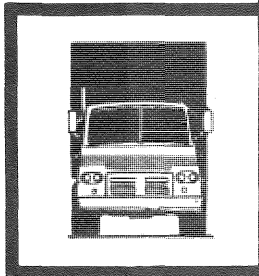
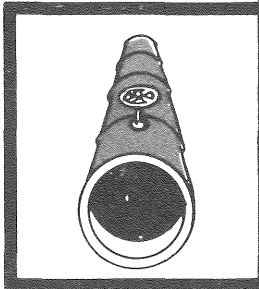
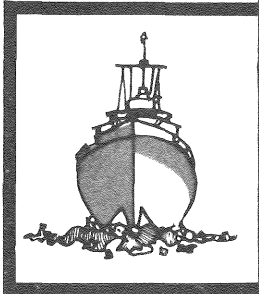
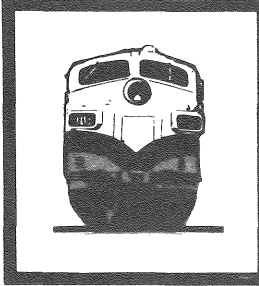
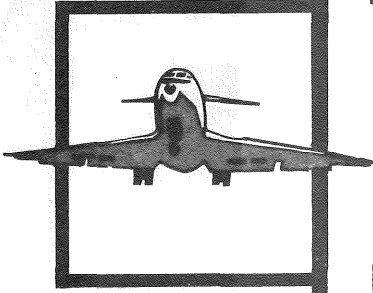


PB87-916903



NATIONAL TRANSPORTATION SAFETY BOARD

WASHINGTON, D.C. 20594

AIRCRAFT ACCIDENT REPORTS

**BRIEF FORMAT
U.S. CIVIL AND FOREIGN AVIATION
ISSUE NUMBER 1, 1986 ACCIDENTS**

NTSB / AAB-87 / 03

UNITED STATES GOVERNMENT

TECHNICAL REPORT DOCUMENTATION PAGE

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15. Supplementary Notes					
16. Abstract <p>This publication contains selected aircraft accident reports in Brief Format occurring in U.S. civil and foreign aviation operations during Calendar Year 1986. Approximately 200 General Aviation and Air Carrier accidents contained in this publication represent a random selection. This publication is issued irregularly, normally eighteen times each year. The Brief Format represents the facts, conditions, circumstances and probable cause(s) for each accident.</p> <p align="center">File Numbers: 0001 through 0200</p>					
17. Key Words Aviation accident, probable cause, findings, certificate/rating, injuries, type of accident, type operating certificate, flight conducted under, accident occurred during, aircraft damage, basic weather				18. Distribution Statement This document is available to the public through the National Technical Information Service, Springfield, Virginia 22161	
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FOREWORD

