CHAMPAIGN, IL

A/C Reg. No. N978Z

Time (Lc1) - 2325 CST

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

1. WEATHER CONDITION - LOW CEILING
2. WEATHER CONDITION - OBSCURATION
3. DIRECTIONAL CONTROL - DELAYED - PILOT IN COMMAND
4. IMPROPER USE OF PROCEDURE, VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
5. TERRAIN CONDITION - SNOW COVERED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this incident is/are finding(s) 3,4

Factor(s) relating to this incident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5049 3/20/85 CHAMPAIGN, IL A/C Reg. No. N386BA Time (Lcl) - 1440 CST

-----Basic Information-----

Type Operating Certificate-AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage				
Name of Carrier -BRITT AIRLINES	MINOR		Fatal	Serious	Minor
Type of Operation -SCHEDULED, DOMESTIC, PASSENGER	Fire	Crew	0	0	0
Flight Conducted Under -14 CFR 121	ON GROUND	Pass	0	0	0
Incident Occurred During -STANDING					None
					3
					2

-----Aircraft Information-----

Make/Model - FAIRCHILD F27	Eng Make/Model - ROLLS-ROYCE DART 511	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 42000	Engine Type - TURBOPROP	
No. of Seats - 48	Rated Power - 1535 LBS THRUST	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	ON AIRPORT
Method - TELETYPE	SAME AS ACC/INC	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	TERRE HAUTE, IN	
Wind Dir/Speed- 060/009 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 30.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - 25000 FT THIN BKN	Type of Clearance - IFR	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 - UNK/NR	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - UNK/NR	Total - UNK/NR
SE LAND, ME LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING ENGINE START A FUEL LINE RUNNING BETWEEN THE FUEL PUMP AND THE DIFFERENTIAL PRESSURE SWITCH RUPTURED AND CAUSED A SMALL FIRE. THE CREW OBSERVED A FIRE WARNING LIGHT, ABORTED THE START PROCEDURE AND ACTIVATED THE FIRE EXTINGUISHING SYSTEM WHICH PUT THE FIRE OUT. AN ANALYSIS OF THE BRAIDED LINE REVEALED THAT IT COULD NOT BE IDENTIFIED AS HAVING BEEN MANUFACTURED BY THE COMPANY THAT PRODUCES ORIGINAL FUEL LINES FOR THAT ENGINE. THE AIRCRAFT HAD BEEN RECENTLY ACQUIRED FROM A FOREIGN AIR CARRIER AFTER MANY YEARS OF SERVICE OVERSEAS. IT WAS THE OPINION OF THE TECHNICIANS PERFORMING THE ANALYSIS THAT THE DAMAGE THAT WEAKENED THE LINE DID NOT OCCUR WHILE THE LINE WAS INSTALLED ON THE INCIDENT ENGINE, BUT RATHER AT AN EARLIER TIME, POSSIBLY WHEN THE LINE WAS INSTALLED ON ANOTHER DIFFERENT.

Brief of Incident (Continued)

File No. - 5049

3/20/85

CHAMPAIGN, IL

A/C Reg. No. N386BA

Time (Lcl) - 1440 CST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation STANDING - STARTING ENGINE(S)

Finding(s)

1. FUEL SYSTEM, LINE - PREVIOUS DAMAGE
2. MAINTENANCE, REPLACEMENT - IMPROPER - OTHER MAINTENANCE PSNL
3. FUEL SYSTEM, LINE - BURST
4. FUEL SYSTEM, LINE - BOGUS PART

Occurrence #2 FIRE
Phase of Operation STANDING - STARTING ENGINE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this incident is/are finding(s) 2

Factor(s) relating to this incident is/are finding(s) 1,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5064

3/21/85

PEORIA, IL

A/C Reg. No. N11KW

Time (Lcl) - 1551 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

Injuries

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Incident Occurred During -CRUISE

NONE
Fire
NONE

Crew
Pass

Fatal	Serious	Minor	None
1	0	0	0
0	0	0	1

-----Aircraft Information-----

Make/Model - CESSNA T210L
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3800
No. of Seats - 6

Eng Make/Model - CONTINENTAL TS10-520-H
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 285 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC

Wind Dir/Speed- 060/014 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 25000 FT THIN OVC
Lowest Ceiling -
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
WHEELING, IL
Destination
ST. LOUIS, MO

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

GREATER PEORIA
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 - 52

Biennial Flight Review

Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 1800	Last 24 Hrs - UNK/NR
Make/Model- UNK/NR	Last 30 Days- UNK/NR
Instrument- UNK/NR	Last 90 Days- UNK/NR
Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE IN CRUISE FLIGHT THE COMMERCIAL RATED PILOT SUFFERED A FATAL HEART ATTACK. THE NON-RATED PASSENGER LANDED THE AIRCRAFT SAFELY.

Brief of Incident (Continued)

File No. - 5064

3/21/85

PEORIA, IL

A/C Reg. No. N11KW

Time (Lc1) - 1551 CST

Occurrence #1 MISCELLANEOUS/OTHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. RELINQUISHING OF CONTROL - INADVERTENT - PILOT IN COMMAND
2. INCAPACITATION(HEART ATTACK) - PILOT IN COMMAND

Occurrence #2 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. FLARE - ATTEMPTED - PASSENGER

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this incident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5057 4/17/85 CHICAGO, IL A/C Reg. No. N711WJ Time (Lcl) - 1319 CST

-----Basic Information-----

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-RONALD F. RYNES	MINOR					
Type of Operation	-NON SCHED, DOMESTIC, PASSENGER	Fire	Crew	Fatal	0	0	0
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	2
Incident Occurred During	-TAXI						2

-----Aircraft Information-----

Make/Model	- DEHAVILLAND DH-125	Eng Make/Model	- BRISTSIDVIPER 522	ELT Installed/Activated	- YES-UNK/NR
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 23100	Engine Type	- TURBOJET		
No. of Seats	- 9	Rated Power	- 3360 LBS THRUST		

-----Environment/Operations Information-----

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- UNK/NR	Last Departure Point		ON AIRPORT	
Method	- UNK/NR	BOCA RATON, FL			
Completeness	- UNK/NR	Destination		Airport Data	
Basic Weather	- VMC	CHICAGO, IL		Runway Ident	- N/A
Wind Dir/Speed	- 190/016 KTS	ATC/Airspace		Runway Lth/Wid	- N/A
Visibility	- 15.0 SM	Type of Flight Plan	- IFR	Runway Surface	- N/A
Lowest Sky/Clouds	- 24000 FT SCATTERED	Type of Clearance	- IFR	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 - 55	Medical Certificate	- UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - YES	Total - 8000	Last 24 Hrs - UNK/NR
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model - 2000	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - UNK/NR	Last 90 Days - UNK/NR
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ON APRIL 17, 1985 AT 1319CST, AT CHICAGO O'HARE INTERNATIONAL AIRPORT, A DE HAVILLAND DH-125, N711WJ, REGISTERED TO RYNES AVIATION, INC., AND FLOWN BY ATR RONALD F. RYNES, COLLIDED WITH A FENCE AND A MOVABLE PASSENGER LOADING STAIRS AFTER EXPERIENCING A TOTAL LOSS OF HYDRAULIC PRESSURE WHICH RENDERED THE BRAKES INOPERATIVE. VISUAL METEOROLOGICAL CONDITIONS PREVAILED AT THE TIME OF THE ACCIDENT. THE AIRCRAFT HAD BEEN FILED ON AN IFR FLIGHT PLAN. THE AIRCRAFT RECEIVED MINOR DAMAGE. THERE WERE NO INJURIES TO THE OCCUPANTS. THERE WAS NO FIRE. THE FLIGHT ORIGINATED AT BOCA RATON AIRPORT, FLORIDA AT ABOUT 1130 EST ON APRIL 17, 1985. THE AIRCRAFT WAS PREPARING FOR DESCENT INTO CHICAGO FOR A LANDING AT MEIGS FIELD WHEN THE CREW BECAME AWARE OF A TOTAL LOSS OF HYDRAULIC SYSTEM PRESSURE IN THE NORMAL SYSTEM. THEY MADE A DECISION TO LAND AT O'HARE AIRPORT DUE TO THE BETTER RUNWAYS AND AVAILABILITY OF GREATER CRASH FIRE RESCUE CAPABILITY.

Brief of Incident (Continued)

File No. - 5057

4/17/85

CHICAGO,IL

A/C Reg. No. N711WJ

Time (Lc1) - 1319 CST

Occurrence #1

Phase of Operation

Finding(s)

1. HYDRAULIC SYSTEM - LOSS,TOTAL
2. IN-FLIGHT PLANNING/DECISION - PERFORMED - PILOT IN COMMAND

Occurrence #2

ON GROUND COLLISION WITH OBJECT

Phase of Operation

TAXI - FROM LANDING

Finding(s)

3. LANDING GEAR,NORMAL BRAKE SYSTEM - FAILURE,TOTAL
4. JUDGEMENT - POOR - PILOT IN COMMAND
5. HYDRAULIC SYSTEM,LINE - CHAFED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this incident is/are finding(s) 1,4

Factor(s) relating to this incident is/are finding(s) 2,3,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5088 5/27/85 CHICAGO, IL A/C Reg. No. N1984 Time (Lc1) - 2155 CDT

-----Basic Information-----

Type Operating Certificate	AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage					
Name of Carrier	-AMERICAN AIRLINES INC.	MINOR					
Type of Operation	-SCHEDULED, DOMESTIC, PAX/CARGO	Fire	Crew	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 121	NONE	Pass	0	0	0	7
Incident Occurred During	-LANDING			0	0	0	114

-----Aircraft Information-----

Make/Model	- BOEING 727-023	Eng Make/Model	- N/A	ELT Installed/Activated	- NO -N/A
Landing Gear	- N/A	Number Engines	- N/A	Stall Warning System	- YES
Max Gross Wt	- 142000	Engine Type	- N/A		
No. of Seats	- 134	Rated Power	- N/A		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	ON AIRPORT
Method - IN PERSON	BALTIMORE, MD	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	CHICAGO, IL	OHARE INTERNATIONAL
Wind Dir/Speed- 030/008 KTS	ATC/Airspace	Runway Ident - 32L
Visibility - 15.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 11600/ 200
Lowest Sky/Clouds -	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - 2500 FT BROKEN	Type Apch/Lndg - VISUAL	Runway Status - DRY
Obstructions to Vision- NONE	STRAIGHT-IN	
Precipitation - NONE	FULL STOP	
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 53	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 15000
ME LAND	Months Since - UNK/NR	Make/Model- 2000
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - 5
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AMERICAN AIRLINES FLT 57 HAD DEPARTED BALTIMORE FOR CHICAGO. ON FINAL APPROACH AT OHARE THE CREW DISCOVERED THE NOSE GEAR WOULD NOT EXTEND. THE FE MADE THREE ATTEMPTS TO CRANK DOWN THE GEAR ALL OF WHICH WERE UNSUCCESSFUL. AFTER LANDING WITH NOSE GEAR UP ALL 121 OCCUPANTS SLIDE EVACUATED WITH NO REPORTED INJURY. AFTER JACKING THE NOSE UP A GROUND CREW MAN WENT ABOARD AND CRANKED THE GEAR TO THE DOWN POSITION WITH NO DIFFICULTY.

Brief of Incident (Continued)

File No. - 5088

5/27/85

CHICAGO, IL

A/C Reg. No. N1984

Time (Lcl) - 2155 CDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

1. LANDING GEAR, NOSE GEAR - INOPERATIVE

Occurrence #2 NOSE DOWN
Phase of Operation LANDING - ROLL

Finding(s)

2. GEAR EXTENSION - IMPROPER - FLIGHT ENGINEER

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this incident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5058 9/09/85 CHICAGO, IL A/C Reg. No. N242MA Time (Lcl) - 0820 CDT

-----Basic Information-----

Type Operating Certificate	AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage	Injuries			
Name of Carrier	-MIDSTATE AIRLINES, INC.	MINOR	Fatal	Serious	Minor	None
Type of Operation	-SCHEDULED, DOMESTIC, PAX/CARGO	Fire	Crew 0	0	0	3
Flight Conducted Under	-14 CFR 121	ON GROUND	Pass 0	0	0	29
Incident Occurred During	-TAKEOFF					

-----Aircraft Information-----

Make/Model	- FOKKER F27-500	Eng Make/Model	- ROLLS-ROYCE DART 535-7R	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 43500	Engine Type	- TURBOPROP		
No. of Seats	- 55	Rated Power	- 2250 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	CHICAGO, IL	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	MOSINEE, WI	O'HARA IAP
Wind Dir/Speed- 190/008 KTS	ATC/Airspace	Runway Ident - 14
Visibility - 5.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 10003/ 150
Lowest Sky/Clouds -	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - 1100 FT OVERCAST	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		
	FULL STOP	

-----Personnel Information-----

Pilot-In-Command	Age - 44	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 17810
SE LAND, ME LAND	Months Since - 1	Last 24 Hrs - UNK/NR
	Aircraft Type - F27	Make/Model- 910
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AT ABOUT THE TIME FULL POWER WAS OBTAINED THE HEARD A LOUD BANG FOLLOWED BY A FIRE WARNING FOR THE LEFT ENGINE. THE TAKEOFF WAS ABORTED AND THE CREW SHUT DOWN THE ENGINE. THE PASSENGERS WERE DEPLANED ON THE TAXIWAY AFTER IT WAS DETERMINED THE FIRE WAS OUT & THERE WAS NO MORE DANGER. EXAMINATION OF THE ENGINE REVEALED THAT THE LOW PRESSURE IMPELLER FAILED IN A HIGH CYCLE FATIGUE MODE.

Brief of Incident (Continued)

File No. - 5058

9/09/85

CHICAGO,IL

A/C Reg. No. N242MA

Time (Lcl) - 0820 CDT

Occurrence AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. COMPRESSOR ASSEMBLY, IMPELLER - FAILURE, TOTAL
 2. COMPRESSOR ASSEMBLY, IMPELLER - FATIGUE
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this incident is/are finding(s) 1,2

Brief of Incident

File No. - 5076 11/28/85 GLEN ELLYN, IL A/C Reg. No. N619US Time (Lcl) - 1045 CST

-----Basic Information-----

Type Operating Certificate-AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage				
Name of Carrier -NORTHWEST AIRLINES	MINOR				
Type of Operation -SCHEDULED, DOMESTIC, CARGO	Fire	Crew	Fatal	Injuries	
Flight Conducted Under -14 CFR 121	IN FLIGHT	Pass	0	Serious	Minor
Incident Occurred During -CLIMB			0	0	0
					None
					3
					0

-----Aircraft Information-----

Make/Model - BOEING 747-251F	Eng Make/Model - P&W JT9D-3 SER	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 4	Stall Warning System - YES
Max Gross Wt - 710000	Engine Type - TURBOFAN	
No. of Seats - 7	Rated Power - 14500 LBS THRUST	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	CHICAGO, IL	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	MINNEAPOLIS, MN	
Wind Dir/Speed- 130/011 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds -	Type of Clearance - IFR	Runway Surface - N/A
Lowest Ceiling - 1500 FT OVERCAST	Type Apch/Lndg - UNK/NR	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT	FULL STOP	

-----Personnel Information-----

Pilot-In-Command	Age - 47	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - UNK/NR	Total - 8912
ME LAND	Months Since - UNK/NR	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 831
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING CLIMB A BANG WAS HEARD AND THE AIRCRAFT SHUDDERED. THE CREW STATED THAT THE NUMBER THREE ENGINE OIL PRESSURE AND OIL QUANTITY INDICATED LOW. THE FIRE WARNING LIGHT AND BELL ACTIVVATED. THE ENGINE WAS SHUT DOWN AND THE AIRCRAFT LANDED WITHOUT FURTHER INCIDENT. POSTFLIGHT INSPECTION REVEALED THE OUTBOARD COWLING OF THE NUMBER THREE ENGINE HAD SEPARATED. THE COWLING WAS FOUND IN A SUBURB TEN MILES SOUTHWEST OF THE AIRPORT. ENGINE TEARDOWN REVEALED A CRACK IN A VENT LINE STRUT IN THE DIFFUSER AREA ALLOWING BLEED AIR TO IGNITE OIL IN THE NUMBER THREE BEARING AREA. PRESSURE FORCED THE FIRE TO VENT THROUGH THE COMPARTMENT BREATHER AIR TUBE DISINTEGRATING THE MAIN BEARING BREATHER TUGE ELBOW. THE FORCE OF THE EXPLOSION AT THE DISINTEGRATING ELBOW BLEW THE OUTBOARD COWLING OFF.

Brief of Incident (Continued)

File No. - 5076

11/28/85

GLEN ELLYN, IL

A/C Reg. No. N619US

Time (Lc1) - 1045 CST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. COMBUSTION ASSEMBLY - CRACKED

Occurrence #2 FIRE/EXPLOSION
Phase of Operation CLIMB - TO CRUISE

Finding(s)

2. ACCESSORY DRIVE ASSY - BURNED

Occurrence #3 MISCELLANEOUS/OTHER
Phase of Operation CLIMB - TO CRUISE

Finding(s)

3. NACELLE/PYLON, AUXILLIARY - SEPARATION

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this incident is/are finding(s) 1

Factor(s) relating to this incident is/are finding(s) 2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5000 1/08/85 COVINGTON, KY A/C Reg. No. N3110J Time (Lc1) - 0855 EST

-----Basic Information-----

Type Operating Certificate-COMMUTER	Aircraft Damage		Injuries	
Name of Carrier -COMAIR	NONE		Fatal	None
Type of Operation -SCHEDULED, DOMESTIC, PAX/CARGO	Fire	Crew	Serious	Minor
Flight Conducted Under -14 CFR 135	NONE	Pass	0	0
Incident Occurred During -APPROACH			0	0
				11

-----Aircraft Information-----

Make/Model - SWEARINGEN SA-227-AC	Eng Make/Model - AIRESEARCH TPE-331-11U	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 14500	Engine Type - TURBOPROP	
No. of Seats - 20	Rated Power - 1000 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	LEXINGTON, KY	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	CINCINNATI, OH	GREATER CINCINNATI
Wind Dir/Speed- 280/006 KTS	ATC/Airspace	Runway Ident - 27L
Visibility - 12.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 7800/ 150
Lowest Sky/Clouds - 2500 FT SCATTERED	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - 3000 FT OVERCAST	Type Apch/Lndg - VISUAL	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT	FULL STOP	

-----Personnel Information-----

Pilot-In-Command	Age - 38	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, ATP	Current - YES	Total - 3500
SE LAND, ME LAND, SE SEA	Months Since - 2	Make/Model - 565
	Aircraft Type - SA-227	Instrument - 333
		Multi-Eng - 1800
		Last 24 Hrs - 8
		Last 30 Days - 74
		Last 90 Days - 189

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCREW REPORTED THAT DURING FLT AT 6000 FT MSL, THEY ENCOUNTERED ICING CONDITIONS & USED THE DE-ICE & ANTI-ICE EQUIPMENT. AFTER THEY DESCENDED & WERE CLEAR OF ICING, THEY DEACTIVATED THE DE-ICE & ANTI-ICE EQUIPMENT. THE CAPT SAID HE CHECKED THE PROP SPINNERS & NOTED A SMALL BUILDUP OF ICE, WHICH HE CONSIDERED AS MINIMAL, & TURNED OFF THE CONTINUOUS IGNITION. SHORTLY THEREAFTER WHILE ON FINAL APCH AT APRX 1000 FT AGL & 1 TO 1.5 MI FROM THE ARPT, THE R ENG LOST POWER WITHOUT WARNING. THE COPLT FEATHERED THE R PROP & THE APCH WAS CONTINUED. HOWEVER, AT ABOUT 200 FT AGL THE OTHER ENG ALSO LOST POWER. THE ACFT WAS LANDED WITHOUT FURTHER INCIDENT. DURING AN INVESTIGATION, ICE WAS FOUND ON THE GROUND UNDER THE WINGS. NO MECHANICAL PROBLEMS OR FUEL CONTAMINATION WERE FND. THE ACFT HAD A HISTORY OF FLAMEOUTS DUE TO ICE BUILDUP & RELEASE FROM THE SPINNERS. IGNITION SW LABELED "NORM", "CONT" & "OVRD." TO OBTAIN CONTINUOUS IGNITION IN FLT. THE SWITCH MUST HAVE BEEN IN "OVRD." NO SPECIFIC WARNING IN FLT MANUAL TO USE CONTINUOUS IGNITION (OVRD) IN ICING COND.

Brief of Incident (Continued)

File No. - 5000

1/08/85

COVINGTON,KY

A/C Reg. No. N3110J

Time (Lc1) - 0855 EST

Occurrence #1 LOSS OF POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. WEATHER CONDITION - ICING CONDITIONS
2. IGNITION SYSTEM,IGNITION SWITCH - OTHER
3. (STANDARD/REQUIREMENT) - MANUFACTURER
4. SAFETY SYSTEM(OTHER) - NOT ENGAGED
5. EMERGENCY EQUIPMENT - NOT USED - PILOT IN COMMAND
6. PROCEDURE INADEQUATE - MANUFACTURER
7. AIRCRAFT/EQUIPMENT,INADEQUATE DESIGN(STANDARD/REQUIREMENT),AIRCRAFT MANUALS - MANUFACTURER
8. IGNITION SYSTEM - NOT ENGAGED
9. PROPELLER SYSTEM/ACCESSORIES,SPINNER - ICE
10. PROPELLER FEATHERING - PERFORMED - PILOT IN COMMAND

Occurrence #2 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

11. PROPELLER SYSTEM/ACCESSORIES,SPINNER - ICE
12. AIRCRAFT PERFORMANCE,TWO OR MORE ENGINES - INOPERATIVE

Occurrence #3 FORCED LANDING
Phase of Operation LANDING

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this incident is/are finding(s) 6,9

Factor(s) relating to this incident is/are finding(s) 1,7

Brief of Incident

File No. - 5042 7/26/85 GILBERTSVILLE, KY A/C Reg. No. NO Time (Lcl) - 0010 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Incident Occurred During -CRUISE

Aircraft Damage
MINOR
Fire
IN FLIGHT

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

-----Aircraft Information-----

Make/Model - BEECH 95-B55
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5100
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-470L
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 260 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed - 008 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 3000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision - NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
PADUCAH, KY
Destination
LEXINGTON, KY

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

KENTUCKY DAM STATE PARK
Runway Ident - 27
Runway Lth/Wid - 4000/ 100
Runway Surface - ASPHALT
Runway Status - DRY

FULL STOP

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND, ME LAND

Age - 32
Biennial Flight Review
Current - YES
Months Since - 13
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 3000
Make/Model - 28
Instrument - 40
Multi-Eng - 500
Last 24 Hrs - UNK/NR
Last 30 Days - UNK/NR
Last 90 Days - 50

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT MADE A PRECAUTIONARY LNDG AFTER THE PLT FEATHERED THE LEFT ENG BECAUSE OF VIBRATION. POST ACCIDENT EXAM SHOWED A FAILED CYLINDER IN THE ENG

Brief of Incident (Continued)

File No. - 5042

7/26/85

GILBERTSVILLE, KY

A/C Reg. No. NO

Time (Lc1) - 0010 EDT

Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation CRUISE - NORMAL

Finding(s)

1. ENGINE ASSEMBLY - VIBRATION
2. ENGINE ASSEMBLY, CYLINDER - SEPARATION
3. MAINTENANCE, OVERHAUL - IMPROPER - OTHER MAINTENANCE PSNL
4. PROPELLER FEATHERING - PERFORMED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

5. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND

Occurrence #3 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this incident is/are finding(s) 2,3

Factor(s) relating to this incident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5094

7/02/85

BOSTON, MA

A/C Reg. No. N968BJ

Time (Lc1) - 0830 EDT

-----Basic Information-----

Type Operating Certificate	-AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage					
Name of Carrier	-US AIR	NONE		Fatal		Injuries	
Type of Operation	-SCHEDULED, INTL, PASSENGER	Fire	Crew	0	1	Serious	Minor
Flight Conducted Under	-14 CFR 121	NONE	Pass	0	0	0	4
Incident Occurred During	-CLIMB						None
							48

-----Aircraft Information-----

Make/Model	- DOUGLAS DC-9	Eng Make/Model	- N/A	ELT Installed/Activated	- UNK/NR
Landing Gear	- N/A	Number Engines	- N/A	Stall Warning System	- UNK/NR
Max Gross Wt	- 103970	Engine Type	- N/A		
No. of Seats	- UNK/NR	Rated Power	- N/A		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	BOSTON, MA	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	TORONTO ONT, CD	LOGAN INTERNATIONAL
Wind Dir/Speed - 190/007 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - IFR	Runway Surface - N/A
Lowest Ceiling - 9000 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision - NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

FULL STOP

-----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 - 18000
ME LAND	Months Since - 1	Make/Model - 4380
	Aircraft Type - UNK/NR	Instrument - 0
		Last 24 Hrs - UNK/NR
		Last 30 Days - UNK/NR
		Last 90 Days - UNK/NR

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE ACFT WAS CLIMBING OUT OF 10000 FT, SHORTLY AFTER TKF, WHEN THE PIC LOST CONSCIOUSNESS. THE COPILOT TOOK CONTROL OF THE FLIGHT AND RETURNED TO BOSTON WHERE A LNDG OCCURED WITHOUT INCIDENT. MEDICAL EXAMINATION OF THE PIC REVEALED THAT HE SUFFERED A HEART ATTACK.

Brief of Incident (Continued)

File No. - 5094

7/02/85

BOSTON, MA

A/C Reg. No. N968BJ

Time (Lc1) - 0830 EDT

Occurrence MISCELLANEOUS/OTHER

Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. PHYSICAL IMPAIRMENT(HEART ATTACK) - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this incident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5013 3/04/85 PATUXENT RIVER, MD A/C Reg. No. CFTNE Time (Lcl) - 2248 EST

-----Basic Information-----

Type Operating Certificate	AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage						
Name of Carrier	-AIR CANADA	MINOR						
Type of Operation	-SCHEDULED,INTL,PASSENGER	Fire	Crew	Fatal	0	0	0	13
Flight Conducted Under	-14 CFR 121	NONE	Pass	0	0	0	2	263
Incident Occurred During	-CRUISE							

-----Aircraft Information-----

Make/Model	- LOCKHEED-CALIFORNIA L-1011	Eng Make/Model	- ROLLS ROYCE RB 211	ELT Installed/Activated	- UNK/NR
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 3	Stall Warning System	- YES
Max Gross Wt	- 432000	Engine Type	- TURBOFAN		
No. of Seats	- 311	Rated Power	- 42000 LBS THRUST		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	UNK/NR
Method - UNK/NR	FORT LAUDERDALE, FL	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	MONTREAL	PATUXENT NVL AIR STATION
Wind Dir/Speed- 200/013 KTS	ATC/Airspace	Runway Ident - 24
Visibility - 7.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 6400/ 300
Lowest Sky/Clouds - CLEAR	Type of Clearance - IFR	Runway Surface - CONCRETE
Lowest Ceiling - BROKEN	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 54	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - UNK/NR	Total - 18761
ME LAND	Months Since - UNK/NR	Make/Model- 898
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE ENROUTE FM FT LAUDERDALE, FL TO MONTREAL, CANADA, AIR CANADA FLT 087 REQUESTED TO MAKE AN UNSCHEDULED LNDG DUE TO SMOKE IN THE REAR OF THE ACFT. C-FTNE WAS VECTORED TO PATUXENT RVR NAS, PATUXENT, MD AND DESCENDED OUT OF FL 370. THE SMOKE WAS DETERMINED TO BE ORIGINATING FM A BLACK BOX IN AN OVERHEAD BIN LOCATED ABOVE SEAT #42. ATMPs WERE MADE DRNG THE DSCNT TO IDENTIFY THE BOX AND FIND THE APPROPRIATE CIRCUIT BREAKERS BUT WERE UNSUCCESSFUL DUE TO LACK OF LABEL ON THE BOX AND OTHER DUTIES OF THE CREW DRNG DSCNT. THE ACFT LNDD W/O INCIDENT AT PXT NAS AT 2306 HOURS EST ON MARCH 4, 1985, AND THE CPT RPTD THAT THE SMOKE STOPPED WHILE TAXIING TO PKG. INVESTIGATION REVEALED THAT THE SMOKE ORIGINATED FROM THE EMGCY PWR PACK WHICH CONTROLS THE EMGCY LIGHTING SYSTEM. A CASE TO CASE ELECTRICAL SHORT BETWEEN 2 ADJACENT CELLS IN THE SELF CONTAINED PACK RESULTED IN OVERHEATING. THIS WAS TRANSFERRED TO THE POLYETHYLENE TAPE USED TO HOLD THE 24 CELLS TOGETHER. AN INTERNAL FUSE IN THE BATTERY CHARGING CIRCUIT WAS FOUND POPPED.

Brief of Incident (Continued)

File No. - 5013

3/04/85

PATUXENT RIVER, MD

A/C Reg. No. CFTNE

Time (Lc1) - 2248 EST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. EMERGENCY LIGHTS - SHORTED
 2. EMERGENCY LIGHTS - OVERTEMPERATURE
 3. CHECKLIST - ATTEMPTED - FLIGHT ENGINEER
 4. EMERGENCY LIGHTS - SMOKE
 5. DESCENT - INITIATED - PILOT IN COMMAND
 6. EMERGENCY LIGHTS - UNMARKED
 7. CHECKLIST - NOT IDENTIFIED - FLIGHT ENGINEER
-

Occurrence #2 MISCELLANEOUS/OTHER
Phase of Operation DESCENT - EMERGENCY

Finding(s)

8. ELECTRICAL SYSTEM, CIRCUIT BREAKER - POPPED/TRIPPED
 9. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this incident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5008 4/25/85 DETROIT, MI A/C Reg. No. N9663 Time (Lcl) - 1045 EST

-----Basic Information-----

Type Operating Certificate-AIR CARRIER - SUPPLEMENTAL	Aircraft Damage	Injuries			
Name of Carrier -UNITED AIR CARRIERS	NONE	Fatal	Serious	Minor	None
Type of Operation -NON SCHED,DOMESTIC,PASSENGER	Fire	Crew 0	0	0	20
Flight Conducted Under -14 CFR 121	ON GROUND	Pass 0	0	42	419
Incident Occurred During -STANDING					

-----Aircraft Information-----

Make/Model - BOEING 747-123	Eng Make/Model - P&W JT9	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 4	Stall Warning System - YES
Max Gross Wt - 710000	Engine Type - TURBOFAN	
No. of Seats - 495	Rated Power - 14500 LBS THRUST	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	DETROIT,MI	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LAS VEGAS,NV	Runway Ident - UNK/NR
Wind Dir/Speed- 280/013 KTS	ATC/Airspace	Runway Lth/Wid - UNK/NR
Visibility - 10.0 SM	Type of Flight Plan - IFR	Runway Surface - UNK/NR
Lowest Sky/Clouds - 2300 FT	Type of Clearance - UNK/NR	Runway Status - UNK/NR
Lowest Ceiling - 2300 FT BROKEN	Type Apch/Lndg - 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)
ATP	Current - YES	Total - 12000
SE LAND,ME LAND,SE SEA	Months Since - 1	Make/Model- 600
	Aircraft Type - 747	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 FLT CREWMEMBERS OF THE JUMBO JET WERE PREPARING TO START THE ENGS WHEN FLT ATTENDANTS (F/A'S) IN THE FORWARD CABIN DETECTED A FAINT ODOR PRIOR TO CLOSING DOOR 1L. THE SOURCE COULD NOT BE DETERMINED, SO THE DOOR WAS CLOSED IN PREPARATION FOR A PUSHBACK. SHORTLY THEREAFTER, SMOKE WAS DISCOVERED IN THE VICINITY OF THE OVERHEAD BIN AT ROW 16. THE CAPTAIN WAS NOTIFIED & HE ORDERED THAT "OCCUPANTS EVACUATE, IF THERE IS A FIRE ONBOARD." THE JETWAY WAS BROUGHT BACK TO DOOR 1L. THE SMOKE DISSIPATED; THUS, THE F/A'S AT DOORS 1R, 2L & 2R DID NOT OPEN THEIR DOORS. HOWEVER, THE F/A'S AT THE OTHER 6 DOORS WERE UNAWARE OF THE SITUATION & CONTINUED THE EVACUATION. THE RAMPS AT DOORS 3L & 3R DID NOT INFLATE & DOOR 5R JAMMED HALFWAY OPEN. THE RAMP PACKS FOR 3R & 3L WERE IMPROPERLY MOUNTED. THE 5R PACK BOARD WAS MADE FOR A LEFT HAND DOOR & THE LANYARD WAS NOT CONNECTED TO THE BOTTOM PANEL PULLEY. AN EXAM REVEALED A BALLAST FOR AN OVERHEAD FLOURESCENT LIGHT, PN 69-33C, HAD OVERHEATED & MELTED THE PLASTIC CASE.

Brief of Incident (Continued)

File No. - 5008

4/25/85

DETROIT, MI

A/C Reg. No. N9663

Time (Lc1) - 1045 EST

Occurrence AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation STANDING - PRE-FLIGHT

Finding(s)

1. PASSENGER COMPARTMENT LIGHTS - OVERTEMPERATURE
2. MAINTENANCE, SERVICE BULLETINS - NOT FOLLOWED - COMPANY/OPERATOR MGMT
3. FUSELAGE, CABIN - SMOKE
4. EMERGENCY PROCEDURE - PERFORMED -
5. MISC EQPT/FURNISHINGS, SLIDES - INOPERATIVE
6. MAINTENANCE, INSTALLATION - IMPROPER - COMPANY MAINTENANCE PSNL
7. DOOR, EMERGENCY EXIT - IMPROPER
8. MAINTENANCE, INSTALLATION - IMPROPER - COMPANY MAINTENANCE PSNL
9. DOOR, EMERGENCY EXIT - JAMMED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this incident is/are finding(s) 1

Factor(s) relating to this incident is/are finding(s) 2,5,6,7,8,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5046

8/07/85

DETROIT, MI

A/C Reg. No. N111AA

Time (Lcl) - 2000 EDT

-----Basic Information-----

Type Operating Certificate	AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage					
Name of Carrier	-AMERICAN AIRLINES, INC	MINOR					
Type of Operation	-SCHEDULED, DOMESTIC, PAX/CARGO	Fire	Crew	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 121	NONE	Pass	0	0	0	11
Incident Occurred During	-CLIMB			0	0	0	184

-----Aircraft Information-----

Make/Model	- MCDONNELL DOUGLAS DC-10-10	Eng Make/Model	- G.E. CF6-6K	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 3	Stall Warning System	- YES
Max Gross Wt	- 700000	Engine Type	- TURBOFAN		
No. of Seats	- 345	Rated Power	- 40481 LBS THRUST		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	DETROIT, MI	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	CHICAGO, IL	DETROIT
Wind Dir/Speed - 240/004 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 8.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 3000 FT SCATTERED	Type of Clearance - IFR	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision - NONE		
Precipitation - NONE		
Condition of Light - DUSK		

-----Personnel Information-----

Pilot-In-Command	Age - 55	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP, FLT ENG	Current - YES	Total - 24000
SE LAND, ME LAND	Months Since - 3	Last 24 Hrs - UNK/NR
	Aircraft Type - DC10	Make/Model - 4000
		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-----

ON AUGUST 7, 1985 AT 2000 EDT, A MCDONNELL DOUGLAS DC-10-10 N111AA REGISTERED TO AMERICAN AIRLINES, INC., HAD A PIECE OF THE ENGINE EXIT THE ENGINE CASE AND COWLING. ON CLIMB TO CRUISE AT DETROIT AIRPORT, DETROIT, MICHIGAN, WHILE ON A PASSENGER FLIGHT. VISUAL METEOROLOGICAL CONDITIONS PREVAILED AT THE TIME AND AN IFR FLIGHT PLAN WAS FILED. THE AIRCRAFT SUSTAINED MINOR DAMAGE AND THE CREW AND 184 PASSENGERS WERE UNINJURED. THE FLIGHT ORIGINATED AT DETROIT, MICHIGAN ON AUGUST 7, 1985 AT 1955 EDT.

Brief of Incident (Continued)

File No. - 5046

8/07/85

DETROIT, MI

A/C Reg. No. N111AA

Time (Lcl) - 2000 EDT

Occurrence LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. TURBINE ASSEMBLY, SHAFT - FAILURE, TOTAL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this incident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5075 12/02/85 DETROIT, MI A/C Reg. No. N90427 Time (Lcl) - 1150 EST

-----Basic Information-----

Type Operating Certificate	-COMMUTER	Aircraft Damage							
Name of Carrier	-SIMMONS AIRLINES	MINOR		Fatal	0	Serious	0	Minor	0
Type of Operation	-SCHEDULED, DOMESTIC, PASSENGER	Fire			0		0		2
Flight Conducted Under	-14 CFR 135	NONE		Crew	0		0		13
Incident Occurred During	-TAXI			Pass	0		0		

-----Aircraft Information-----

Make/Model	- EMBRAER EMB-110P1	Eng Make/Model	- P&W PT6A-34	ELT Installed/Activated	- UNK/NR
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 12500	Engine Type	- TURBOPROP		
No. of Seats	- 20	Rated Power	- 500 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- UNK/NR	Last Departure Point		ON AIRPORT	
Method	- UNK/NR	SAME AS ACC/INC			
Completeness	- UNK/NR	Destination		Airport Data	
Basic Weather	- VMC	GRAND RAPIDS, MI		DETROIT METRO	
Wind Dir/Speed	- 280/027 KTS			Runway Ident	- UNK/NR
Visibility	- UNK/NR	ATC/Airspace		Runway Lth/Wid	- UNK/NR
Lowest Sky/Clouds	- 2500 FT SCATTERED	Type of Flight Plan	- IFR	Runway Surface	- UNK/NR
Lowest Ceiling	- NONE	Type of Clearance	- IFR	Runway Status	- UNK/NR
Obstructions to Vision	- BLOWING SNOW	Type Apch/Lndg	- NONE		
Precipitation	- SNOW				
Condition of Light	- DAYLIGHT				

-----Personnel Information-----

Pilot-In-Command	Age - 31	Medical Certificate	- UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - YES	Total - 3200	Last 24 Hrs - UNK/NR
SE LAND, ME LAND	Months Since - 2	Make/Model - 150	Last 30 Days - UNK/NR
	Aircraft Type - EB110P1	Instrument - 0	Last 90 Days - 100

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT SUFFERED A FAILURE OF THE LEFT REAR AXLE DURING TAXI TO TAKEOFF.