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

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

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

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

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

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

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

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DEFINITIONS

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

Aircraft Accidents

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

Fatal Injury

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

Serious Injury

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

Substantial Damage

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

OCCURRENCE

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

Gear Collapsed

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

TYPE OF OPERATING CERTIFICATE/TYPE OF OPERATION

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

1. GENERAL AVIATION

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

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

Personal

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

Business

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

Corporate/Executive Operations

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

Instructional Flying

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

Other Flying

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

2. AIR CARRIER

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

Airframe/Component/System Failure/Malfunction

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

Powerplant - Loss of Power

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

PHASE OF OPERATION

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

CAUSES AND RELATED FACTORS

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

BASIC WEATHER CONDITIONS

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

FILE ORDER LISTING

ISSUE NUMBER 1

CALENDAR YEAR 1986

File Order Listing - Issue No. 1, 1986

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
1	6375T	010686	LEESBURG, VA	CESSNA	R182	NONE	354
2	3165D	012086	PORT ALSWORTH, AK	CESSNA	180	NONE	4
3	3992M	012586	SOLDOTNA, AK	PIPER	PA-12	NONE	6
4	4935N	011886	YUKON, OK	BOEING	A75N1	NONE	256
5	3373B	012186	SPRING, TX	CESSNA	172G	NONE	308
6	355RA	012186	BRENHAM, TX	S.O.C.A.T.A.	MS RALLYE	NONE	306
7	733NF	010186	KANSAS CITY, MO	CESSNA	172N	NONE	206
8	4682J	010186	OLATHE, KS	PIPER	PA-28R-180	NONE	172
9	4349J	010586	CREVE CEUR, MO	PIPER	PA-28-140	MINOR	208
10	38127	010986	LAWRENCE, KS	PIPER	PA-32R-300	NONE	174
11	7381X	011286	GOVE, KS	CESSNA	150B	MINOR	176
12	25735	013186	DES MOINES, IA	PIPER	PA-38-112	NONE	156
13	NONE	011586	CALDWELL, ID	WORLDWIDE IN	SPIT FIRE	SERIOUS	160
14	6989G	011186	GIG HARBOR, WA	CESSNA	150-L	MINOR	362
15	43552	010586	KELSO, WA	PIPER	PA28-151	FATAL	360
16	545PS	011986	LAS VEGAS, NV	BOEING	727-214	SERIOUS	242
17	1920V	010586	IONE, OR	CESSNA	140	NONE	264
18	70308	021586	MCCARTHY, AK	CESSNA	185	NONE	16
19	35PH	030386	GOLD HILL, OR	PATRICK HENR	FOKKER DR.	NONE	278
20	8036B	011286	DES MOINES, IA	CESSNA	172	NONE	152
21	7013W	011586	COLUMBIA, MO	PIPER	PA-28-180	NONE	210
22	739UW	021286	RENTON, WA	CESSNA	172	NONE	376
23	7774Q	021986	BURNS, OR	CESSNA	340	NONE	274
24	80827	021286	FARMINGDALE, NY	UNIVERSAL AI	GC-1B	NONE	248
24	8298A	021286	FARMINGDALE, NY	PIPER	PA-28RT-20	NONE	250

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File Number	Aircraft Regist.	Date	Location	Make	Aircraft Model	Injury Index	Page
25	9398Y	021886	HOT SPRINGS, AR	BEECH	N35	NONE	70
26	8542F	022186	ODESSA, WA	HILLER	UH-12E	NONE	380
27	1827A	022386	HOUSTON, AK	PIPER	PA-18	MINOR	22
28	116ME	022086	DELTA JUNCTION, AK	CESSNA	206	MINOR	18
29	3813D	020986	MERRILL PASS, AK	CESSNA	182-A	SERIOUS	14
30	4752X	031186	YADKINVILLE, NC	CESSNA	150	NONE	230
31	74461	012586	VANCOUVER, WA	BELLANCA	1413-2	MINOR	372
32	41926	011986	SLOAN, NV	LUSCOMBE	8A	FATAL	244
33	5632F	021286	WOODBURN, OR	ALON	A2	NONE	272
34	8785Q	012486	WENATCHEE, WA	CESSNA	206	NONE	370
35	5338Z	011986	ELLENSBURG, WA	PIPER	PA-22-108	NONE	368
36	4977P	011886	INDEPENDENCE, MO	CESSNA	152	NONE	212
37	20537	011186	WEST MEMPHIS, AR	BEECHCRAFT	F33A	SERIOUS	66
38	376B	011386	BASSETT, NE	BEECH	V35	NONE	236
39	30535	010686	SIDNEY, NE	CESSNA	177A	NONE	234
40	1TF	013086	CASCADE LOCKS, OR	CESSNA	T210-H	NONE	268
41	714UU	012186	FLYNN, TX	CESSNA	152	NONE	304
42	2085R	013186	SANDY, OR	CESSNA	182	MINOR	270
43	16800	022386	MOUNT BALDY, ID	BELL	206B	SERIOUS	162
44	747BE	022186	ICY POINT, AK	CESSNA	206G	NONE	20
45	714AQ	011486	MEAD, WA	CESSNA	150-M	NONE	364
47	53893	022386	SAN JOSE, CA	BELLANCA	7ECA	NONE	116
48	32RH	020286	BROWNSBORO, AL	BUSHBY	MUSTANG II	FATAL	64
49	102JC	030586	TEHACHAPI, CA	GROB	102	NONE	124
50	52768	020386	LAKE JACKSON, TX	CESSNA	172P	SERIOUS	312