Brief of Incident (Continued)

File No. - 5075

12/02/85

DETROIT, MI

A/C Reg. No. N90427

Time (Lcl) - 1150 EST

Occurrence AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation TAXI - TO TAKEOFF

Finding(s)

1. LANDING GEAR, AXLE - FAILURE, TOTAL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this incident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5030 1/26/85 ST. PAUL, MN A/C Reg. No. N463US Time (Lcl) - 1429 CST

-----Basic Information-----

Type Operating Certificate	AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage					
Name of Carrier	-NORTHWEST ORIENT AIRLINES	MINOR					
Type of Operation	-SCHEDULED, DOMESTIC, PASSENGER	Fire					
Flight Conducted Under	-14 CFR 121	NONE	Crew	Fatal	Serious	Minor	None
Incident Occurred During	-TAKEOFF		Pass	0	0	0	9
				0	0	0	52

-----Aircraft Information-----

Make/Model	- BOEING 727-51	Eng Make/Model	- P&W JT8D-7B	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 3	Stall Warning System	- YES
Max Gross Wt	- 142000	Engine Type	- TURBOJET		
No. of Seats	- 134	Rated Power	- 12600 LBS THRUST		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	OFF AIRPORT/STRIP
Method	SAME AS ACC/INC	
Completeness	Destination	Airport Data
Basic Weather	DALLAS, TX	MINNEAPOLIS/ST. PAUL ARPT
Wind Dir/Speed	ATC/Airspace	Runway Ident
Visibility	Type of Flight Plan	- N/A
Lowest Sky/Clouds	Type of Clearance	- N/A
Lowest Ceiling	Type Apch/Lndg	- N/A
Obstructions to Vision		Runway Surface
Precipitation		- N/A
Condition of Light		Runway Status

-----Personnel Information-----

Pilot-In-Command	Age - 47	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - YES	Total	- 8452
ME LAND	Months Since - 5	Make/Model	- 3890
	Aircraft Type - 727	Instrument	- 0
		Multi-Eng	- 8410
		Last 24 Hrs	- 1
		Last 30 Days	- 59
		Last 90 Days	- 103

Instrument Rating(s) - AIRPLANE

-----Narrative-----

SHORTLY AFTER TAKEOFF, THE AIRCRAFT EXPERIENCED AN UNCONTAINED 7TH TO 8TH STAGE REMOVABLE SLEEVE COMPRESSOR SPACER FAILURE IN THE NUMBER 3 ENGINE. PIECES OF THE SPACER PASSED THROUGH THE NUMBER 2 ENGINES DUCT CAUSING COMPRESSOR STALLS IN THAT ENGINE. THE AIRCRAFT LANDED SUCCESSFULLY 9 MINUTES AFTER TAKEOFF USING THE SINGLE GOOD ENGINE. METALLURGICAL ANALYSIS OF THE RECOVERED SPACER PIECES REVEALED THAT CADMIUM EMBRITTLEMENT HAD OCCURRED AROUND AT LEAST ONE TIEROD SLEEVE HOLE ON THE SPACER. THIS EMBRITTLEMENT OCCURRED BECAUSE THE SPACER WAS INCOMPLETELY PLATED WITH NICKLE DURING A SPACER MODIFICATION THAT TOOK PLACE IN 1975. THE INCOMPLETE NICKLE PLATING ALLOWED A SUBSEQUENT CADMIUM LAYER TO COME IN CONTACT WITH THE STEEL SPACER, CAUSING THE EMBRITTLEMENT.

Brief of Incident (Continued)

File No. - 5030

1/26/85

ST. PAUL, MN

A/C Reg. No. N463US

Time (Lcl) - 1429 CST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH

Finding(s)

1. COMPRESSOR ASSEMBLY - BRITTLE FRACTURE
2. MAINTENANCE, MODIFICATION - IMPROPER - OTHER MAINTENANCE PSNL
3. IMPROPER USE OF PROCEDURE - OTHER MAINTENANCE PSNL

Occurrence #2 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

4. COMPRESSOR ASSEMBLY - FOREIGN OBJECT
5. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
6. AIRCRAFT PERFORMANCE, LANDING CAPABILITY - INOPERATIVE

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this incident is/are finding(s) 2,3

Factor(s) relating to this incident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5021 1/04/85 ST. LOUIS,MO A/C Reg. No. N322BA Time (Lcl) - 1610 CST

-----Basic Information-----

Type Operating Certificate	COMMUTER	Aircraft Damage					
Name of Carrier	-BRITT AIRWAYS	NONE					
Type of Operation	-SCHEDULED,DOMESTIC,PASSENGER	Fire	Crew	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	2
Incident Occurred During	-CRUISE			0	0	0	3

-----Aircraft Information-----

Make/Model	- SWEARINGEN SA226TC	Eng Make/Model	- AIR RESEARCH TPE3313UW303GELT	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	- 17	Rated Power	- 940 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	ST. LOUIS,MO	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	EVANSVILLE,IN	Runway Ident - N/A
Wind Dir/Speed- 290/013 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 7.0 SM	Type of Flight Plan - IFR	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - IFR	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 35	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - UNK/NR
SE LAND,ME LAND	Months Since - 6	Last 24 Hrs - UNK/NR
	Aircraft Type - SA226TC	Make/Model- UNK/NR
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - 0
		Multi-eng - 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER DEPARTING ST LOUIS AND REACHING CRUISE FLT THE CREW EXPERIENCED A CONTINUAL TRIM PITCH-UP WHICH HAD TO BE RELIEVED BY A REDUCED AIRSPEED. NO AURAL INDICATION WAS NOTED BY THE CREW. THE RETURN TO THE AIRPORT WAS UNEVENTFUL. FOLLOW-UP INSPECTION OF THE TRIM SYSTEM REVEALED A OUT OF TOLERANCE TRIM ACTUATOR WITH 355 OPERATIONAL HOURS SINCE O-TIME OVERHAUL. NORMAL LIFE FOR A TRIM ACTUATOR IS ABT 2000 HOURS. THIS UNIT WAS CERTIFIED AS O-TIME BY AN FAA CERTIFIED SHOP. A TEARDOWN INSPECTION OF THE TRIM ACTUATOR UNIT REVEALED THAT THE UNIT WAS NOT OVERHAULED TO SPECIFICATIONS OF THE UNIT MANUFACTURER. THE TRIM ACTUATOR WAS INADEQUATE FOR OPERATION AS OVERHAULED.

Brief of Incident (Continued)

File No. - 5021

1/04/85

ST. LOUIS, MO

A/C Reg. No. N322BA

Time (Lc1) - 1610 CST

Occurrence AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

Phase of Operation CRUISE - NORMAL

Finding(s)

1. FLT CONTROL SYST, ELEVATOR TAB CONTROL (TRIM) - ERRATIC
 2. MAINTENANCE, OVERHAUL - INADEQUATE - OTHER MAINTENANCE PSNL
 3. INADEQUATE SURVEILLANCE OF OPERATION - FAA (ORGANIZATION)
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this incident is/are finding(s) 2

Factor(s) relating to this incident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5001 2/13/85 BERKELEY, MO A/C Reg. No. N328BA Time (Lc1) - 2040 CST

-----Basic Information-----

Type Operating Certificate	-COMMUTER	Aircraft Damage					
Name of Carrier	-BRITT AIRWAYS, INC.	NONE					
Type of Operation	-SCHEDULED, DOMESTIC, PASSENGER	Fire					
Flight Conducted Under	-14 CFR 135	NONE	Crew	0	Fatal	0	0
Incident Occurred During	-APPROACH		Pass	0	Serious	0	0
					Minor	0	2
					None		1

-----Aircraft Information-----

Make/Model	- SWEARINGEN SA-226-TC	Eng Make/Model	- GARRETT 331-10UA-SHG	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 125000	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	SPRINGFIELD, IL			
Completeness	- UNK/NR	Destination		Airport Data	
Basic Weather	- VMC	SAME AS ACC/INC		LAMBERT-ST. LOUIS INT'L	
Wind Dir/Speed	- 310/018 KTS			Runway Ident	- 24
Visibility	- 10.0 SM	ATC/Airspace		Runway Lth/Wid	- 7600/ 150
Lowest Sky/Clouds	-	Type of Flight Plan	- IFR	Runway Surface	- CONCRETE
Lowest Ceiling	- 2500 FT OVERCAST	Type of Clearance	- IFR	Runway Status	- DRY
Obstructions to Vision	- NONE	Type Apch/Lndg	- ILS-COMPLETE		
Precipitation	- NONE				
Condition of Light	- NIGHT(BRIGHT)				

-----Personnel Information-----

Pilot-In-Command	Age - 27	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP, CFI	Current - YES	Total - 4345	Last 24 Hrs - 0
SE LAND, ME LAND	Months Since - 3	Make/Model - 1109	Last 30 Days - UNK/NR
	Aircraft Type - SA-226	Instrument - 0	Last 90 Days - 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

CREW ACCOMPLISHED DESCENT CHECKLIST. CHECKLIST WAS APPROVED MANUFACTURER'S CHECKLIST. DESCENT WAS MADE THROUGH 2500 FOOT THICK CLOUDS WITH OAT BELOW FREEZING WITHOUT AUTO-IGNITION SWITCH ON AUTO/CONTINUOUS POSITION. BOTH ENGINES QUIT ON FINAL APPROACH. AIRPLANE WAS LANDED WITHOUT DAMAGE. COMPANY CONCLUDED THAT FLAMEOUTS CAUSED BY ICE INGESTION.

Brief of Incident (Continued)

File No. - 5001

2/13/85

BERKELEY, MO

A/C Reg. No. N328BA

Time (Lc1) - 2040 CST

Occurrence LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

1. WEATHER CONDITION - ICING CONDITIONS
2. CHECKLIST - PERFORMED - PILOT IN COMMAND
3. CHECKLIST - INADEQUATE - MANUFACTURER

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this incident is/are finding(s) 3

Factor(s) relating to this incident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5022 6/11/85 ST. LOUIS, MO A/C Reg. No. N31013 Time (Lcl) - 1104 CDT

-----Basic Information-----

Type Operating Certificate	AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage						
Name of Carrier	-TRANS WORLD AIRWAYS	MINOR						
Type of Operation	-SCHEDULED, DOMESTIC, PASSENGER	Fire	Crew	Fatal	Injuries			
Flight Conducted Under	-14 CFR 121	IN FLIGHT	Pass	0	0	0	0	6
Incident Occurred During	-APPROACH			0	0	0	0	213

-----Aircraft Information-----

Make/Model	- LOCKHEED L-1011	Eng Make/Model	- ROLL-ROYCE RB-211-22	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 3	Stall Warning System	- YES
Max Gross Wt	- 110000	Engine Type	- TURBOFAN		
No. of Seats	- 270	Rated Power	- 45000 LBS THRUST		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	BOSTON, MA	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - IMC	ST. LOUIS, MO	ST. LOUIS
Wind Dir/Speed - 270/011 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 25.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - PART OBS	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - 700 FT OVERCAST	Type Apch/Lndg - ILS-LOCALIZER	Runway Status - DRY
Obstructions to Vision - FOG	TRAFFIC PATTERN	
Precipitation - RAIN		
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)
ATP	Current - UNK/NR	Total - UNK/NR
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model - UNK/NR
	Aircraft Type - UNK/NR	Instrument - UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days - UNK/NR
		Last 90 Days - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ON AN IFR APPROACH TO LAND AT STL AND THE PLT INITIATED FLAPS. THE NO.3 OUTBOARD FLAP VANE SEPARATED FROM ITS MOUNTING AND FELL TO THE GROUND. UPON SEPARATION THE FLAP VANE STRUCK THE LEADING EDGE OF THE TRAILING EDGE FLAP KNOCKING A HOLE IN THE SKIN. THE SUBSEQUENT LANDING WAS UNEVENTFUL. EXAMINATION OF THE FLAP VANE ATTACH FITTING REVEALED IT FAILED IN FATIGUE FOLLOWED BY AN OVERLOAD SEPARATION. THERE HAVE BEEN 14 RECORDED CASES OF FAILURE OF THE FLAP VANE ATTACH FITTINGS WITH 9 REPORTED SEPARATIONS FROM THE AIRCRAFT.

Brief of Incident (Continued)

File No. - 5022

6/11/85

ST. LOUIS, MO

A/C Reg. No. N31013

Time (Lc1) - 1104 CDT

Occurrence AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation APPROACH - IAF TO FAF/OUTER MARKER (IFR)

Finding(s)

1. FLIGHT CONTROL, FLAP ATTACHMENT - FATIGUE
2. FLIGHT CONTROL, FLAP ATTACHMENT - SEPARATION

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this incident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5051 3/29/85 MEXICO CITY, MX A/C Reg. No. N701AA Time (Lc1) - 1411 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage				
	MINOR				
Type of Operation	-SCHEDULED, DOMESTIC, PASSENGER	Fire			
Flight Conducted Under	-14 CFR 121	NONE			
Incident Occurred During	-TAKEOFF				

	Fatal	Serious	Minor	None
Crew	0	0	0	8
Pass	0	0	0	144

-----Aircraft Information-----

Make/Model	- BOEING 727-200B	Eng Make/Model	- P&W JT8D-15	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 3	Stall Warning System	- YES
Max Gross Wt	- 191000	Engine Type	- TURBOJET		
No. of Seats	- 144	Rated Power	- 14500 LBS THRUST		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	ON AIRPORT
Method	MEXICO CITY, MX	
Completeness	Destination	Airport Data
Basic Weather	DFW INTER ARPT, TX	DFW
Wind Dir/Speed-	ATC/Airspace	Runway Ident
Visibility	Type of Flight Plan	- UNK/NR
Lowest Sky/Clouds	- IFR	Runway Lth/Wid
Lowest Ceiling	Type of Clearance	- 11387/ 200
Obstructions to Vision-	Type Apch/Lndg	Runway Surface
Precipitation	- STRAIGHT-IN	- CONCRETE
Condition of Light	FULL STOP	Runway Status
		- DRY

-----Personnel Information-----

Pilot-In-Command	Age - 52	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, ATP	Current - YES	Total - 20747
SE LAND, ME LAND	Months Since - 1	Make/Model- 4956
	Aircraft Type - 727	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 190
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING THE INITIAL CLIMB AFTER TAKEOFF A 27 FOOT TALL LIGHT POLE WAS STRUCK BY THE RIGHT MAIN LANDING GEAR 1,677 FEET FROM THE END OF THE RWY. ACFT GROSS WEIGHT DICTATED A 5 DEG FLAP TAKEOFF AND COMPANY PERFORMANCE DATA AUTHORIZED DEPARTURE ON EITHER RWY 5R OR 23L. THE CREW PERFORMED AN INTERSECTION TAKEOFF ON RWY 23R RESULTING IN 10,415 FT OF USABLE RWY INSTEAD OF THE PROGRAMED 13,190 FT ON 5R/23L. THE CAPTAIN WAS FLYING THE ACFT BUT NEITHER THE COPILOT OR THE FLIGHT ENGINEER RECOGNIZED THE ERROR OR INITIATED REMEDIAL ACTION. POLE CONTACT RESULTED IN A BLOWN #4 TIRE AND DAMAGE TO THE GEAR ASS'Y AND TRAILING EDGE FLAP. THE ACFT LANDED UNEVENTFULLY AT DFW ARPT, THE INTENDED DEST. DENSITY ALT WAS APRX 10,000 FT MSL.

Brief of Incident (Continued)

File No. - 5051

3/29/85

MEXICO CITY, MX

A/C Reg. No. N701AA

Time (Lc1) - 1411 CST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - COPILOT
3. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - FLIGHT ENGINEER
4. INTERPRETATION OF INSTRUCTIONS - IMPROPER - PILOT IN COMMAND
5. INTERPRETATION OF INSTRUCTIONS - IMPROPER - PILOT IN COMMAND
6. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
7. ALL AVAILABLE RUNWAY - NOT USED - PILOT IN COMMAND
8. REMEDIAL ACTION - NOT PERFORMED - PILOT IN COMMAND
9. REMEDIAL ACTION - NOT PERFORMED - FLIGHT ENGINEER
10. OBJECT - UTILITY POLE
11. LANDING GEAR, TIRE - EXPLODED
12. LANDING GEAR, TIRE - OVERLOAD
13. WEATHER CONDITION - HIGH DENSITY ALTITUDE

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this incident is/are finding(s) 1,4,5,6,7

Factor(s) relating to this incident is/are finding(s) 2,8,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5005 3/09/85 JACKSONVILLE, NC A/C Reg. No. N9248 Time (Lcl) - 1100 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	MINOR					
Type of Operation -PERSONAL	Fire	Crew	Fatal	Injuries	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Incident Occurred During -TAXI			0	0	0	0

-----Aircraft Information-----

Make/Model - ENSTROM F-28A	Eng Make/Model - LYCOMING HIO-360-C1B	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 2150	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 2	Rated Power - 250 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	JACKSONVILLE, NC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	ALBERT ELLIS
Wind Dir/Speed- CALM		Runway Ident - UNK/NR
Visibility - 15.0 SM	ATC/Airspace	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Flight Plan - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type of Clearance - NONE	Runway Status - DRY
Obstructions to Vision- NONE	Type Apch/Lndg - NONE	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 59	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 2370
SE LAND, ME LAND	Months Since - 8	Make/Model- 4
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 13
		Multi-Eng - 70
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 8
		Rotorcraft - 4

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT LOST DIRECTIONAL CONTROL OF THE ACFT WHILE ATTEMPTING TO AIR TAXI THE HELICOPTER TO ANOTHER POSITION ON THE RAMP.

Brief of Incident (Continued)

File No. - 5005

3/09/85

JACKSONVILLE, NC

A/C Reg. No. N9248

Time (Lc1) - 1100 EST

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAXI - AERIAL

Finding(s)

1. TERRAIN CONDITION - GROUND
 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 3. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
 4. JUDGEMENT - POOR - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this incident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5032 6/05/85 CHERRY POINT, NC A/C Reg. No. N1007W Time (Lcl) - 1516 EDT

-----Basic Information-----

Type Operating Certificate	-COMMUTER	Aircraft Damage					
Name of Carrier	-GOLDEN GATE ASSOCIATES	MINOR		Fatal	0	Injuries	
Type of Operation	-SCHEDULED, DOMESTIC, PASSENGER	Fire		Serious	0	Minor	2
Flight Conducted Under	-14 CFR 135	NONE		Pass	0	0	12
Incident Occurred During	-APPROACH						

-----Aircraft Information-----

Make/Model	- FAIRCHILD SWEARINGIN SA226TC	Eng Make/Model	- GARRETT-AIRE TPE-331-3	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 12499	Engine Type	- TURBOPROP		
No. of Seats	- 20	Rated Power	- 840 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- COMPANY	Last Departure Point		ON AIRPORT	
Method	- UNK/NR	ROCKY MOUNTAIN, NC			
Completeness	- WEATHER NOT PERTINENT	Destination		Airport Data	
Basic Weather	- VMC	NEW BERN, NC		MCAS CHERRY POINT	
Wind Dir/Speed	- 180/009 KTS			Runway Ident	- 23
Visibility	- 7.0 SM	ATC/Airspace		Runway Lth/Wid	- 8000/ 200
Lowest Sky/Clouds	- 3000 FT SCATTERED	Type of Flight Plan	- IFR	Runway Surface	- ASPHALT
Lowest Ceiling	- 25000 FT BROKEN	Type of Clearance	- IFR	Runway Status	- DRY
Obstructions to Vision	- NONE	Type Apch/Lndg	- STRAIGHT-IN		
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)	
ATP		Current	- YES	Total	- UNK/NR
ME LAND		Months Since	- 4	Make/Model	- UNK/NR
		Aircraft Type	- SA-226	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-----

DURING AN APPCH FOR LDG AT NEW BERN NC, THE CREW WAS UNABLE TO GET THE RIGHT MAIN LDG GEAR TO EXTEND. GROUND OBSERVERS REPORTED THAT THE RIGHT GEAR DOOR WAS PARTIALLY OPEN. THE CREW ELECTED TO DIVERT THE COMMUTER AIR CARRIER FLT. TO MCAS CHERRY POINT WHERE CFR EQUIPMENT WAS AVAILABLE. A SUCCESSFUL WHEELS UP LDG WAS COMPLETED WITH MINOR DAMAGE AND NO INJURIES TO THE CREW OR PASSENGERS. MAIN. HAD BEEN PERFORMED ON THE RIGHT MAIN GEAR DOORS THE PREV. DAY.

Brief of Incident (Continued)

File No. - 5032

6/05/85

CHERRY POINT, NC

A/C Reg. No. N1007W

Time (Lc1) - 1516 EDT

Occurrence AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

1. DOOR, LANDING GEAR - JAMMED
2. GEAR EXTENSION - ATTEMPTED - PILOT IN COMMAND
3. LANDING GEAR - LOCKED
4. GEAR EXTENSION - NOT POSSIBLE - COMPANY MAINTENANCE PSNL
5. MAINTENANCE - INADEQUATE - COMPANY MAINTENANCE PSNL
6. MAINTENANCE, ADJUSTMENT - IMPROPER - COMPANY MAINTENANCE PSNL
7. MAINTENANCE, ADJUSTMENT - POOR - MANUFACTURER

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this incident is/are finding(s) 1,3,4,5,6

Factor(s) relating to this incident is/are finding(s) 7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5048 10/29/85 LINCOLN, NE A/C Reg. No. N342AM Time (Lcl) - 1100 CST

-----Basic Information-----

Type Operating Certificate	COMMUTER	Aircraft Damage						
Name of Carrier	-AIR MIDWEST	NONE						
Type of Operation	-SCHEDULED, DOMESTIC, PASSENGER	Fire	Crew	Fatal	0	0	0	3
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	0	7
Incident Occurred During	-LANDING							

-----Aircraft Information-----

Make/Model	- SAAB/FAIRCHILD SF340A	Eng Make/Model	GENERAL ELEC. CT7-5A2	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	2	Stall Warning System	- YES
Max Gross Wt	- 27000	Engine Type	TURBOPROP		
No. of Seats	- 30	Rated Power	1700 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	KANSAS CITY, MO	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	LINCOLN, NE	LINCOLN
Wind Dir/Speed - 330/003 KTS	ATC/Airspace	Runway Ident - 32
Visibility - 20.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 8620/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - IFR	Runway Surface - CONCRETE
Lowest Ceiling - 20000 FT OVERCAST	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision - NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 55	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - UNK/NR	Total - 19000
SE LAND, ME LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model - 650
		Instrument - 0
		Last 30 Days - UNK/NR
		Last 90 Days - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING LANDING ROLL AT THE LINCOLN AIRPORT, THE OUTBOARD WHEEL OF THE LEFT MAIN LANDING GEAR SEPARATED FROM THE AXLE. THE ACFT WAS NOT HAMPERED IN ITS LANDING ROLL AND TAXI. THE LANDING GEAR ASSEMBLY REVEALED THAT A RETAINING NUT WAS NOT INSTALLED ON THIS ASSEMBLY. THIS ALLOWED THE WHEEL TO SHIFT SIDEWARDS AND SUBSEQUENTLY FALL FREE FROM THE AXLE. MAINTENANCE RECORDS SHOWED THAT THIS WHEEL HAD BEEN CHANGED 10 DAYS PRIOR TO THIS FLIGHT.

Brief of Incident (Continued)

File No. - 5048

10/29/85

LINCOLN, NE

A/C Reg. No. N342AM

Time (Lcl) - 1100 CST

Occurrence AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION .
Phase of Operation LANDING - ROLL

Finding(s)

1. LANDING GEAR, WHEEL - SEPARATION
 2. MAINTENANCE, REPLACEMENT - IMPROPER - COMPANY MAINTENANCE PSNL
 3. INSUFFICIENT STANDARDS/REQUIREMENTS, AIRCRAFT - MANUFACTURER
 4. INSUFFICIENT STANDARDS/REQUIREMENTS, AIRCRAFT - COMPANY/OPERATOR MGMT
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this incident is/are finding(s) 1,2

Factor(s) relating to this incident is/are finding(s) 3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5011 2/06/85 ATLANTIC CITY, NJ A/C Reg. No. N296CA Time (Lcl) - 1615 EST

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI		Aircraft Damage		Injuries			
Type of Operation	-POSITIONING	MINOR		Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire		0	0	0	2
Incident Occurred During	-LANDING	NONE		0	0	0	1
		Crew					
		Pass					

-----Aircraft Information-----

Make/Model	- CONSTRUCCIONES AERONAUTI SAC-21	Eng Make/Model	- AIR TPE 331-11	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 14300	Engine Type	- TURBOPROP		
No. of Seats	- 19	Rated Power	- 605 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	ON AIRPORT
Method	ATLANTIC CITY, NJ	
Completeness	Destination	Airport Data
Basic Weather	ATLANTIC CITY, NJ	BADER FIELD
Wind Dir/Speed	ATC/Airspace	Runway Ident
Visibility	Type of Flight Plan	- 11
Lowest Sky/Clouds	Type of Clearance	- 2950/ 100
Lowest Ceiling	Type Apch/Lndg	Runway Surface
Obstructions to Vision	- NONE	- ASPHALT
Precipitation	- STRAIGHT-IN	Runway Status
Condition of Light		- DRY

-----Personnel Information-----

Pilot-In-Command	Age - 39	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - YES	Total	- 6520
ME LAND	Months Since - UNK/NR	Make/Model	- 72
	Aircraft Type - SAC212	Instrument	- 637
		Multi-Eng	- 4420
		Last 24 Hrs	- 1
		Last 30 Days	- UNK/NR
		Last 90 Days	- 64

Instrument Rating(s) - AIRPLANE

-----Narrative-----

A CONSTRUCCIONES SAC 212-200 N296CA LOST CONTROL DURING LANDING FLARE AND LANDED HARD ON THE GRASS ALONG SIDE RUNWAY 11 AT BADER FIELD, NEW JERSEY, AFTER ALL OF THE LANDING CHECKS WERE COMPLETED THE COPILOT PUSHED FULL FORWARD THE SPEED LEVERS AND CALLED OUT LEFT 10 ON SPEED. THE AIRCRAFT BEGAN TO DESCEND RAPIDLY AND THE CAPTAIN APPLIED POWER TO OFFSET THE SINK RATE. THE AIRCRAFT BANKED LEFT, AND THE LEFT GEAR CONTACTED THE RUNWAY, THE BANKED RIGHT. THE PILOT AND COPILOT BOTH FELT THE STICKHAKER ACTIVATE JUST PRIOR TO THE AIRCRAFT LANDING WITH THE WINGS LEVEL.

Brief of Incident (Continued)

File No. - 5011

2/06/85

ATLANTIC CITY,NJ

A/C Reg. No. N296CA

Time (Lc1) - 1615 EST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. PROPER DESCENT RATE - NOT MAINTAINED - PILOT IN COMMAND
2. REMEDIAL ACTION - ATTEMPTED - PILOT IN COMMAND

Occurrence #2 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. STALL/MUSH - NOT IDENTIFIED - PILOT IN COMMAND
4. AIRSPEED(VREF) - NOT MAINTAINED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this incident is/are finding(s) 3,4

Factor(s) relating to this incident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5025 4/16/85 LAS CRUCES,NM A/C Reg. No. N718AA Time (Lcl) - 1137 MST

-----Basic Information-----

Type Operating Certificate	AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage					
Name of Carrier	-AMERICAN AIRLINES, INC.	MINOR					
Type of Operation	-SCHEDULED,DOMESTIC,PAX/CARGO	Fire					
Flight Conducted Under	-14 CFR 121	NONE	Crew	0	0	0	8
Incident Occurred During	-CRUISE		Pass	0	0	0	81

-----Aircraft Information-----

Make/Model	- BOEING 727-227	Eng Make/Model	- P&W JT8D-9A	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 3	Stall Warning System	- YES
Max Gross Wt	- 178000	Engine Type	- TURBOFAN		
No. of Seats	- 162	Rated Power	- 14500 LBS THRUST		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	OFF AIRPORT/STRIP
Method - TELETYPE	DALLAS-FT WORTH,TX	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	SAN DIEGO,CA	LAS CRUCES
Wind Dir/Speed- 230/006 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 60.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 8000 FT SCATTERED	Type of Clearance - IFR	Runway Surface - N/A
Lowest Ceiling - 12000 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 49	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 12470
ME LAND	Months Since - 10	Last 24 Hrs - 3
	Aircraft Type - 727	Make/Model- 6762
		Instrument- UNK/NR
		Multi-Eng - 12470
		Last 30 Days- UNK/NR
		Last 90 Days- 124
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE CRUISING AT FLT LEVEL 350 IN CLEAR SMOOTH AIR, A LOUD NOISE WAS HEARD, ACCOMPANIED BY A SEVERE JOLT ON THE RIGHT SIDE OF THE CABIN, AS THE NUMBER 3 END SEPARATED FROM ITS MOUNTS. SUBSEQUENT INVESTIGATION DISCLOSED THAT THE FORWARD LAVATORY WAS LEAKING DEODORANT FLUID AND WATER. DEODORANT STAINS EXISTED ALONG THE RIGHT SIDE OF THE FUSELAGE, & WERE SUBSEQUENTLY IDENTIFIED ON THE NUMBER 3 ENGINE NOSE COWL & INLET NOSE CONE. ALL BUT 6 OF THE FIRST STAGE FAN BLADES WERE RECOVERED AT THE ENG IMPACT SITE, & THESE 6 BLADES WERE LOCATED WITHIN A 180 DEGREE SEGMENT OF THE FAN. LEAKAGE OF THE LAVATORY WASTE DRAIN VALVE WAS THE RESULT OF A DAMAGED "O" RING SEAL. LEAKAGE OF THE DUMP VALVE WAS THE RESULT OF DISBONDING OF A RUBBER BOOT ON ITS SHAFT.

Brief of Incident (Continued)

File No. - 5025

4/16/85

LAS CRUCES,NM

A/C Reg. No. N718AA

Time (Lc1) - 1137 MST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. WATER AND WASTE SYSTEM - LEAK
2. MAINTENANCE,SERVICE BULLETINS - NOT ISSUED - MANUFACTURER
3. INSUFFICIENT STANDARDS/REQUIREMENTS,MANUFACTURER - MANUFACTURER
4. FLUID,WATER - FROZEN
5. WEATHER CONDITION - TEMPERATURE EXTREMES

Occurrence #2 ENGINE TEARAWAY
Phase of Operation CRUISE - NORMAL

Finding(s)

6. ENGINE ASSEMBLY - SEPARATION
7. ENGINE INSTALLATION,SUSPENSION MOUNTS - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this incident is/are finding(s) 1

Factor(s) relating to this incident is/are finding(s) 2,3,4,5,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5038

3/26/85

RENO,NV

A/C Reg. No. N85AS

Time (Lc1) - 1645 PST

-----Basic Information-----

Type Operating Certificate	AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage									
Name of Carrier	-ALL STAR AIRLINES, INC.	NONE		Fatal	0	Serious	0	Minor	0	None	4
Type of Operation	-SCHEDULED, DOMESTIC, PASSENGER	Fire		Crew	0		0		0		37
Flight Conducted Under	-14 CFR 121	NONE		Pass	0		0		0		
Incident Occurred During	-CLIMB										

-----Aircraft Information-----

Make/Model	- MCDONNELL DOUGLAS DC-9-14	Eng Make/Model	- P & W JT8D-7B	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 91500	Engine Type	- TURBOJET		
No. of Seats	- 85	Rated Power	- 14000 LBS THRUST		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	RENO,NV	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	SEATTLE,WA	Runway Ident - N/A
Wind Dir/Speed- 180/008 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 2.000 SM	Type of Flight Plan - IFR	Runway Surface - N/A
Lowest Sky/Clouds - PART OBS	Type of Clearance - IFR	Runway Status - N/A
Lowest Ceiling - 800 FT OVERCAST	Type Apch/Lndg - NONE	
Obstructions to Vision- FOG		
Precipitation - SNOW		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 52	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, ATP, FLT ENG	Current - YES	Total - 14000
SE LAND, ME LAND	Months Since - 3	Make/Model- 2100
	Aircraft Type - DC-9	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 6
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER A GROUND TIME OF 36 MINUTES DURING RAIN/WET SNOW THE AIRCRAFT DEPARTED RENO. DURING THE CLIMB IN BELOW FREEZING CONDITIONS THE CREW EXPERIENCED ELEVATOR PITCH CONTROL DIFFICULTIES WHICH PERSISTED UNTIL THE DESCENT INTO SEATTLE. EXAMINATION OF THE ELEVATORS REVEALED WATER WITHIN THE INBOARD SECTION OF BOTH ASSEMBLIES AND MISSING SEALANT MATERIAL ON THE UPPER SURFACE OF THE LEFT ELEVATOR PANEL.

Brief of Incident (Continued)

File No. - 5038

3/26/85

RENO,NV

A/C Reg. No. N85AS

Time (Lc1) - 1645 PST

Occurrence ALTITUDE DEVIATION,UNCONTROLLED
Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. FLIGHT CONTROL,ELEVATOR - FROZEN
 2. FLT CONTROL SYST,ELEVATOR CONTROL - MOVEMENT RESTRICTED
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this incident is/are finding(s) 1,2

Brief of Incident

File No. - 5071 9/12/85 RENO,NV A/C Reg. No. N86WW Time (Lc1) - 1200 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -AIR RACING
Flight Conducted Under -14 CFR 91
Incident Occurred During -LANDING

Aircraft Damage
MINOR
Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - NORTH AMERICAN SNJ-4
Landing Gear - TAILWHEEL-RETRACTABLE MAINS
Max Gross Wt - 5300
No. of Seats - 2

Eng Make/Model - P & W R1340 SERIES
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 600 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- 260/004 KTS

Visibility - 50.0 SM

Lowest Sky/Clouds - 20000 FT THIN BKN

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FULL STOP

PRECAUTIONARY LANDING

Airport Proximity

ON AIRPORT

Airport Data

RENO-STEAD

Runway Ident - 08

Runway Lth/Wid - 7600/ 150

Runway Surface - ASPHALT

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND,ME LAND

Age - UNK/NR

Biennial Flight Review

Current - YES

Months Since - 7

Aircraft Type - SNJ-4

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - UNK/NR

Make/Model- UNK/NR

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT EXPERIENCED A "SEVERE VIBRATION" AND MADE AN EMERGENCY LANDING DURING A HEAT RACE AT THE NATIONAL CHAMPIONSHIP AIR RACES. SUBSEQUENT EXAMINATION REVEALED THAT A PROPELLER BLADE PITCH CHANGE BOLT, P/N 53546, HAD FAILED, ALLOWING ONE PROPELLER BLADE TO MOVE INTO A HIGH PITCH BLADE ANGLE.

Brief of Incident (Continued)

File No. - 5071

9/12/85

RENO,NV

A/C Reg. No. N86WW

Time (Lc1) - 1200 PDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CRUISE

Finding(s)

1. PROPELLER SYSTEM/ACCESSORIES, HYDRAULIC PITCH CTL - DISCONNECTED
-

Occurrence #2 NOSE DOWN
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this incident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5036

1/17/85

FLUSHING, NY

A/C Reg. No. N79748

Time (Lcl) - 1101 EST

-----Basic Information-----

Type Operating Certificate	AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage						
Name of Carrier	-CONTINENTAL AIRLINES INC.	MINOR						
Type of Operation	-SCHEDULED, DOMESTIC, PASSENGER	Fire	Crew	Fatal	Injuries			
Flight Conducted Under	-14 CFR 121	NONE	Pass	0	Serious	Minor	None	
Incident Occurred During	-TAKEOFF			0	0	0	7	
							79	

-----Aircraft Information-----

Make/Model	- BOEING 727-224	Eng Make/Model	- P & W JT8D-15	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 3	Stall Warning System	- YES
Max Gross Wt	- 190500	Engine Type	- TURBOFAN		
No. of Seats	- 159	Rated Power	- 15500 LBS THRUST		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	ON AIRPORT
Method	SAME AS ACC/INC	
Completeness	Destination	Airport Data
Basic Weather	DENVER, CO	LAGUARDIA
Wind Dir/Speed	ATC/Airspace	Runway Ident
Visibility	Type of Flight Plan	- 13
Lowest Sky/Clouds	Type of Clearance	Runway Lth/Wid
Lowest Ceiling	Type Apch/Lndg	- 7000/ 150
Obstructions to Vision		Runway Surface
Precipitation		- ASPHALT
Condition of Light		Runway Status
		- SNOW - DRY

-----Personnel Information-----

Pilot-In-Command	Age - 46	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL, ATP, FLT ENG	Current - YES	Total - 14000	Last 24 Hrs - UNK/NR
SE LAND, ME LAND	Months Since - 6	Make/Model - UNK/NR	Last 30 Days - UNK/NR
	Aircraft Type - 727	Instrument - 0	Last 90 Days - 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACFT STRUCK A SEAWALL DIKE IMMEDIATELY AFTER TAKEOFF FROM RUNWAY 13 AT LA GUADIA AIRPORT, FLUSHING, NY. ACFT CONTINUED ON TO DENVER, CO WHERE UNEVENTFUL LANDING WAS MADE. POST-FLIGHT INSPECTION REVEALED MINOR DAMAGE TO TAILSKID AND NUMBER 2 ENGINE THRUST REVERSER. INVESTIGATION DISCLOSED IMCOMPLETE AND INADEQUATE SNOW REMOVAL FROM RUNWAY AND LACK OF VISUAL CUES AVAILABLE DUE TO POOR WEATHER.