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51	5234K	030286	MANY, LA	CESSNA	172P	NONE	192
52	425EH	022086	LAKE CHARLES, LA	MESSerschMIT	B0-105-CBS	NONE	190
53	2269H	022386	KELLER, TX	BALLOON WORK	FIRE FLY 7	SERIOUS	320
54	67888	022486	EL PASO, TX	CESSNA	152	MINOR	322
55	8267U	010586	SARATOGA, TX	CESSNA	172F	NONE	298
56	8805M	011586	BREMOND, TX	EAGLE AIRCRA	DW-1	MINOR	302
57	3236E	022886	STANDFIELD, AZ	AERONCA	11-AC	NONE	86
58	5904Z	012086	JASPER, TN	PIPER	PA-22	SERIOUS	286
59	7595U	012386	BANCROFT, IA	CESSNA	150	NONE	154
60	2302X	012586	LAKE HAVASUCITY, AZ	CESSNA	182H	SERIOUS	82
61	102BK	020186	FREMONT, CA	GROB	103	NONE	96
62	3177G	012686	LA HABRA, CA	BELL	222UT	MINOR	92
63	739GB	031586	APPLE VALLEY, CA	CESSNA	172N	NONE	132
64	8292N	012486	ATLANTA, GA	PIPER	PA-28-140	NONE	144
65	8135E	022086	PHOENIX, AZ	MOONEY	MK-20	NONE	84
66	9974W	020886	JOSHUA TREE, CA	PIPER	PA-28-140	NONE	106
68	3773F	020986	COLUMBIA, SC	GREAT LAKES	2T-1A-2	NONE	280
69	1975E	021986	WASHINGTON, NC	CESSNA	172N	NONE	228
70	7191Q	022386	GORDONSVILLE, VA	CESSNA	172L	MINOR	356
71	39663	020986	CHARLESTON, SC	PIPER	PA-28-181	NONE	282
72	57878	022886	MULESHOE, TX	PIPER	PA-36-300	NONE	326
73	1QV	022786	WAKEFIELD, VA	BEECHCRAFT	BE65	NONE	358
74	2341S	012786	RENO, NV	CESSNA	TR182RG	FATAL	246
75	414CB	011586	NORTH BEND, WA	CESSNA	501	NONE	366
76	4521H	021986	MOUNT ST. HELENS, WA	PIPER	PA-15	SERIOUS	378

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77	98523	012486	TOMBALL, TX	CESSNA	172	NONE	310
78	46362	032186	ANCHORAGE, AK	CESSNA	180J	NONE	32
79	5892B	032286	ANCHORAGE, AK	CESSNA	172-G	NONE	36
80	3935Z	032086	KOTZEBUE, AK	PIPER	PA-18	NONE	30
81	1999C	032286	WHITTIER, AK	CESSNA	170-B	NONE	34
82	8022Z	022486	ANCHORAGE, AK	CESSNA	206	FATAL	24
83	7145K	032486	FAIRBANKS, AK	PIPER	PA-18	NONE	38
84	4431Z	020786	WASILLA, AK	PIPER	PA-18	NONE	12
85	8455P	040386	ANCHORAGE, AK	ROBINSON	R-22A	NONE	40
86	661S	012586	FORTUNA, CA	VANGRUNSVEN	RV-3A	FATAL	90
87	3951X	032586	SMITHVILLE, TN	PIPER	PA-34	NONE	292
88	95636	011386	WARREN, MN	CESSNA	152	NONE	202
89	48149	012386	KENOSHA, WI	CESSNA	L-19	NONE	390
90	3244T	012386	INDIANAPOLIS, IN	CESSNA	177	NONE	168
91	3948D	011086	CLINTON, IA	CESSNA	182A	FATAL	150
93	9331G	011886	JUNEAU, AK	CESSNA	182	FATAL	2
94	757JZ	040886	CLINTON, MD	CESSNA	152II	NONE	198
95	6798A	022786	UVALDE, TX	PIPER	PA-18	NONE	324
96	5218S	012986	GILBERT, LA	AIRTRACTOR	AT301	NONE	188
97	4071D	022286	DECATUR, TX	CESSNA	182A	NONE	318
98	67102	010786	TULSA, OK	AEROSPATIALE	SA319B	NONE	254
99	82072	011186	SAGINAW, TX	PIPER	PA-32-300T	NONE	300
100	8502Q	030586	MCALLEN, TX	CESSNA	U206F	MINOR	330
101	3821P	030986	SULPHUR, LA	PIPER	PA-22-150	NONE	194
102	9019W	040486	SPRINGTOWN, TX	PIPER	PA-28-235	NONE	336