Brief of Incident (Continued)

File No. - 5036

1/17/85

FLUSHING, NY

A/C Reg. No. N79748

Time (Lc1) - 1101 EST

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - FOREIGN SUBSTANCE COVERED
2. AIRPORT SNOW REMOVAL - INADEQUATE - AIRPORT PERSONNEL
3. METEOROLOGICAL SERVICES, ATIS - INACCURATE
4. UPDATING OF RECORDED WEATHER INFORMATION - NOT PERFORMED - AIRPORT PERSONNEL
5. TERRAIN CONDITION - RUNWAY
6. ICE/FROST REMOVAL FROM AIRCRAFT - NOT CORRECTED - PILOT IN COMMAND
7. TERRAIN CONDITION - SNOW COVERED
8. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
9. TERRAIN CONDITION - OBJECT
10. AIRPORT FACILITIES, RUNWAY REMAINING DIST MARKERS - UNAVAILABLE
11. WEATHER CONDITION - OBSCURATION

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this incident is/are finding(s) 2

Factor(s) relating to this incident is/are finding(s) 1,3,4,5,6,7,8,9,10,11

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident/Incident

File No. - 6001 7/16/85 SPRING VALLEY, NY A/C Reg. No. NCFEYV Time (Lcl) - 1330 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	2
Acc/Inc Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - PIPER PA-28-140	Eng Make/Model - LYCOMING O-320-E3D	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2150	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point ATLANTIC CITY, NJ	
Method - N/A	Destination LINCOLN PARK, NJ	Airport Data
Completeness - N/A		RAMAPO VALLEY
Basic Weather - VMC	ATC/Airspace	Runway Ident - 26
Wind Dir/Speed- UNK/NR	Type of Flight Plan - VFR	Runway Lth/Wid - 2185/ 50
Visibility - 7.0 SM	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Sky/Clouds - SCATTERED	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - WET
Lowest Ceiling - UNK/NR	STOP AND GO	
Obstructions to Vision- HAZE		
Precipitation - RAIN		
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)
PRIVATE	Current - NO	Total - 104
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 0
	Aircraft Type - UNK/NR	Last 30 Days- UNK/NR
		Last 90 Days- 13

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT DECIDED TO DIVERT TO THE RAMPA VALLEY ARPT DUE TO WX. HE OVER FLEW THE ARPT 2 TIMES, THEN MADE AN APCH TO LAND, BUT THE ACFT WAS HIGH & FAST, SO HE MADE A GO-AROUND. HE STATED THAT HE MADE A NORMAL LANDING ON THE NEXT APCH. HOWEVER, HE WAS UNABLE TO GET SUFFICIENT BRAKING ACTION ON THE WET RWY. THE ACFT CONTINUED OFF THE DEPARTURE END & WENT INTO A DITCH. REPORTEDLY, THE PLT HAD LANDED ON THE ASPHALT RWY IMMEDIATELY AFTER RAIN HAD STOPPED FALLING. AFTER LANDING, THE PLT DECIDED NOT TO MAKE A GO-AROUND SINCE THERE WERE POWER LINES NEAR THE DEPARTURE END OF THE RWY.

Brief of Accident/Incident (Continued)

File No. - 6001

7/16/85

SPRING VALLEY, NY

A/C Reg. No. NCFEYV

Time (Lc1) - 1330 EDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - HAZE
2. WEATHER CONDITION - RAIN
3. FLIGHT TO ALTERNATE DESTINATION - PERFORMED - PILOT IN COMMAND

Occurrence #2 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

4. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
5. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - WET
6. AIRCRAFT PERFORMANCE, HYDROPLANING CONDITION - WATER
7. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
8. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

9. TERRAIN CONDITION - DITCH

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident/incident is/are finding(s) 4

Factor(s) relating to this incident is/are finding(s) 1,2,5,6,7,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5059

9/15/85

JAMAICA, NY

A/C Reg. No. N780T

Time (Lcl) - 1714 EDT

-----Basic Information-----

Type Operating Certificate	AIR CARRIER - SUPPLEMENTAL	Aircraft Damage									
Name of Carrier	-TRANSAMERICA AIRLINES	MINOR		Fatal	0	Serious	0	Minor	0	None	16
Type of Operation	-NON SCHED, INTL, PAX/CARGO	Fire		Crew	0	0	0	0	0	491	
Flight Conducted Under	-14 CFR 121	NONE		Pass	0	0	0	0	0	491	
Incident Occurred During	-LANDING										

-----Aircraft Information-----

Make/Model	- BOEING 747-130	Eng Make/Model	- P&W JT9D	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 4	Stall Warning System	- YES
Max Gross Wt	- 734000	Engine Type	- TURBOFAN		
No. of Seats	- 500	Rated Power	- 46150 LBS THRUST		

-----Environment/Operations Information-----

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- COMPANY	Last Departure Point		ON AIRPORT	
Method	- IN PERSON	ZURICH			
Completeness	- WEATHER NOT PERTINENT	Destination		Airport Data	
Basic Weather	- VMC	SAME AS ACC/INC		JFK INT'L AIRPORT	
Wind Dir/Speed	- 190/007 KTS	ATC/Airspace		Runway Ident	- 31R
Visibility	- 20.0 SM	Type of Flight Plan	- IFR	Runway Lth/Wid	- 10001/ 150
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- IFR	Runway Surface	- ASPHALT
Lowest Ceiling	- NONE	Type Apch/Lndg	- STRAIGHT-IN	Runway Status	- DRY
Obstructions to Vision	- NONE				
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

-----Personnel Information-----

Pilot-In-Command	Age - 59	Medical Certificate	- UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - YES	Total - UNK/NR	Last 24 Hrs - 10
SE LAND, ME LAND	Months Since - 5	Make/Model - UNK/NR	Last 30 Days - UNK/NR
	Aircraft Type - 747	Instrument - UNK/NR	Last 90 Days - 159
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS MAKING A VISUAL APP TO RWY 31R AT JAMAICA NY WAEN THE BOTTOM OF THE AFT 60 FT OF THE FUSELAGE MADE GROUND CONTACT. THE LEFT OUTFLOW VALVE WAS SCRAPPED AND THE REAR DRAIN MAST WAS SEPARATED. PART OF THE APR ACCESS DOOR AND SEVERAL STRINGERS & FORMERS WERE DAMAGED. INTERNAL DAMAGE IS BEING EVALUATED. DAMAGE STARTED AT STATION 2080 & EXTENDED TO THE GEAR PAST STA 2742.

Brief of Incident (Continued)

File No. - 5059

9/15/85

JAMAICA,NY

A/C Reg. No. N780T

Time (Lc1) - 1714 EDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - MISJUDGED - PILOT IN COMMAND
2. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this incident
is/are finding(s) 1,2

**National Transportation Safety Board
Washington, D.C. 20594**

Brief of Incident

File No. - 5041 10/24/85 FLUSHING, NY A/C Reg. No. N109DL Time (Lcl) - 0850 EDT

-----Basic Information-----

Type Operating Certificate	AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage				
Name of Carrier	-DELTA AIRLINES, INC.	NONE				
Type of Operation	-SCHEDULED, DOMESTIC, PASSENGER	Fire				
Flight Conducted Under	-14 CFR 121	NONE				
Incident Occurred During	-TAXI					

			Injuries			
			Fatal	Serious	Minor	None
		Crew	0	0	0	8
		Pass	0	0	0	374
		Other	0	0	0	39

-----Aircraft Information-----

Make/Model	- BOEING B767	Eng Make/Model	- GENERAL ELEC. CF6-80A2	ELT Installed/Activated	- UNK/NR
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- UNK/NR
Max Gross Wt	- 300000	Engine Type	- TURBOFAN		
No. of Seats	- UNK/NR	Rated Power	- 30000 LBS THRUST		

-----Environment/Operations Information-----

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- UNK/NR	Last Departure Point		ON AIRPORT	
Method	- UNK/NR	SAME AS ACC/INC			
Completeness	- WEATHER NOT PERTINENT	Destination		Airport Data	
Basic Weather	- VMC	ATLANTA, GA		LAGUARDIA	
Wind Dir/Speed				Runway Ident	- N/A
Visibility	- UNK/NR	ATC/Airspace		Runway Lth/Wid	- N/A
Lowest Sky/Clouds	- CLEAR	Type of Flight Plan	- IFR	Runway Surface	- N/A
Lowest Ceiling	- NONE	Type of Clearance	- IFR	Runway Status	- N/A
Obstructions to Vision	- UNK/NR	Type Apch/Lndg	- NONE		
Precipitation	- UNK/NR				
Condition of Light	- DAYLIGHT				

-----Personnel Information-----

Pilot-In-Command	Age - 48	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - YES	Total - 14400	Last 24 Hrs - UNK/NR
SE LAND, ME LAND	Months Since - 1	Make/Model - 545	Last 30 Days - UNK/NR
HELICOPTER	Aircraft Type - B-767	Instrument - UNK/NR	Last 90 Days - UNK/NR
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE F-28 ACFT WAS HOLDING ON TAXIWAY BB. THE B-767 ACFT WAS TAXIING BEHIND THE F-28 ON TAXIWAY E WHICH IS PERPENDICULAR TO TAXIWAY BB. THE R WING OF THE B-767 STRUCK THE RUDDER OF THE F-28.

Brief of Incident (Continued)

File No. - 5041

10/24/85

FLUSHING, NY

A/C Reg. No. N109DL

Time (Lc1) - 0850 EDT

Occurrence **ON GROUND COLLISION WITH OBJECT**
Phase of Operation **TAXI**

Finding(s)

- 1. OBJECT - AIRCRAFT PARKED**
 - 2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND**
 - 3. CLEARANCE - INADEQUATE - PILOT IN COMMAND**
 - 4. VISUAL LOOKOUT - INADEQUATE - COPILOT**
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this incident is/are finding(s) 2,3,4

Factor(s) relating to this incident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5041

10/24/85

FLUSHING, NY

A/C Reg. No. N510

Time (Lc1) - 0850 EDT

-----Basic Information-----

Type Operating Certificate-AIR CARRIER - FLAG/DOMESTIC
Name of Carrier -EMPIRE AIRLINES, INC.
Type of Operation -SCHEDULED, DOMESTIC, PASSENGER
Flight Conducted Under -14 CFR 121
Incident Occurred During -STANDING

Aircraft Damage
NONE
Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	4
Pass	0	0	0	35
Other	0	0	0	382

-----Aircraft Information-----

Make/Model - FOKKER F-28
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 56700
No. of Seats - 60

Eng Make/Model - ROLLS ROYCE RB-183555-15P
Number Engines - 2
Engine Type - TURBOFAN
Rated Power - 9850 LBS THRUST
ELT Installed/Activated - UNK/NR
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed-
Visibility - UNK/NR
Lowest Sky/Clouds -
Lowest Ceiling -
Obstructions to Vision- UNK/NR
Precipitation - UNK/NR
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
BINGHAMTON, NY

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

LAGUARDIA
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - UNK/NR
Runway Status - UNK/NR

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL, ATP
SE LAND, ME LAND

Age - 30
Biennial Flight Review
Current - YES
Months Since - 4
Aircraft Type - F-28

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 5300
Make/Model- 3000
Instrument- 0
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE F-28 ACFT WAS HOLDING ON TAXIWAY BB. THE B-767 ACFT WAS TAXIING BEHIND THE F-28 ON TAXIWAY E WHICH IS PERPENDICULAR TO TAXIWAY BB. THE R WING OF THE B 767 STRUCK THE RUDDER OF THE F-28.

Brief of Incident (Continued)

File No. - 5041

10/24/85

FLUSHING, NY

A/C Reg. No. N510

Time (Lc1) - 0850 EDT

Occurrence ON GROUND COLLISION WITH OBJECT
Phase of Operation STANDING

Finding(s)

1. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT
2. CLEARANCE - INADEQUATE - PILOT OF OTHER AIRCRAFT
3. OBJECT - AIRCRAFT MOVING ON GROUND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this incident is/are finding(s) 1,2

Factor(s) relating to this incident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5012 1/14/85 DAYTON, OH A/C Reg. No. N135W Time (Lcl) - 1410 EST

-----Basic Information-----

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-ACE AIR CARGO EXPRESS, IN	MINOR		Fatal	0	Serious	0
Type of Operation	-NON SCHED, DOMESTIC, CARGO	Fire	Crew	0	0	Minor	0
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	1
Incident Occurred During	-TAKEOFF						0

-----Aircraft Information-----

Make/Model	- BEECHCRAFT H-18	Eng Make/Model	- P & W R-985-AN14B	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL-RETRACTABLE MAINS	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 9900	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 7	Rated Power	- 450 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity	
Wx Briefing	- FSS	ON AIRPORT	
Method	- TELEPHONE		
Completeness	- UNK/NR	Airport Data	
Basic Weather	- VMC	COX INT'L	
Wind Dir/Speed	- 240/017 KTS	Runway Ident	- 24L
Visibility	- 1.000 SM	Runway Lth/Wid	- 7000/ 150
Lowest Sky/Clouds	- UNK/NR	Runway Surface	- ASPHALT
Lowest Ceiling	- 1400 FT BROKEN	Runway Status	- SNOW - DRY
Obstructions to Vision	- BLOWING SNOW		
Precipitation	- SNOW SHOWER		
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 32	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL, CFI	Current - YES	Total	- 2801
SE LAND, ME LAND	Months Since - 2	Make/Model	- 21
	Aircraft Type - UNK/NR	Instrument	- 91
		Multi-Eng	- 85
		Last 24 Hrs	- UNK/NR
		Last 30 Days	- UNK/NR
		Last 90 Days	- 7

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS ROTATED PREMATURELY AND STALLED BACK ONTO THE RWY. THE ACFT WAS ON RWY 24L AND THE WIND WAS 240 DEGREES AT 17 KTS GUSTING TO 24 KTS. THERE WAS SLIGHT DAMAGE TO THE LANDING GEAR & FLAPS

Brief of Incident (Continued)

File No. - 5012

1/14/85

DAYTON, OH

A/C Reg. No. N135W

Time (Lc1) - 1410 EST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. ROTATION - PREMATURE - PILOT IN COMMAND
 2. AIRSPEED - INADEQUATE - PILOT IN COMMAND
 3. STALL/MUSH - NOT CORRECTED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

4. PROPER CLIMB RATE - NOT MAINTAINED - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this incident is/are finding(s) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5018 4/10/85 DAYTON, OH A/C Reg. No. N163MA Time (Lcl) - 1330 EST

-----Basic Information-----

Type Operating Certificate	COMMUTER	Aircraft Damage					
Name of Carrier	MIDSTATE AIRLINES, INC.	NONE		Fatal	0	0	0
Type of Operation	SCHEDULED, DOMESTIC, PASSENGER	Fire	Crew	0	0	0	2
Flight Conducted Under	14 CFR 135	NONE	Pass	0	0	0	15
Incident Occurred During	APPROACH						

-----Aircraft Information-----

Make/Model	SWEARINGEN SA226TC	Eng Make/Model	GARRETT TPE3313UW303	ELT Installed/Activated	YES/NO
Landing Gear	TRICYCLE-FIXED	Number Engines	3	Stall Warning System	YES
Max Gross Wt	10062	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	OFF AIRPORT/STRIP
Method - UNK/NR	MILWAUKEE, WI	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	DAYTON INT'L
Wind Dir/Speed - 190/011 KTS		Runway Ident - 18
Visibility - 15.0 SM	ATC/Airspace	Runway Lth/Wid - 7000
Lowest Sky/Clouds - CLEAR	Type of Flight Plan - IFR	Runway Surface - N/A
Lowest Ceiling - NONE	Type of Clearance - IFR	Runway Status - N/A
Obstructions to Vision - NONE	Type Apch/Lndg - VISUAL	
Precipitation - NONE	FULL STOP	
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, ATP, CFI	Current - YES	Total - 6258
SE LAND, ME LAND	Months Since - 6	Make/Model - 197
	Aircraft Type - UNK/NR	Instrument - 0
		Last 24 Hrs - UNK/NR
		Last 30 Days - UNK/NR
		Last 90 Days - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ON SHORT FINAL AT AN AIRSPEED BET 120 AND 125 KTS FULL FLAPS WERE LOWERED FOR LANDING. WHEN THE FLAPS REACHED THE FULL DOWN POSITION, THE STALL WARNING HORN CAME ON AND THE STICK PUSHER ON THE ROSEMONT STALL AVOIDANCE SYSTEM ACTIVATED. THE CAPTAIN DISENGAGED THE SAS CLUTCH AND A NORMAL LANDING WAS MADE. THE STALL WARNING REMAINED ON UNTIL TOUCHDOWN. A CALIBRATION CHECK AND BENCH TEST OF THE SYSTEMS COMPONENTS DID NOT REVEALED THE CAUSE OF THE MALFUNCTION.

Brief of Incident (Continued)

File No. - 5018

4/10/85

DAYTON, OH

A/C Reg. No. N163MA

Time (Lc1) - 1330 EST

Occurrence AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. WARNING SYSTEM(OTHER) - ENGAGED
2. WARNING SYSTEM(OTHER) - UNDETERMINED
3. SAFETY SYSTEM(OTHER) - ENGAGED
4. SAFETY SYSTEM(OTHER) - UNDETERMINED
5. REMEDIAL ACTION - PERFORMED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this incident is/are finding(s) 2,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - J062 1/25/85 ARECIBO, PR A/C Reg. No. N436CA Time (Lc1) - 1900 AST

-----Basic Information-----

Type Operating Certificate	-COMMUTER	Aircraft Damage					
Name of Carrier	-PRINAIR	MINOR					
Type of Operation	-SCHEDULED, INTL, PASSENGER	Fire	Crew	Fatal	0	Serious	0
Flight Conducted Under	-14 CFR 135	IN FLIGHT	Pass	0	0	Minor	0
Incident Occurred During	-LANDING					None	3

-----Aircraft Information-----

Make/Model	- CONSTRUCCIONES AERONAUTI 212	Eng Make/Model	- GARRETT 331-10-511C	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 16427	Engine Type	- TURBOPROP		
No. of Seats	- 18	Rated Power	- 605 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	ON AIRPORT
Method - IN PERSON	SAN JUAN, PR	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	SANTIAGO	ARECIBO
Wind Dir/Speed - 090/010 KTS	ATC/Airspace	Runway Ident - 08
Visibility - 15.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 3975/ 60
Lowest Sky/Clouds - 2500 FT SCATTERED	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - 5000 FT BROKEN	Type Apch/Lndg - STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision - NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 42	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - YES	Total - 19000	Last 24 Hrs - UNK/NR
SE LAND, ME LAND	Months Since - 5	Make/Model - 500	Last 30 Days - UNK/NR
	Aircraft Type - 212	Instrument - 0	Last 90 Days - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE ON A SCHEDULED INTERNATIONAL COMMUTER FLIGHT DURING CLIMB THE CREW NOTED A FIRE IN THE NUMBER ONE ENGINE. THE EXECUTED THE EMERGENCY CHECKLIST AND DISCHARGED TWO FIREBOTTLES. THE FLAMES CONTINUED TO EXIT THE TAILPIPE. THE CREW EXECUTED A FORCED LANDING TO AN INTERMEDIATE FIELD AND SHUT THE AIRCRAFT DOWN, AT WHICH TIME THE FIRE STOPPED. EXAMINATION OF THE ENGINE REVEALED THAT THE AFT TURBINE BEARING WAS FAILED AND EXHIBITED EVIDENCE OF BEING BEARING WAS FAILED AND EXHIBITED EVIDENCE OF BEING MIS-ALIGNED AT INSTALLATION. ALSO NOTED WAS THE FACT THAT THE BEARING RETAINER EXIBITED NO EVIDENCE OF BEING NITRIDED AS REQUIRED WHICH ACCELERATED THE FAILURE.

Brief of Incident (Continued)

File No. - 5062

1/25/85

ARECIBO, PR

A/C Reg. No. N436CA

Time (Lc1) - 1900 AST

Occurrence #1 FIRE/EXPLOSION
Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. TURBINE ASSEMBLY, SHAFT BEARING - FAILURE, TOTAL
 2. MAINTENANCE, ALIGNMENT - IMPROPER - MANUFACTURER
 3. MAINTENANCE, OVERHAUL - IMPROPER - MANUFACTURER
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this incident is/are finding(s) 1,2

Factor(s) relating to this incident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5034 6/24/85 SAN JUAN, PR A/C Reg. No. N7DD Time (Lcl) - 1739 AST

-----Basic Information-----

Type Operating Certificate	ON-DEMAND AIR TAXI	Aircraft Damage				
Name of Carrier	-EXECUTIVE AIRLINE & CHART	MINOR				
Type of Operation	-NON SCHED, DOMESTIC, PASSENGER	Fire				
Flight Conducted Under	-14 CFR 135	NONE	Crew	Fatal	Injuries	
Incident Occurred During	-LANDING		Pass	0	Serious	Minor
				0	0	0
						None
						1
						2

-----Aircraft Information-----

Make/Model	- MITSUBISHI MU-2K	Eng Make/Model	- AIRE RESEARCH TPE331-6-251ELT	Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 9920	Engine Type	- TURBOPROP		
No. of Seats	- 9	Rated Power	- 724 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- FSS	Last Departure Point		ON AIRPORT	
Method	- TELEPHONE	ST. THOMAS, VI			
Completeness	- WEATHER NOT PERTINENT	Destination		Airport Data	
Basic Weather	- VMC	SAME AS ACC/INC		PUERTO RICO INTERNATIONAL	
Wind Dir/Speed	- 090/011 KTS			Runway Ident	- 10
Visibility	- 15.0 SM	ATC/Airspace		Runway Lth/Wid	- 8000/ 150
Lowest Sky/Clouds	- 3000 FT SCATTERED	Type of Flight Plan	- VFR	Runway Surface	- CONCRETE
Lowest Ceiling	- NONE	Type of Clearance	- NONE	Runway Status	- DRY
Obstructions to Vision	- NONE	Type Apch/Lndg	- TRAFFIC PATTERN		
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

-----Personnel Information-----

Pilot-In-Command	Age - 39	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - YES	Total - 10412	Last 24 Hrs - 4
SE LAND, ME LAND	Months Since - 3	Make/Model - 337	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 410	Last 90 Days - 110
		Multi-Eng - 10062	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER DEPARTURE THE NOSE GEAR UNSAFE LIGHT REMAINED ILLUMINATED PETER GEAR RETRACTION. ATTEMPTS TO GET A SAFE LIGHT ON THE NOSE GEAR IN THE EXTENDED POSITION WAS UNSUCCESSFUL AND WHEN THE AIRCRAFT LANDED IT SETTLED ONTO A PARTIALLY RETRACTED NOSE GEAR. INSPECTION OF THE AIRCRAFT REVEALED THAT THE NOSE GEAR STRUT HAD NOT FULLY EXTENDED AND THAT WHEN THE GEAR WAS RETRACTED THE NOSE GEAR TIRES CAUGHT THE NOSE GEAR DOORS PREVENTING THEM FROM OPENING. THE GEAR RETRACTED AGAINST THE GEAR DOORS CAUSING FAILURE OF THE RETRACT JACKSCREW. A MICROSWITCH WHICH CUTS THE GEAR MOTOR OFF WHEN THIS CONDITION OCCURS WAS FOUND OUT OF ADJUSTMENT AND DID NOT OPERATE. ADDITIONALLY IT WAS FOUND THAT THE MECHANICS WHO DID THE LAST GEAR RETRACT TEST ON THE AIRCRAFT USED A MAINTENANCE MANUAL FOR AN EARLIER MODEL AIRCRAFT WHICH DID NOT HAVE THIS SAFETY SWITCH THUS FAILING TO CHECK IT FOR ADJUSTMENT. NO REASON AS TO WHY THE NOSE GEAR STRUT DID NOT FULLY EXTEND WAS FOUND.

- Brief of Incident (Continued)

File No. - 5034

6/24/85

SAN JUAN, PR

A/C Reg. No. N7DD

Time (Lc1) - 1739 AST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CLIMB

Finding(s)

1. LANDING GEAR, NOSE GEAR - BINDING(MECHANICAL)
 2. DOOR, LANDING GEAR - MOVEMENT RESTRICTED
 3. LANDING GEAR, NOSE GEAR - MOVEMENT RESTRICTED
 4. LANDING GEAR, NORMAL RETRACTION/EXTENSION ASSEMBLY - OVERLOAD
-

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

5. LANDING GEAR, NOSE GEAR - DISCONNECTED
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this incident is/are finding(s) 1,2,3,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5081 8/16/85 HILTON HEAD, SC A/C Reg. No. N2624D Time (Lcl) - 1845 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage SUBSTANTIAL	Injuries			
Type of Operation	-BUSINESS	Fire	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	NONE	Crew 0	0	0	1
Incident Occurred During	-LANDING		Pass 0	0	0	3

-----Aircraft Information-----

Make/Model	- CESSNA 441	Eng Make/Model	- GARRETT TPE331 SERIES	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 9850	Engine Type	- TURBOPROP		
No. of Seats	- 11	Rated Power	- 715 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- 140/007 KTS</p> <p>Visibility - 20.0 SM</p> <p>Lowest Sky/Clouds - 4000 FT SCATTERED</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point DETROIT, MI</p> <p>Destination SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data HILTON HEAD</p> <p>Runway Ident - 21</p> <p>Runway Lth/Wid - 3700/ 75</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>ATP</p> <p>SE LAND, ME LAND</p>	<p>Age - 44</p> <p>Biennial Flight Review</p> <p>Current - UNK/NR</p> <p>Months Since - 9</p> <p>Aircraft Type - 23</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 7500</p> <p>Make/Model- 130</p> <p>Instrument- 0</p> <p>Last 24 Hrs - 2</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 40</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT REPORTED THAT THE APPROACH SEQUENCE AND PROFILE WERE NORMAL, AND THERE WERE NO APPARENT AIRCRAFT PROBLEMS. AFTER TOUCH DOWN THE PILOT APPLIED REVERSE THRUST. DURING THE LANDING ROLL OUT, THE AIRCRAFT VEERED OFF THE LEFT SIDE OF THE RUNWAY, COLLIDED WITH A TAXIWAY MARKER AND A RUNWAY LIGHT. THE AIRCRAFT EXAMINATION DISCLOSED THAT, THE LEFT PROPELLER GROUND STRIKE HAD OCCURRED. WHEN PULLED INTO REVERSE, THE THROTTLE LEVERS COULD OVERLAP, CAUSING A DIFFERENCE IN THE FUEL CONTROLLER READING ON EACH ENGINE. THE ENGINE EXAMINATION DISCLOSED THAT THE RIGHT ENGINE NEGATIVE TORQUE SENSING CAMSET WAS DISPLACED TWO TEETH FROM THE INSTALLED REFERENCE POINT. THIS CONDITION PREVENTED THE RIGHT PROPELLER FROM COMING OUT OF THE FEATHER POSITION DURING THE POST INCIDENT EXAMINATION.

Brief of Incident (Continued)

File No. - 5081

8/16/85

HILTON HEAD, SC

A/C Reg. No. N2624D

Time (Lcl) - 1845 EDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. PROPELLER SYSTEM/ACCESSORIES - IMPROPER
2. PROPELLER GOVERNOR CONTROL - ASYMMETRICAL
3. THROTTLE/POWER CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. THROTTLE/POWER LEVER - IMPROPER

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

5. OBJECT - RUNWAY LIGHT

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this incident is/are finding(s) 1,2,4

Factor(s) relating to this incident is/are finding(s) 5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5072 8/29/85 CHARLESTON, SC A/C Reg. No. N8832E Time (Lc1) - 1530 EDT

-----Basic Information-----

Type Operating Certificate	-AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage						
Name of Carrier	-EASTERN AIRLINES	NONE		Fatal	0	0	2	6
Type of Operation	-SCHEDULED, DOMESTIC, PASSENGER	Fire	Crew	0	0	5	112	
Flight Conducted Under	-14 CFR 121	NONE	Pass	0	0			
Incident Occurred During	-CRUISE							

-----Aircraft Information-----

Make/Model	- BOEING 727-225	Eng Make/Model	- P&W JT8D-9	ELT Installed/Activated	- UNK/NR
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 3	Stall Warning System	- YES
Max Gross Wt	- 142000	Engine Type	- TURBOFAN		
No. of Seats	- 134	Rated Power	- 14500 LBS THRUST		

-----Environment/Operations Information-----

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- COMPANY	Last Departure Point		OFF AIRPORT/STRIP	
Method	- TELETYPE	ORLANDO, FL			
Completeness	- FULL	Destination		Airport Data	
Basic Weather	- IMC	PHILADELPHIA, PA		Runway Ident	- N/A
Wind Dir/Speed	- UNK/NR	ATC/Airspace		Runway Lth/Wid	- N/A
Visibility	- UNK/NR	Type of Flight Plan	- IFR	Runway Surface	- N/A
Lowest Sky/Clouds	- UNK/NR	Type of Clearance	- IFR	Runway Status	- N/A
Lowest Ceiling	- UNK/NR	Type Apch/Lndg	- UNK/NR		
Obstructions to Vision	- UNK/NR				
Precipitation	- UNK/NR				
Condition of Light	- UNK/NR				

-----Personnel Information-----

Pilot-In-Command	Age - UNK/NR	Medical Certificate	- UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - UNK/NR	Total	- UNK/NR
	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 FLIGHT WAS LEVEL AT 330 WHEN IT ENCOUNTERED TURBULANCE AND THE AIRCRAFT MOVED AN ESTIMATED 200 FEET DOWN THEN UP BEFORE THE CREW COULD REGAIN ALTITUDE CONTROL. TWO FLIGHT ATTENDANTS AND SEVERAL PASSENGERS INITIALLY COMPLAINED OF INJURIES. NO DOCUMENTATION OF THESE INJURIES HAS BEEN RECEIVED. THE AIRCRAFT WAS INSPECTED AND RELEASED.

Brief of Incident (Continued)

File No. - 5072

8/29/85

CHARLESTON, SC

A/C Reg. No. N8832E

Time (Lc1) - 1530 EDT

Occurrence IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - TURBULENCE IN CLOUDS
2. COMMUNICATIONS - NOT USED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this incident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5052 3/24/85 CHATTANOOGRA, TN A/C Reg. No. N285AT Time (Lcl) - 1640 EST

-----Basic Information-----

Type Operating Certificate-AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage	Injuries			
Name of Carrier -AMERICAN TRANS AIR INC.	NONE	Fatal	Serious	Minor	None
Type of Operation -NON SCHED, DOMESTIC, PASSENGER	Fire	Crew	0	0	1
Flight Conducted Under -14 CFR 121	NONE	Pass	0	0	0
Incident Occurred During -CRUISE					4
					126

-----Aircraft Information-----

Make/Model - BOEING 727-100	Eng Make/Model - P&W JT-8D	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 3	Stall Warning System - YES
Max Gross Wt - 142000	Engine Type - TURBOJET	
No. of Seats - 134	Rated Power - 14000 LBS THRUST	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	MONTEGO BAY	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	CHICAGO, IL	Runway Ident - N/A
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 20.0 SM	Type of Flight Plan - IFR	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - IFR	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - UNK/NR	
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)
ATP	Current - YES	Total - 7000
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - 7
		Last 30 Days- 50
		Last 90 Days- 150

Instrument Rating(s) - AIRPLANE

-----Narrative-----

APPROXIMATELY 8 HOURS INTO HIS DUTY DAY, AFTER FLYING FOR APPROXIMATELY 6 HOURS. THE FIRST OFFICER EXPERIENCED A 20 SECOND EPISODE OF SIMPLE VASO-VASO SYNCOPÉ (FAINTING), AS DIAGNOSED BY THE FAA AEROMEDICAL STANDARDS DIVISION MANAGER. THIS OCCURRED AS HE WAS ENROUTE TO THE LAVATORY FROM THE RIGHT SEAT. HE WAS REVIVED WITH AN AMMONIA INHALENT INTERVIEWS WITH THE FIRST OFFICER BY AVIATION MEDICAL EXAMINERS REVEALED THAT HE HAD BEEN ILL WITH INFLUENZA FOR THREE WEEKS PRIOR TO THE INCIDENT BUT THOUGHT HE HAD RECOVERED. IN ADDITION, DURING THIS THREE WEEK PERIOD HE WAS INTENTIONALLY DIETING AND EXPERIENCED A TEN POUND WEIGHT LOSS. THE AEROMEDICAL STANDARDS MANAGER BELIEVES THAT THE EPISODE OF SYNCOPÉ IS NOT LIKELY TO OCCUR AGAIN. THE FIRST CLASS MEDICAL CERTIFICATE WAS SUBSEQUENTLY REISSUED TO THE FIRST OFFICER WITH THE AUTHORIZATION OF THE FEDERAL AIR SURGEON.

Brief of Incident (Continued)

File No. - 5052

3/24/85

CHATTANOOGA, TN

A/C Reg. No. N285AT

Time (Lc1) - 1640 EST

Occurrence MISCELLANEOUS/OTHER
Phase of Operation CRUISE

Finding(s)

1. JUDGEMENT - POOR - COPILOT
2. IMPROPER DECISION - COPILOT
3. IMPROPER DECISION, PHYSIOLOGICAL CONDITION - COPILOT
4. IMPROPER DECISION, PHYSICAL IMPAIRMENT - COPILOT
5. PHYSICAL IMPAIRMENT (HYPOGLYCEMIA/DIET) - COPILOT

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this incident is/are finding(s) 1,2,3,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5040 4/15/85 COLLEGE STATION, TX A/C Reg. No. N210AW Time (Lcl) - 2010 CST

-----Basic Information-----

Type Operating Certificate	-AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage						
Name of Carrier	-AIRWEST AIRLINES LTD.	MINOR						
Type of Operation	-SCHEDULED, DOMESTIC, PASSENGER	Fire						
Flight Conducted Under	-14 CFR 121	NONE	Crew	0	0	0	0	3
Incident Occurred During	-CRUISE		Pass	0	0	0	0	7

-----Aircraft Information-----

Make/Model	- DEHAVILLAND DHC-7-103	Eng Make/Model	- P&W PT6A-50	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 4	Stall Warning System	- YES
Max Gross Wt	- 41000	Engine Type	- TURBOPROP		
No. of Seats	- 59	Rated Power	- 1120 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NWS	Last Departure Point		OFF AIRPORT/STRIP	
Method	- TELEPHONE	WEST HOUSTON			
Completeness	- WEATHER NOT PERTINENT	Destination		Airport Data	
Basic Weather	- VMC	DALLAS LOVE FLD, TX		Runway Ident	- N/A
Wind Dir/Speed	- 230/007 KTS	ATC/Airspace		Runway Lth/Wid	- N/A
Visibility	- 15.0 SM	Type of Flight Plan	- IFR	Runway Surface	- N/A
Lowest Sky/Clouds	- 25000 FT SCATTERED	Type of Clearance	- IFR	Runway Status	- N/A
Lowest Ceiling	- NONE	Type Apch/Lndg	- NONE		
Obstructions to Vision	- NONE				
Precipitation	- NONE				
Condition of Light	- DUSK				

-----Personnel Information-----

Pilot-In-Command	Age - 33	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL, ATP, CFI	Current - UNK/NR	Total - UNK/NR	Last 24 Hrs - UNK/NR
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model - UNK/NR	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - UNK/NR	Last 90 Days - UNK/NR
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

FOLLOWING A TORQUE DROP AND RPM FLUCTUATION ON THE #2 ENGINE THE PILOTS OBSERVED FLAMES FROM THE TAILPIPE. THEY SHUT THE ENGINE DOWN AND EXTINGUISHED THE FIRE. A PRECAUTIONARY LANDING WAS ACCOMPLISHED WITHOUT INCIDENT. A TEAR DOWN REVEALED A FAILED #4 BEARING IN THE TURBINE SHAFT

Brief of Incident (Continued)

File No. - 5040

4/15/85

COLLEGE STATION, TX

A/C Reg. No. N210AW

Time (Lc1) - 2010 CST

Occurrence LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. TURBINE ASSEMBLY, SHAFT BEARING - FAILURE, TOTAL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this incident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5074 5/11/85 D/FW AIRPORT, TX A/C Reg. No. N108DL Time (Lcl) - 1705 CDT

-----Basic Information-----

Type Operating Certificate	AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage					
Name of Carrier	-DELTA AIRLINES INC.	MINOR					
Type of Operation	-SCHEDULED, DOMESTIC, PASSENGER	Fire					
Flight Conducted Under	-14 CFR 121	NONE					
Incident Occurred During	-LANDING						
			Crew	Fatal	0	Serious	0
			Pass	0	0	Minor	0
							None
							8
							45

-----Aircraft Information-----

Make/Model	- BOEING B767-232	Eng Make/Model	- GENERAL ELEC. CF6-80A	ELT Installed/Activated	- UNK/NR
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 300000	Engine Type	- TURBOFAN		
No. of Seats	- 255	Rated Power	- 30000 LBS THRUST		

-----Environment/Operations Information-----

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- UNK/NR	Last Departure Point		ON AIRPORT	
Method	- UNK/NR	DALLAS FT. WORTH, TX			
Completeness	- UNK/NR	Destination		Airport Data	
Basic Weather	- VMC	NEW YORK, NY		DFW AIRPORT	
Wind Dir/Speed	- 180/015 KTS			Runway Ident	- 17L
Visibility	- 8.0 SM	ATC/Airspace		Runway Lth/Wid	- 11387/ 150
Lowest Sky/Clouds	-	Type of Flight Plan	- IFR	Runway Surface	- ASPHALT
Lowest Ceiling	- 6000 FT BROKEN	Type of Clearance	- IFR	Runway Status	- DRY
Obstructions to Vision	- NONE	Type Apch/Lndg	- UNK/NR		
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)	
ATP	Current - UNK/NR	Total - 18000	Last 24 Hrs - UNK/NR
ME LAND	Months Since - UNK/NR	Make/Model - 1600	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - UNK/NR	Last 90 Days - UNK/NR
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE B767 WAS ON THE TAKEOFF ROLL. THE PRESSURE REGULATOR AND SHUTOFF VALVE COUPLED WITH THE HIGH PRESURE SHUTOFF VALVE MALFUNCTIONED RESULTING IN PRESSURES BEING DEVELOPED IN THE DOWNSTREAM AIRCRAFT DUCTING IN EXCESS OF 300 PSIG. A COUPLING IN THE AIR CONDITIONING PACK BAY SEPARATED ALLOWING THE DUCTING TO COME APART DUE TO THE EXCESS PRESSURE WITH SUFFICIENT FORCE TO TEAR LOOSE DUCT SUPPORTS, CRACK FAIRING PANELS, SEVER BOTH RH ENGINE THROTTLE CABLES, BREAK ACTUATING LINKAGE FOR THE LEADING EDGE SLAT DRIVE, BLOW OPEN RH PACK BAY DOOR AND CAUSE A SECTION OF DUCTING CONTAINING THE CENTER ISOLATION TO DEPART FROM THE AIRCRAFT. MINOR DAMAGE OCCURRED TO THE AIR CRAFT STRUCTURE

Brief of Incident (Continued)