File Number	Aircraft Regist.	Date	Location	Make	Aircraft Model	Injury Index	Page
103	1867Q	040486	POINT AUFER, LA	CESSNA	185F	NONE	196
104	2826L	033186	BRISTOW, OK	CESSNA	172H	NONE	262
105	7341A	032986	SALLISAW, OK	CESSNA	172	NONE	260
106	71611	032986	HOUSTON, TX	LUSCOMBE	8A	NONE	332
107	5841S	021286	MUNCIE, IN	BEECH	95-B55	NONE	170
108	420W	010386	INDIANAPOLIS, IN	ISRAELI INDU	1124A	NONE	166
109	888EN	011386	ATKINSON, NH	BELL	47J2A	NONE	240
110	8155Q	022286	ALVORD, TX	CESSNA	421	SERIOUS	314
111	3008N	041386	LAKE GEORGE, AK	CESSNA	120	NONE	44
112	1042E	040686	FAIRBANKS, AK	BELLANCA	7ECA	NONE	42
113	1905G	012686	KANSAS CITY, MO	CESSNA	310R	NONE	214
114	111MM	022086	ST. LOUIS, MO	PIPER	PA-31-325	NONE	216
115	3400C	022186	ALLIANCE, NE	CESSNA	170B	NONE	238
116	1493D	022386	GARDNER, KS	CESSNA	170A	NONE	178
117	7688V	030886	LODI, CA	CALLAIR	A-9B	MINOR	130
118	6727D	030686	STOCKTON, CA	BELL	47G-2	NONE	126
119	127WA	013086	METLAKATLA, AK	DEHAVILLAND	DHC2	NONE	8
119	1018H	013086	METLAKATLA, AK	DEHAVILLAND	DHC-2	NONE	10
121	69054	040986	EL PASO, TX	CESSNA	152	NONE	340
122	2360B	040886	DEL RIO, TX	TEMCO SWIFT	GC-1B	NONE	338
123	2122L	041686	MT. VERNON, TX	PIPER	PA-28-181	NONE	344
124	56366	040186	WEST, TX	MAULE	M-5-235C	NONE	334
125	74176	030186	ROUND ROCK, TX	BALLOON WORK	8B	MINOR	328
126	734LQ	030286	CONCRETE, WA	CESSNA	172	NONE	382
127	6486J	030386	AMERICAN FALLS, ID	CESSNA	172	NONE	164

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129	3979L	030286	GRAIN VALLEY, MO	CESSNA	172	NONE	218
130	82202	031086	JACKSONVILLE, AR	AERONCA	7AC	NONE	72
131	4482E	041586	BIG LAKE, AK	PIPER	PA-18-150	NONE	46
132	47KB	010686	CHARLOTTE, NC	PIPER	PA-30	NONE	226
133	4981U	020986	ALMA, GA	CESSNA	210	MINOR	146
134	8305C	022586	ANTELOPE, OR	PIPER	PA34-200T	FATAL	276
135	738XX	020986	RENTON, WA	CESSNA	172N	SERIOUS	374
136	988JM	012786	S. LAKE TAHOE, CA	CESSNA	401	FATAL	94
137	40290	011686	HORTON, OR	HILLER/SOLOY	UH-12E	FATAL	266
138	9848Y	031586	LAKE CITY, AR	AERONCA	7FC	NONE	74
139	3379F	031986	MULVANE, KS	CESSNA	182	MINOR	180
140	93589	040386	MURFREESBORO, TN	CESSNA	152	NONE	294
141	71633	030886	HAMPTON, GA	LUSCOMBE	8A	NONE	148
142	170CH	042486	YENTNA RIVER, AK	PIPER	J3C-65	SERIOUS	48
143	78564	042486	SOLDOTNA, AK	PIPER	PA-12	NONE	50
144	64AT	042686	PORT HEIDEN, AK	INTERSTATE	15B2	MINOR	54
145	3438A	042886	CHUGIAK, AK	PIPER	PA-22	MINOR	56
146	9AT	031086	LIVENGOD, AK	BELL	206B3	NONE	26
147	2495J	011486	PELICAN RAPIDS, MN	CESSNA	150G	MINOR	204
148	148PA	021186	LOUISVILLE, KY	BEECH	H-18	SERIOUS	186
149	276OR	041286	WAYNESVILLE, OH	SCHWEIZER	SGS 1-26A	NONE	252
150	345CC	011986	LOUISVILLE, KY	BEECH	A36TC	NONE	184
151	9706H	050186	BETHEL, AK	CESSNA	185	NONE	58
152	363OK	021786	COLT, AR	SCHWEIZER	G164-B	MINOR	68

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153	3673H	030886	VERSAILLES, MO	ERCOUPE	415-C	NONE	220
154	1530E	031786	WARREN, AR	CESSNA	172N	NONE	76
155	1017X	032286	NEOSHO, MO	PIPER	PA-28-151	NONE	222
156	723T	022686	JANESVILLE, WI	BEECH	G18S	SERIOUS	392
157	36RJ	020986	LOS ALMOS, CA	RUTAN	VARIEZE	NONE	112
158	714DC	041386	ORANGEBURG, SC	CESSNA	150	MINOR	284
159	106TD	020186	OWASSO, OK	STEPHENSON	TEENIE TWO	FATAL	258
160	4605N	022286	PLAINVIEW, TX	CESSNA	402B	NONE	316
161	50639	041286	GRAHAM, TX	TAYLORCRAFT	L-2	SERIOUS	342
162	29612	042086	LUBBOCK, TX	CESSNA	177	MINOR	348
163	8376R	042086	KELLER, TX	PIPER	PA-28	NONE	346
164	6272Z	042186	TOMBALL, TX	CESSNA	TU206G	NONE	350
165	388C	031086	LA CONNER, WA	STINSON	108-2	SERIOUS	386
166	84842	031086	EAST SOUND, WA	AERONCA	7AC	NONE	384
167	63636	041886	LAKE CITY, TN	CESSNA	150	MINOR	296
168	2618J	031686	LAFAYETTE, TN	CESSNA	150	NONE	288
169	50CH	022186	SANTA YNEZ, CA	HENLEY	AERODROME	SERIOUS	114
170	6609Q	041286	ADVANCE, MO	GRUMMAN	G164B	NONE	224
171	528	032586	CEDAR RAPIDS, IA	BEECH	G18S	NONE	158
172	30561	032286	OIL TROUGH, AR	PIPER	PA-28-181	NONE	78
173	9866G	040486	NESS CITY, KS	CESSNA	172	NONE	182
174	2520W	011986	FERNANDINA BCH, FL	BEECH	B24R	NONE	138
175	7692G	010286	BOCA RATON, FL	CESSNA	150L	NONE	134
176	2361D	012086	VERO BEACH, FL	PIPER	PA-38-112	NONE	140
176	3745Q	012086	VERO BEACH, FL	PIPER	PA-28R-201	NONE	142