File No. - 5074

5/11/85

D/FW AIRPORT, TX

A/C Reg. No. N108DL

Time (Lc1) - 1705 CDT

Occurrence #1 EXPLOSION
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. AIR COND/HEATING/PRESSURIZATION - FAILURE, TOTAL
2. PNEUMATIC SYSTEM - FAILURE, TOTAL
3. AIR COND/HEATING/PRESSURIZATION, PRESSURE REGULATOR - FAILURE, TOTAL
4. PNEUMATIC SYSTEM - PRESSURE EXCESSIVE
5. THROTTLE/POWER LEVER, CABLE - INOPERATIVE
6. THROTTLE/POWER LEVER, CABLE - SEPARATION

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this incident is/are finding(s) 1,2,3,4,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5092

9/03/85

ABILENE, TX

A/C Reg. No. N112AA

Time (Lcl) - 1157 CDT

-----Basic Information-----

Type Operating Certificate	-AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage						
Name of Carrier	-AMERICAN AIRLINES	MINOR						
Type of Operation	-SCHEDULED, DOMESTIC, PAX/CARGO	Fire	Crew	Fatal	Serious	Minor	None	
Flight Conducted Under	-14 CFR 121	NONE	Pass	0	0	0	11	
Incident Occurred During	-STANDING			0	0	1	177	

-----Aircraft Information-----

Make/Model	- MCDONNELL DOUGLAS DC-10-10	Eng Make/Model	- GENERAL ELEC CF6-50A	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 3	Stall Warning System	- YES
Max Gross Wt	- 311669	Engine Type	- TURBOFAN		
No. of Seats	- UNK/NR	Rated Power	- 71414 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- COMPANY	Last Departure Point		ON AIRPORT	
Method	- IN PERSON	EL PASO, TX			
Completeness	- FULL	Destination		Airport Data	
Basic Weather	- VMC	DFW ARPT, TX		DYESS AIR FORCE BASE	
Wind Dir/Speed	- UNK/NR			Runway Ident	- 16
Visibility	- 30.0 SM	ATC/Airspace		Runway Lth/Wid	- 13500/ 300
Lowest Sky/Clouds	- CLEAR	Type of Flight Plan	- IFR	Runway Surface	- CONCRETE
Lowest Ceiling	- NONE	Type of Clearance	- IFR	Runway Status	- DRY
Obstructions to Vision	- NONE	Type Apch/Lndg	- STRAIGHT-IN		
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

-----Personnel Information-----

Pilot-In-Command	Age - 47	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - YES	Total - 16000	Last 24 Hrs - UNK/NR
ME LAND	Months Since - 4	Make/Model - 5000	Last 30 Days - UNK/NR
	Aircraft Type - DC-1010	Instrument - UNK/NR	Last 90 Days - 225
		Multi-Eng - 5000	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AA DC-10 ENROUTE EL PASO, TX. TO DFW ARPT TX. HAD FIRE WARNING #3 ENG. CREW PERFORMED EMERG. PROC. BUT LITE REMAINED ON. CREW MADE EMERGENCY LANDING DYESS AFB ABILENE, TX. PAX EMER EVAC LEFT SIDE OF A/C. AFT SLIDE L4 DEFLATED DURING EVAC 1 PAX RECEIVED MINOR INJ. 20 PAX WERE TREATED FOR VARIOUS ABRASIONS AND BRUISES AND RELEASED. FIRE WARNING CAUSED BY SEPARATED BLEED AIR DUCT. DUE TO FATIGUE WHICH MELTED FIRE WARNING CIRCUIT. REASON FOR SLIDE DEFLATION NOT POSITIVELY DETERMINED.

Brief of Incident (Continued)

File No. - 5092

9/03/85

ABILENE, TX

A/C Reg. No. N112AA

Time (Lc1) - 1157 CDT

Occurrence #1 MISCELLANEOUS/OTHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FIRE WARNING SYSTEM, POWERPLANT - FALSE INDICATION
2. FIRE EXTINGUISHING EQUIPMENT - INITIATED - PILOT IN COMMAND
3. FIRE WARNING SYSTEM, POWERPLANT - OVERTEMPERATURE
4. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
5. FIRE WARNING SYSTEM, POWERPLANT - SEPARATION
6. MAINTENANCE - INADEQUATE - COMPANY MAINTENANCE PSNL
7. BLEED AIR SYSTEM - FATIGUE

Occurrence #2 MISCELLANEOUS/OTHER
Phase of Operation STANDING - ENGINE(S) NOT OPERATING

Finding(s)

8. MISC EQPT/FURNISHINGS, SLIDES - IMPROPER

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this incident is/are finding(s) 1,3,5,7

Factor(s) relating to this incident is/are finding(s) 2,4,6,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5080	10/25/85	DALLAS/FT. WORTH, TX	A/C Reg. No. N714DA	Time (Lc1) - 1941 CDT
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-----Basic Information-----

Type Operating Certificate-AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage		Injuries	
Name of Carrier -DELTA AIRLINES, INC.	NONE		Fatal	None
Type of Operation -SCHEDULED, DOMESTIC, PAX/CARGO	Fire	Crew	Serious	Minor
Flight Conducted Under -14 CFR 121	ON GROUND	Pass	0	1
Incident Occurred During -STANDING			0	0
				13
				212

-----Aircraft Information-----

Make/Model - LOCKHEED L-1011-385-1	Eng Make/Model - ROLLS-ROYCE RB-211-22C-02
Landing Gear - TRICYCLE-RETRACTABLE	ELT Installed/Activated - NO -N/A
Max Gross Wt - 466000	Stall Warning System - YES
No. of Seats - 311	Number Engines - 3
	Engine Type - TURBOFAN
	Rated Power - 41030 LBS THRUST

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	ON AIRPORT
Method - IN PERSON	SAME AS ACC/INC	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	SAN FRANCISCO, CA	DFW INTL. APT
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 18
Visibility - 7.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 11388/ 200
Lowest Sky/Clouds - CLEAR	Type of Clearance - IFR	Runway Surface - CONCRETE
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(BRIGHT)		

-----Personnel Information-----

Pilot-In-Command	Age - 54	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 18000
ME LAND	Months Since - 1	Last 24 Hrs - UNK/NR
	Aircraft Type - 1011385	Make/Model- 3000
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- 205
		Rotorcraft - UNK/NR
		Multi-Eng - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

NO. 3 ENG DEVELOPED AN EXHAUST STACK FIRE DURING THE SECOND ATTEMPTED START FOLLOWING TAXI OUT. THE 1ST START WAS ABORTED WHEN CREW BECAME AWARE OF A 15 MINUTE DELAY BEFORE TAKEOFF. DURING THE 2ND START, EXCESS FUEL TORCHED IN THE COMBUSTORS AND THE EXHAUST STACK. NO EVACUATION WAS ORDERED BY RESPONSIBLE CREW MEMBERS, BUT PANICKED PASSENGERS FORCED A FLT ATTENDANT TO OPEN THE LEFT REAR EXIT AND THE SLIDE DEPLOYED. 15 PASSENGERS EVACED BEFORE ORDER COULD BE RESTORED. ONE PASSENGER RECEIVED MINOR INJURIES WHEN A SECOND PASSENGER ROLLED OVER THE TOP OF HER AT THE BOTTOM OF THE SLIDE. FIRE WAS EXTINGUISHED WITHIN 2 MINUTES BY CFR CREWS. INSP OF THE ACFT DID NOT REVEAL ANY DAMAGE AND INSP OF ENG REVEALED NO DEFICIENCIES. SUSPECT EXCESSIVE START FUEL INTRODUCED INTO CUMBUSTORS DURING FIRST ABORTED START OR SECOND START.

Brief of Incident (Continued)

File No. - 5080

10/25/85

DALLAS/FT.WORTH,TX

A/C Reg. No. N714DA

Time (Lcl) - 1941 CDT

Occurrence #1

FIRE

Phase of Operation

STANDING - STARTING ENGINE(S)

Finding(s)

1. FLUID,FUEL - EXCEEDED

Occurrence #2

MISCELLANEOUS/OTHER

Phase of Operation

STANDING - STARTING ENGINE(S)

Finding(s)

2. MISC EQPT/FURNISHINGS,SLIDES - ENGAGED
3. EMERGENCY PROCEDURE - INITIATED - PASSENGER
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT,PANIC - OTHER PERSONNEL
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT,ANXIETY/APPREHENSION - FLIGHT ATTENDANT

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this incident is/are finding(s) 1,2,3,4,5

Brief of Incident

File No. - 5079

4/12/85

CHANTILLY, VA

A/C Reg. No. N434PE

Time (Lcl) - 2220 EST

-----Basic Information-----

Type Operating Certificate	AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage						
Name of Carrier	-PEOPLE EXPRESS	MINOR						
Type of Operation	-SCHEDULED, DOMESTIC, PASSENGER	Fire	Crew	Fatal	0	0	0	5
Flight Conducted Under	-14 CFR 121	ON GROUND	Pass	0	0	0	0	102
Incident Occurred During	-STANDING							

-----Aircraft Information-----

Make/Model	- BOEING 737-217	Eng Make/Model	- P & W JT8D-9A	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 96500	Engine Type	- TURBOJET		
No. of Seats	- 130	Rated Power	- 14500 LBS THRUST		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	ON AIRPORT
Method - IN PERSON	SAME AS ACC/INC	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	NEWARK, NJ	DULLES INTERNATIONAL
Wind Dir/Speed- 160/007 KTS	ATC/Airspace	Runway Ident - 30
Visibility - 10.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 10001/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - IFR	Runway Surface - CONCRETE
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(BRIGHT)		

-----Personnel Information-----

Pilot-In-Command	Age - 28	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - UNK/NR	Total - 6500
ME LAND	Months Since - UNK/NR	Make/Model- 2000
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

APPROX 25MIN AFT LNDG, FLT 168 WAS CLEARED FOR TKOF ON RWY 30 AT DULLES INTL ARPT. ABT 1MIN LATER THE CREW CALLED FOR AN ABORTED TKOF BECAUSE THE #2 EPR APPEARED SLOW TO SPOOL UP. AFT TAXIING BACK AND RUNNING UP THE ENGINES, FLT 168 ATMPD A SECOND TKOF. DFDR READOUTS INDICATE THE ACFT GOT UP TO 103KTS BFR THE CAPT ABORTED THE TKOF. THEY ALSO INDICATE LESS THAN NORMAL BRAKING DURING THE PROCEEDING LNDG AND FIRST ABTD TKOF. DRNG THE TAXI BACK TO THE GATE, AT WHICH THE CREW WAS GOING TO HAVE THE EPR GAUGE FIXED, THE PLT NOTICED THE ACFT START TO DRAG TO THE RIGHT. THE ACFT WAS STOPPED AND TRANSMITTED TO THE TOWER THAT THEY NEEDED A MOBILE LOUNGE SENT OUT TO TAXIWAY N1 TO OFFLOAD THEIR PAXS. ABT 40 MINS LATER THE LOUNGE ARRIVED AND NOTICED A FIRE DEVELOPING IN THE RT MAIN WHEEL AREA. THE ACFT WAS EVACUATED USING BOTH CHUTES ON THE LEFT SIDE AND THE FIRE WAS EXTINGUISHED IMMEDIATELY UPON ARRIVAL OF THE ARPT FIRE TRUCKS.

Brief of Incident (Continued)

File No. - 5079

4/12/85

CHANTILLY, VA

A/C Reg. No. N434PE

Time (Lc1) - 2220 EST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation TAXI

Finding(s)

1. LANDING GEAR, NORMAL BRAKE SYSTEM - BINDING(MECHANICAL)
 2. LANDING GEAR, NORMAL BRAKE SYSTEM - OVERTEMPERATURE
 3. LANDING GEAR, TIRE - FAILURE, PARTIAL
-

Occurrence #2 FIRE
Phase of Operation STANDING - ENGINE(S) OPERATING

Finding(s)

4. LANDING GEAR, TIRE - PRESSURE EXCESSIVE
 5. LANDING GEAR, TIRE - FAILURE, PARTIAL
 6. LANDING GEAR, TIRE - FIRE
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this incident is/are finding(s) 1,2,3

Factor(s) relating to this incident is/are finding(s) 4,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5083 6/02/85 CHANTILLY, VA A/C Reg. No. N106WA Time (Lcl) - 1743 EDT

-----Basic Information-----

Type Operating Certificate	AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage						
Name of Carrier	-WORLD AIRWAYS, INC.	NONE						
Type of Operation	-NON SCHED, DOMESTIC, PASSENGER	Fire	Crew	Fatal	Serious	Minor	None	
Flight Conducted Under	-14 CFR 121	NONE	Pass	0	0	0	13	
Incident Occurred During	-CRUISE			0	0	0	188	

-----Aircraft Information-----

Make/Model	- DOUGLAS DC-10-30F	Eng Make/Model	- GENERAL ELECT CF6-50	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 3	Stall Warning System	- YES
Max Gross Wt	- 972000	Engine Type	- TURBOJET		
No. of Seats	- 380	Rated Power	- 17000 LBS THRUST		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	CHARLESTON, SC	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	PHILADELPHIA, PA	DULLES INTERNATIONAL
Wind Dir/Speed- 230	ATC/Airspace	Runway Ident - 01B
Visibility - 20.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 11500/ 150
Lowest Sky/Clouds - 12000 FT SCATTERED	Type of Clearance - IFR	Runway Surface - CONCRETE
Lowest Ceiling - UNK/NR	Type Apch/Lndg - VISUAL	Runway Status - DRY
Obstructions to Vision- UNK/NR	STRAIGHT-IN	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 42	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - UNK/NR	Total - 10500
ME LAND	Months Since - UNK/NR	Make/Model- 4200
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER CLIMBING UP TO AND LEVELING OFF AT 37,000 FEET, THE CREW OF THE DC-10-30F NOTICED THAT THE YORK CONTROL OF THE CAPTAIN AND THE FIRST OFFICER MOVED Laterally INDEPENDENTLY OF EACH OTHER FOR APPROXIMATELY TWO INCHES. AFTER MAKING AN UNSCHEDULED UNEVENTFUL LANDING AT DULLES THE LEFT AILERON CABLE TENSION REGULATOR ASSEMBLY WAS FOUND TO HAVE A DECREASE IN CABLE TENSION. AFTER LUBRICATION, THE UNIT JUMPED TO A POSITION WHICH PROVIDED PROPER CABLE TENSION BETWEEN THE CONTROL WHEEL AND THE AILERON CONTROL LOOP. THE OPERATOR CHANGED THEIR LUBRICATION PROGRAM ON THE ASSEMBLIES FROM "ON CONDITION" TO EVERY 2500 HOURS WHICH EQUATES TO MORE THAN ONCE A YEAR.

Brief of Incident (Continued)

File No. - 5083

6/02/85

CHANTILLY, VA

A/C Reg. No. N106WA

Time (Lc1) - 1743 EDT

Occurrence AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

Phase of Operation CRUISE - NORMAL

Finding(s)

1. FLT CONTROL SYST,AILERON CONTROL - LOOSE
2. MAINTENANCE,LUBRICATION - NOT PERFORMED - COMPANY MAINTENANCE PSNL
3. MAINTENANCE,AAIP/PROGRESSIVE PROGRAM - INADEQUATE - FAA(PRIN MAINT INSPECTOR)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this incident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5093 8/11/85 RICHMOND, VA A/C Reg. No. N8856E Time (Lcl) - 1100 EDT

-----Basic Information-----

Type Operating Certificate-AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage		Injuries		
Name of Carrier -EASTERN AIRLINES, INC.	MINOR		Fatal	Serious	Minor
Type of Operation -SCHEDULED, DOMESTIC, PASSENGER	Fire	Crew	0	0	0
Flight Conducted Under -14 CFR 121	IN FLIGHT	Pass	0	0	0
Incident Occurred During -CRUISE					71

-----Aircraft Information-----

Make/Model - BOEING 727-225	Eng Make/Model - P&W JT8D-15	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 3	Stall Warning System - YES
Max Gross Wt - 173000	Engine Type - TURBOFAN	
No. of Seats - 145	Rated Power - 15500 LBS THRUST	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	NEWARK, NJ	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	FORT MYERS, FL	Runway Ident - N/A
Wind Dir/Speed- 090/004 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 10.0 SM	Type of Flight Plan - IFR	Runway Surface - N/A
Lowest Sky/Clouds - 1500 FT SCATTERED	Type of Clearance - IFR	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 - 52	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 12393
SE LAND, ME LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - 727	Make/Model- 4483
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE FLT WAS IN CRUISE AT FL 350 WHEN THE CABIN CREW REPORTED A CABIN FIRE IN THE VICINITY OF SEAT 28A. SHORTLY AFTER, A LOWER AFT BODY OVERHEAT WARNING WAS RECVD. THE FLT DIVERTED TO RICHMOND, VA. DURING DESCENT, THE FLT CREW PERFORMED THE APPROPRIATE CHECKLIST AND THE LOWER AFT BODY CVHT LIGHT WENT OUT ABOUT 3 TO 4 MINS. AFTER IT ILLUMINATED. LATER EXAMINATION REVEALED THAT A PAX HANDBAG THAT WAS ON THE FLOOR AGAINST THE CABIN EXHAUST OUTLET ADJACENT TO SEAT 28A WAS EXTENSIVELY FIRE DAMAGED. THE CARPET UNDER THE HANDBAG WAS UNBURNED EXCEPT FOR A SMALL PORTION LEADING TO THE CABIN AIR EXHAUST OUTLET. LOCALIZED FIRE DAMAGE WAS PRESENT BEHIND AND BELOW THE OUTLET. AMONG THE CONTENTS OF THE HANDBAG WAS A BOTTLE OF HAIRSPRAY, FOUND WITH THE CAP LOOSE. THE LABEL ON THE BOTTLE WARNED THAT THE CONTENTS WERE FLAMMABLE. ROW 28 WAS IN THE SMOKING SECTION FOR THAT FLT.

Brief of Incident (Continued)

File No. - 5093

8/11/85

RICHMOND, VA

A/C Reg. No. N8856E

Time (Lc1) - 1100 EDT

Occurrence

FIRE

Phase of Operation

CRUISE - NORMAL

Finding(s)

1. FUSELAGE, CABIN - SMOKE

2. MISCELLANEOUS - INADVERTENT - PASSENGER

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this incident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5023 4/24/85 ST. CROIX,VI A/C Reg. No. N632SS Time (Lcl) - 1732 AST

-----Basic Information-----

Type Operating Certificate-COMMUTER

Aircraft Damage

MINOR

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	1	2	
Pass	0	0	0	3	

Type of Operation -FAA PROVING

Flight Conducted Under -14 CFR 91

Incident Occurred During -TAKEOFF

Fire

NONE

-----Aircraft Information-----

Make/Model - GRUMMAN G-73-T

Landing Gear - TRICYCLE-RETRACTABLE

Max Gross Wt - 12750

No. of Seats - 12

Eng Make/Model - P&W PT-6A34

Number Engines - 2

Engine Type - TURBOPROP

Rated Power - 750 HP

ELT Installed/Activated - YES/NO

Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR

Method - UNK/NR

Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- CALM

Visibility - 15.0 SM

Lowest Sky/Clouds - 2000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

CHRISTIANSTED,VI

Destination

ST.THOMAS,VI

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - WATER

Runway Status - WATER-CALM

ATC/Airspace

Type of Flight Plan - VFR

Type of Clearance - IFR

Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

ATP

SE LAND,ME LAND,ME SEA

Age - 59

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 13155

Make/Model- 35

Instrument- 550

Multi-Eng - 6415

Last 24 Hrs - 5

Last 30 Days- UNK/NR

Last 90 Days- 55

Rotorcraft - 40

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE ON AN FAA OBSERVED PROVING FLIGHT, WATER TAKE OFF, THE LEFT PROPELLER ELECTRICAL TERMINAL FAILED. THE PART THEN PENETRATED THE LEFT FORWARD PASSENGER WINDOW AND STRUCK THE FAA OBSERVER CAUSING MINOR INJURY. THE PLASTIC PART FAILED IN OVER LOAD DUE TO INADEQUATE DESIGN.