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177	70010	031686	ANCHORAGE, AK	CESSNA	A185E	SERIOUS	28
178	9326V	011286	GAINESVILLE, FL	MOONEY	M20F	NONE	136
179	1616G	042686	POLLY CREEK, AK	BELLANCA	7ECA	NONE	52
180	7293B	022786	LONG BEACH, CA	BEECH	J35	NONE	120
181	95139	020786	SAN JOSE, CA	CESSNA	152	NONE	100
182	91614	020886	HEALDSBURG, CA	CESSNA	182M	NONE	104
183	2113E	010886	GRAND CANYON, AZ	CESSNA	172N	FATAL	80
184	89447	020886	RANCHO MURIETA, CA	CESSNA	140	NONE	102
185	6188K	022486	WOODLAND, CA	CESSNA	150	NONE	118
186	49429	030486	SAN LUIS OBISPO, CA	CESSNA	152	NONE	122
187	5334N	050286	KENANSVILLE, NC	CESSNA	182A	NONE	232
188	1507V	020986	BIG BEAR CITY, CA	CESSNA	172M	NONE	108
189	4276H	032186	MEMPHIS, TN	PIPER	PA-14	NONE	290
190	5300Y	020986	SAN FRANCISCO, CA	PIPER	PA-23-250	NONE	110
191	50255	010886	CHARLOTTE, MI	CESSNA	150H	NONE	200
192	49946	031886	PHOENIX, AZ	CENTRAIR	SCHLEICHER	NONE	88
194	2002V	052086	FAIRBANKS, AK	TAYLORCRAFT	TC-19	NONE	62
195	49983	051886	PALMER, AK	HILLER	12-C	NONE	60
197	946X	030686	WASCO, CA	SCHWEIZER	G164A	MINOR	128
199	7JB	020286	JULIAN, CA	PITTS	S-1	SERIOUS	98
200	337D	050886	EDINBERG, TX	CESSNA	337D	NONE	352

AIRCRAFT ACCIDENT REPORTS

BRIEF FORMAT

U.S. CIVIL AND FOREIGN AVIATION

ISSUE NUMBER 1 OF 1986 ACCIDENTS

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 93 1/18/86 JUNEAU, AK

A/C Reg. No. N9331G

Time (Lcl) - 1154 AST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

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

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

Fire
NONE

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

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

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

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

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

Weather Data

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

Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 20.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 2000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

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

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

JUNEAU MUNICIPAL
Runway Ident - 08
Runway Lth/Wid - 8456/ 150
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 66
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

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

Total	- 1100	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-----

PILOT REQUESTED CLEARANCE TO RETURN TO AIRPORT AFTER TAKEOFF DUE TO ENG POWER LOSS. CLEARANCE WAS GIVEN BY ATC.
PILOT MADE RT TURN FROM ABOUT 100 FT ALT. ACFT CRASHED ABOUT 1500 FOOT SOUTH OF RWY. NO SHOULDER HARNESSSES
INSTALLED. PAX SURVIVED. ICE FOUND ON WINGS, NO MECH FAILURES.

Brief of Accident (Continued)

File No. - 93 1/18/86 JUNEAU,AK

A/C Reg. No. N9331G

Time (Lcl) - 1154 AST

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

Finding(s)

1. FLUID,FUEL - STARVATION
 2. FUEL SYSTEM - BLOCKED(TOTAL)
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

3. ICE/FROST REMOVAL FROM AIRCRAFT - POOR - PILOT IN COMMAND
 4. EMERGENCY PROCEDURE - 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) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2 1/20/86 PORT ALSWORTH, AK A/C Reg. No. N3165D Time (Lcl) - 1530 AST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

SUBSTANTIAL

Fire

NONE

Fatal

0

Crew

0

Pass

Serious

0

Minor

0

None

1

0

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

Make/Model - CESSNA 180
Landing Gear - SKI/WHEEL
Max Gross Wt - 2800
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 225 HP

ELT Installed/Activated - YES/YES

Stall Warning System - YES

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 360/005 KTS

Visibility - 50.0 SM

Lowest Sky/Clouds - 7000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

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, SE SEA

Age - 45

Biennial Flight Review

Current - YES

Months Since - 18

Aircraft Type - 180

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 1873

Last 24 Hrs - 1

Make/Model- 207

Last 30 Days- 5

Instrument- 1392

Last 90 Days- 16

Multi-Eng - 222

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT DURING THE INITIAL CLIMB OUT APPROXIMATELY 50 FEET ABOVE THE GROUND THE ENGINE QUIT. THE AIRCRAFT CRASHED INTO A ROW OF TREES AND THE PILOT WAS NOT INJURED. EXAMINATION OF THE AIRCRAFT ENGINE REVEALED NO MALFUNCTION OR MECHANICAL FAILURE. INSPECTION OF THE FUEL SYSTEM REVEALED WATER IN BOTH THE FUEL TANKS AND FUEL LINES.

Brief of Accident (Continued)

File No. - 2 1/20/86 PORT ALSWORTH, AK A/C Reg. No. N3165D Time (Lcl) - 1530 AST

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

Finding(s)

1. FUEL SYSTEM, TANK - CONTAMINATION
 2. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
 3. FUEL SYSTEM, TANK - WATER
 4. FUEL SYSTEM, LINE - CONTAMINATION
 5. FUEL SYSTEM, LINE - WATER
 6. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
-

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 3 1/25/86 SOLDOTNA, AK A/C Reg. No. N3992M Time (Lcl) - 1545 AST

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

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

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

Make/Model - PIPER PA-12	Eng Make/Model - LYCOMING O-320-B2B	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1935	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 160 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SPORT LAKE, AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 040/005 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 100.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 39	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 5500
SE LAND, SE SEA	Months Since - 1	Make/Model- 1500
	Aircraft Type - PA-12	Instrument- 0
		Last 24 Hrs - 4
		Last 30 Days- 25
		Last 90 Days- 50

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT DURING THE LANDING ROLL HE LOST DIRECTIONAL CONTROL OF THE AIRCRAFT. THE AIRCRAFT STRUCK A ROW OF TREES OF THE END OF THE LANDING AREA.

Brief of Accident (Continued)

File No. - 3

1/25/86

SOLDOTNA, AK

A/C Reg. No. N3992M

Time (Lc1) - 1545 AST

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

Finding(s)

1. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 3. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
-

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 119 1/30/86 METLAKATLA, AK A/C Reg. No. N127WA Time (Lcl) - 1215 AST

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

Type Operating Certificate	COMMUTER	Aircraft Damage					
Name of Carrier	-TEMSCO AIRLINES	SUBSTANTIAL					
Type of Operation	-SCHEDULED, DOMESTIC, PASSENGER	Fire	Crew	Fatal	0	0	0
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	3
Accident Occurred During	-TAXI		Other	0	0	0	5

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

Make/Model	- DEHAVILLAND DHC2	Eng Make/Model	- P&W R-985	ELT Installed/Activated	- YES/NO
Landing Gear	- FLOAT	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 9850	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 7	Rated Power	- 450 HP		