Brief of Incident (Continued)

File No. - 5023

4/24/85

ST. CROIX, VI

A/C Reg. No. N632SS

Time (Lc1) - 1732 AST

Occurrence AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. PROPELLER SYSTEM/ACCESSORIES, COUNTERWEIGHT - FAILURE, TOTAL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this incident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5054 10/28/85 ST. THOMAS,VI A/C Reg. No. N98685 Time (Lcl) - 1025 AST

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage	Injuries			
Name of Carrier - C AND M AIRLINES	MINOR	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	7
Incident Occurred During -TAXI					

-----Aircraft Information-----

Make/Model - CESSNA 402B	Eng Make/Model - CONTINENTAL TSI0520 E	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 6300	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 10	Rated Power - 300 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAN JUAN,PR	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	ST. THOMAS,VI	HARRY S. TRUMAN
Wind Dir/Speed- 140/006 KTS	ATC/Airspace	Runway Ident - 09
Visibility - 4.000 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 5358/ 150
Lowest Sky/Clouds - 2000 FT SCATTERED	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - 4000 FT BROKEN	Type Apch/Lndg - ILS-COMPLETE	Runway Status - WET
Obstructions to Vision- NONE		
Precipitation - RAIN		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 40	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP,FLT ENG	Current - YES	Total - 4951
SE LAND,ME LAND	Months Since - 6	Make/Model- 31
	Aircraft Type - UNK/NR	Instrument- 3350
		Multi-Eng - 3791
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 31

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER LANDING THE PILOT MADE A 270 DEGREE LEFT TURN TO ENTER TAXIWAY. AFTER COMPLETION OF THE TURN THE LEFT MAIN LANDING GEAR BEGAN TO WOBBLE AND THEN COLLAPSED OUTWARD. INSPECTION OF THE AIRCRAFT REVEALED THAT OF SIX BOLTS WHICH ATTACH THE LEFT GEAR SUPPORT BRACKET TO THE AIRCRAFT STRUCTURE, FIVE WERE MISSING AND THE REMAINING BOLT HAD PULLED LOOSE FROM THE STRUCTURE. THE BOLTS THAT WERE MISSING WERE NOT RECOVERED.

Brief of Incident (Continued)

File No. - 5054

10/28/85

ST. THOMAS, VI

A/C Reg. No. N98685

Time (Lc1) - 1025 AST

Occurrence MAIN GEAR COLLAPSED
Phase of Operation TAXI - FROM LANDING

Finding(s)

1. LANDING GEAR, MAIN GEAR ATTACHMENT - FAILURE, TOTAL
2. LANDING GEAR, MAIN GEAR ATTACHMENT - UNDETERMINED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this incident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident/Incident

File No. - 6002 5/20/85 BLYN,WA

A/C Reg. No. NCFCTC

Time (Lcl) - 1205 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Acc/Inc Occurred During -CRUISE

Aircraft Damage
DESTROYED
Fire
ON GROUND

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	3	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-23-250
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5200
No. of Seats - 6

Eng Make/Model - LYCOMING IO-540-J4A5
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 250 HP

ELT Installed/Activated - UNK/NR
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - UNK/NR

Wind Dir/Speed- 250/005 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 500 FT SCATTERED
Lowest Ceiling - 3000 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
NANAIMO, B.C.
Destination
PORTLAND,OR

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - VFR
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND,ME LAND

Age - 56
Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - PA-23

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 2675 Last 24 Hrs - 2
Make/Model- 50 Last 30 Days- 20
Instrument- 0 Last 90 Days- 50
Multi-Eng - 50

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT IMPACTED RISING TERRAIN AT THE 1860 FT LEVEL DURING AN IFR FLT IN IMC CONDITIONS. THE ACFT WAS REPORTEDLY TO FLY "VFR ON TOP" OR IFR AT 3000 PLUS FT ENROUTE TO PORTLAND. THE PLT WAS OFF COURSE FOR DESTINATION WHEN IT IMPACTED MT. BLYN. THE ACFT TRIM WAS FOUND SET FOR "NOSE LEFT" AT THE ACCIDENT SITE BUT THE AREA WAS NOT SECURED BEFORE BEING VANDALIZED (PARTS MISSING & SUSPECTED OF BEING STOLEN) AND THE WRECKAGE HAD BEEN SUBJECTED TO 24 HOURS OF FIRE AND SOME POST IMPACT EXPLOSIONS AS EVIDENCED BY THE MOLTEN METAL BLASTED AGAINST THE SIDES OF NEARBY TREES. THE ACFT IMPACTED TREES AND THE GROUND ON AN UPSLOPE WHICH WAS OBSCURED BY CLOUDS ACCORDING TO RESIDENTS WHO HEARD THE ACFT AND THE SUBSEQUENT EXPLOSION. THE INVESTIGATION WAS DELAYED FROM MAY UNTIL OCTOBER BY STATE RESTRICTIONS DUE TO DANGER OF FOREST FIRES.

Brief of Accident/Incident (Continued)

File No. - 6002

5/20/85

BLYN,WA

A/C Reg. No. NCFCTC

Time (Lcl) - 1205 PST

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation CRUISE

Finding(s)

1. WEATHER CONDITION - OBSCURATION
 2. VFR FLIGHT INTO IMC - ATTEMPTED - PILOT IN COMMAND
 3. BECAME LOST/DISORIENTED - NOT CORRECTED - PILOT IN COMMAND
 4. TERRAIN CONDITION - HIGH TERRAIN
 5. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
 6. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident/incident is/are finding(s) 2,3,5,6

Factor(s) relating to this incident is/are finding(s) 1,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5077 7/10/85 BELLEVUE, WA A/C Reg. No. N1755U Time (Lc1) - 1130 PDT

-----Basic Information-----

Type Operating Certificate	COMMUTER	Aircraft Damage					
Name of Carrier	-SAN UIAN AIRLINES	MINOR		Fatal	0	0	0
Type of Operation	-SCHEDULED, DOMESTIC, PASSENGER	Fire	Crew	0	0	0	1
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	3
Incident Occurred During	-LANDING						

-----Aircraft Information-----

Make/Model	- CESSNA 207	Eng Make/Model	- CONTINENTAL IO-520-F9	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3800	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 7	Rated Power	- 300 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	SEATTLE, WA	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	FRIDAY HARBOR, WA	NONE
Wind Dir/Speed - CALM	ATC/Airspace	Runway Ident - N/A
Visibility - 20.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - VFR	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - WET
Obstructions to Vision - NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 30	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL, ATP, CFI	Current - YES	Total - 1848	Last 24 Hrs - 3
SE LAND, ME LAND	Months Since - 3	Make/Model - 38	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 151	Last 90 Days - 131
		Multi-Eng - 898	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

A COMPLETE LOSS OF POWER OCCURRED DURING A CFR 135 PASSENGER FLIGHT. THE OIL FILTER ADAPTER WAS FOUND TO BE SAFETY WIRED IN A POSITION WITH 3/4" OF THREADS VISABLE. CAUSING A COMPLETE AND SUDDEN LOSS OF OIL AND POWER.

Brief of Incident (Continued)

File No. - 5077

7/10/85

BELLEVUE,WA

A/C Reg. No. N1755U

Time (Lc1) - 1130 PDT

Occurrence #1 LOSS OF POWER
Phase of Operation CRUISE - NORMAL

Occurrence #2 ON GROUND ENCOUNTER WITH WEATHER
Phase of Operation LANDING - ROLL

Finding(s)

1. TERRAIN CONDITION - WET
2. TERRAIN CONDITION - ROUGH/UNEVEN
3. TERRAIN CONDITION - NONE SUITABLE

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this incident is/are finding(s)

Factor(s) relating to this incident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5045 8/28/85 GREEN BAY, WI A/C Reg. No. N101EX Time (Lcl) - 2124 CDT

-----Basic Information-----

Type Operating Certificate-AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage	Injuries			
Name of Carrier -AIR WISCONSIN	NONE	Fatal	Serious	Minor	None
Type of Operation -SCHEDULED, DOMESTIC, CARGO	Fire	Crew 0	0	0	4
Flight Conducted Under -14 CFR 121	NONE	Pass 0	0	0	57
Incident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - BRITISH AEROSPACE BAC 1-11-201A	Eng Make/Model - ROLLS ROYCE SPCY-506-14A	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 79000	Engine Type - TURBOFAN	
No. of Seats - 82	Rated Power - 11000 LBS THRUST	

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - COMPANY</p> <p>Method - IN PERSON</p> <p>Completeness - FULL</p> <p>Basic Weather - IMC</p> <p>Wind Dir/Speed- 090/010 KTS</p> <p>Visibility - 2.000 SM</p> <p>Lowest Sky/Clouds -</p> <p>Lowest Ceiling - 400 FT BROKEN</p> <p>Obstructions to Vision- HAZE</p> <p>Precipitation - RAIN SHOWERS</p> <p>Condition of Light - NIGHT(DARK)</p>	<p>Itinerary</p> <p>Last Departure Point CHICAGO, IL</p> <p>Destination SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - IFR</p> <p>Type of Clearance - IFR</p> <p>Type Apch/Lndg - ILS-COMPLETE</p>	<p>Airport Proximity</p> <p>ON AIRSTRIP</p> <p>Airport Data</p> <p>BRITISH AEROSPACE</p> <p>Runway Ident - 36</p> <p>Runway Lth/Wid - 6000/ 150</p> <p>Runway Surface - CONCRETE</p> <p>Runway Status - WET</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL, ATP, CFI</p> <p>SE LAND, ME LAND</p>	<p>Age - 42</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 6</p> <p>Aircraft Type - 111</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 13458</p> <p>Make/Model- 209</p> <p>Instrument- 0</p> <p>Last 24 Hrs - 4</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 182</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRPLANE LANDED & TOUCHED DOWN IN THE FIRST 1/3 OF THE RUNWAY. IT VEERED TO THE LEFT, THEN BACK TO THE CENTER & WENT OFF THE END THE RUNWAY SHOWED SIGNS OF STEAM CLEANING WHERE THE TIRES WERE & THE TIRES SHOWED SIGNS OF RUBBER INVERSION. THE PILOT ELECTED TO GO OFF STRAIGHT SINCE IT WAS CLEAN INSTEAD OF TAKING A CHANCE OF MAKING A HIGH SPEED TURN OFF THE RUNWAY.

Brief of Incident (Continued)

File No. - 5045

8/28/85

GREEN BAY, WI

A/C Reg. No. N101EX

Time (Lc1) - 2124 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND

Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - RAIN
2. DIRECTIONAL CONTROL - REDUCED - PILOT IN COMMAND
3. AIRCRAFT PERFORMANCE, HYDROPLANING CONDITION - EXCEEDED
4. REMEDIAL ACTION - PERFORMED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this incident is/are finding(s) 3

Factor(s) relating to this incident is/are finding(s) 1,2,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5010 5/04/85 WHITE SULPHUR,WV A/C Reg. No. N2618M Time (Lcl) - 1120 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries				
		MINOR		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	Crew	0	0	0	1
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0	3
Incident Occurred During	-LANDING						

-----Aircraft Information-----

Make/Model	- PIPER PA-34-200T	Eng Make/Model	- CONTINENTAL L/TS10-36E	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 4570	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 200 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- FSS	Last Departure Point	ON AIRPORT
Method	- TELEPHONE	WASHINGTON,DC	
Completeness	- WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather	- VMC	SAME AS ACC/INC	WHITE SULPHUR SPRINGS
Wind Dir/Speed	- CALM	ATC/Airspace	Runway Ident
Visibility	- UNK/NR	Type of Flight Plan	- 26
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- 5170/ 150
Lowest Ceiling	- NONE	Type Apch/Lndg	- ASPHALT
Obstructions to Vision	- NONE		Runway Status
Precipitation	- NONE		- DRY
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 34	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total	- 514
SE LAND,ME LAND	Months Since - 14	Make/Model	- 54
	Aircraft Type - PA34200	Instrument	- 113
		Multi-Eng	- 54
		Last 24 Hrs	- 5
		Last 30 Days	- UNK/NR
		Last 90 Days	- 20

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING VFR LDG APCH, PILOT NOTED A VEHICLE ON THE LEFT EDGE OF THE RWY. THE APCH WAS CONTD AND AS THE LDG FLARE WAS STARTED, THE PILOT AND ONE OF HIS PASSENGERS STATED THAT THE VEHICLE STARTED ACROSS THE RWY IN FRONT OF THEM. THE PILOT PULLED THE YOKE BACK TO ZOOM OVER THE VEHICLE WITHOUT ADDING POWER. THE ACFT STRUCK THE RWY AND BOUCCED. THE NOSE GEAR SUPPORT TRUSS WAS DISPLACED UPWARD AND THE TOP FITTING PENETRATING THE TOP FUSELAGE SKIN AT THE FUSELAGE/WINDSHIELD JUNCTURE. WITNESSES ON THE GROUND STATED THAT THE VEHICLE WAS PARKED ON THE LEFT EDGE OF THE RWY AND WAS UNOCCUPIED.

Brief of Incident (Continued)

File No. - 5010

5/04/85

WHITE SULPHUR, WV

A/C Reg. No. N2618M

Time (Lc1) - 1120 EDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - CONGESTED
 2. PLANNED APPROACH - CONTINUED - PILOT IN COMMAND
 3. OBJECT - VEHICLE
 4. PULL-UP - IMPROPER - PILOT IN COMMAND
 5. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
 6. REMEDIAL ACTION - INADEQUATE - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this incident is/are finding(s) 4,5,6

Factor(s) relating to this incident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5065 4/03/85 JACKSON, WY A/C Reg. No. N57PL Time (Lc1) - 1248 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage					
Type of Operation	-BUSINESS	MINOR		Fatal		Injuries	
Flight Conducted Under	-14 CFR 91	Fire	Crew	0	0	Serious	Minor
Incident Occurred During	-LANDING	NONE	Pass	0	0	0	None
							1
							0

-----Aircraft Information-----

Make/Model	- CESSNA 185F	Eng Make/Model	- CONTINENTAL 572928	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3350	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 300 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - ACFT RADIO</p> <p>Completeness - FULL</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 230/017 KTS</p> <p>Visibility - 20.0 SM</p> <p>Lowest Sky/Clouds - 6000 FT SCATTERED</p> <p>Lowest Ceiling - 10000 FT BROKEN</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>CASPER, WY</p> <p>Destination</p> <p>SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - VFR</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN</p> <p>FULL STOP</p>	<p>Airport Proximity</p> <p>ON AIRPORT</p> <p>Airport Data</p> <p>JACKSON HOLE</p> <p>Runway Ident - 18</p> <p>Runway Lth/Wid - 6300/ 150</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL, ATP, CFI</p> <p>SE LAND, ME LAND</p> <p>HELICOPTER</p>	<p>Age - 37</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 3</p> <p>Aircraft Type - 185</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 7213</p> <p>Make/Model- 19</p> <p>Instrument- 904</p> <p>Multi-Eng - 2290</p> <p>Last 24 Hrs - 2</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 17</p> <p>Rotorcraft - 4133</p>
---	---	---

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT OF N57PL WAS ATTEMPTING A LANDING IN A STRONG CROSSWIND IN VFR CONDITIONS. DURING THE LANDING ROLL, THE LEFT MAIN LANDING GEAR TIRE BLEW OUT CAUSING THE ACFT TO GROUND LOOP.

Brief of Incident (Continued)

File No. - 5065

4/03/85

JACKSON,WY

A/C Reg. No. N57PL

Time (Lc1) - 1248 MST

Occurrence LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. WEATHER CONDITION - GUSTS
 3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 4. LANDING GEAR,TIRE - PRESSURE TOO LOW
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this incident is/are finding(s) 4

Factor(s) relating to this incident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Incident

File No. - 5082 11/26/85 CASPER,WY A/C Reg. No. N7011U Time (Lc1) - 1845 MST

-----Basic Information-----

Type Operating Certificate	AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage					
Name of Carrier	-UNITED AIRLINES, INC.	MINOR					
Type of Operation	-SCHEDULED, DOMESTIC, PASSENGER	Fire					
Flight Conducted Under	-14 CFR 121	NONE					
Incident Occurred During	-STANDING						
			Crew	0	0	0	7
			Pass	0	0	0	104
			Other	0	0	0	1

-----Aircraft Information-----

Make/Model	- BOEING 727-100	Eng Make/Model	- P&W JT8D-9	ELT Installed/Activated	- UNK/NR
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 3	Stall Warning System	- YES
Max Gross Wt	- 178000	Engine Type	- TURBOJET		
No. of Seats	- 112	Rated Power	- 14500 LBS THRUST		

-----Environment/Operations Information-----

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- UNK/NR	Last Departure Point		ON AIRPORT	
Method	- UNK/NR	SAME AS ACC/INC			
Completeness	- UNK/NR	Destination		Airport Data	
Basic Weather	- VMC	SAN FRANCISCO, CA		NATRONA COUNTY INT'L	
Wind Dir/Speed	- UNK/NR			Runway Ident	- UNK/NR
Visibility	- UNK/NR	ATC/Airspace		Runway Lth/Wid	- UNK/NR
Lowest Sky/Clouds	- UNK/NR	Type of Flight Plan	- IFR	Runway Surface	- UNK/NR
Lowest Ceiling	- UNK/NR	Type of Clearance	- IFR	Runway Status	- UNK/NR
Obstructions to Vision	- UNK/NR	Type Apch/Lndg	- NONE		
Precipitation	- UNK/NR				
Condition of Light	- NIGHT(BRIGHT)				

-----Personnel Information-----

Pilot-In-Command		Age	- UNK/NR	Medical Certificate	- UNK/NR
Certificate(s)/Rating(s)		Biennial Flight Review		Flight Time (Hours)	
UNK/NR		Current	- UNK/NR	Total	- UNK/NR
		Months Since	- UNK/NR	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-----

ACFT WAS PARKED AT GATE AWAITING DEPARTURE. A BUS USED TO SHUTTLE FLT CREWS AROUND THE RAMP ARRIVED AT FLT 855 TO DELIVER A FLT ATTENDANT. THE DRIVER WAS BACKING AWAY FROM ACFT WHEN THE LEFT SIDE TO BUS CONTACTED RT WING TIP. DAMAGE WAS LIMITED TO WING TIP CAP AND AILERON SKIN.

Brief of Incident (Continued)

File No. - 5082

11/26/85

CASPER,WY

A/C Reg. No. N7011U

Time (Lc1) - 1845 MST

Occurrence ON GROUND COLLISION WITH OBJECT
Phase of Operation STANDING

Finding(s)

1. VISUAL LOOKOUT - INADEQUATE - DRIVER OF VEHICLE
2. OBJECT - VEHICLE
3. CLEARANCE - NOT MAINTAINED - DRIVER OF VEHICLE

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this incident
is/are finding(s) 1,3

EMBRY-RIDDLE AERO.U. DAYTONA BEACH



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AAB
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