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

Weather Data	Itinerary	Airport Proximity	
Wx Briefing	- UNK/NR	ON AIRPORT	
Method	- UNK/NR		
Completeness	- UNK/NR	Airport Data	
Basic Weather	- VMC	METLAKATLA SEAPLANE BASE	
Wind Dir/Speed	- 070/020 KTS	Runway Ident	- UNK/NR
Visibility	- 5.0 SM	Runway Lth/Wid	- UNK/NR
Lowest Sky/Clouds	- CLEAR	Runway Surface	- WATER
Lowest Ceiling	- NONE	Runway Status	- WATER - CHOPPY
Obstructions to Vision	- NONE		
Precipitation	- RAIN		
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)				
COMMERCIAL	Current	- UNK/NR	Total	- 2700	Last 24 Hrs	- 8
SE LAND, ME LAND, ME SEA	Months Since	- UNK/NR	Make/Model	- 2700	Last 30 Days	- UNK/NR
	Aircraft Type	- UNK/NR	Instrument	- 10	Last 90 Days	- 100
			Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WIND WAS 070 DEGREES AT 20 KTS WITH 6-12 INCH SWEELS. N127WA WAS POSITIONED AT NORTH SIDE OF DOCK FOR DEPARTURE TOWARD EAST. N1018H WAS HOLDING AT EAST SIDE OF DOCK. DECK HAND CAST OFF N127WA BEFORE PLT STARTED ENGINE; ACFT BEGAN TO DRIFT BACK INTO DOCK. PLT STARTED ENG, ATTEMPTED TO MANEUVER AWAY FROM DOCK, BUT DOCK PROXIMITY PROHIBITED USE OF SUFFICIENT POWER TO ESTABLISH STEERAGEWAY UNDER EXISTING WEATHER CONDITIONS. N127WA DRIFTED AROUND NORTHEAST CORNER OF DOCK AND INTO N1018H. N127WA SUSTAINED SUBSTANTIAL DAMAGE AND PLT SHUT DOWN ENG. N1018H SUSTAINED MINOR DAMAGE, PLT TAXIED CLEAR. N127WA DRIFTED BACK INTO EAST SIDE OF DOCK, SUSTAINED FURTHER DAMAGE FROM WIND AND WAVE ACTION.

Brief of Accident (Continued)

File No. - 119

1/30/86

METLAKATLA, AK

A/C Reg. No. N127WA

Time (Lc1) - 1215 AST

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

Finding(s)

1. PROPER ASSISTANCE - NOT PERFORMED - GROUND PERSONNEL
2. COMPENSATION FOR WIND CONDITIONS - NOT POSSIBLE - PILOT IN COMMAND
3. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - WATER, ROUGH
4. WEATHER CONDITION - CROSSWIND
5. OBJECT - AIRPORT FACILITY

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

Finding(s)

6. OBJECT - AIRCRAFT MOVING ON GROUND
7. OBJECT - AIRPORT FACILITY

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 119 1/30/86 METLAKATLA, AK A/C Reg. No. N1018H Time (Lcl) - 1215 AST

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

Type Operating Certificate	COMMUTER	Aircraft Damage				
Name of Carrier	-WEST FLIGHT AVIATION	MINOR				
Type of Operation	-SCHEDULED, DOMESTIC, PASSENGER	Fire	Crew	Fatal	Injuries	
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	Serious	Minor
Accident Occurred During	-TAXI		Other	0	0	0
				0	0	0
						1
						4
						4

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

Make/Model	- DEHAVILLAND DHC-2	Eng Make/Model	- P&W R-985	ELT Installed/Activated	- YES/NO
Landing Gear	- FLOAT	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3400	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 7	Rated Power	- 450 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing	- UNK/NR	ON AIRPORT
Method	- UNK/NR	
Completeness	- UNK/NR	Airport Data
Basic Weather	- VMC	METLAKATLA SEAPLANE BASE
Wind Dir/Speed	- 070/020 KTS	Runway Ident
Visibility	- 5.0 SM	- UNK/NR
Lowest Sky/Clouds	- CLEAR	Runway Lth/Wid
Lowest Ceiling	- NONE	- UNK/NR
Obstructions to Vision	- NONE	Runway Surface
Precipitation	- RAIN	- WATER
Condition of Light	- DAYLIGHT	Runway Status
		- WATER - CHOPPY

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

Pilot-In-Command	Age - 56	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP, CFI	Current - YES	Total - 11000	Last 24 Hrs - 4
SE LAND, ME LAND, SE SEA	Months Since - 7	Make/Model - 3500	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 850	Last 90 Days - 217
		Multi-Eng - 1000	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WIND WAS 070 DEGREES AT 20 KTS WITH 6-12 INCH SWEELS. N127WA WAS POSITIONED AT NORTH SIDE OF DOCK FOR DEPARTURE TOWARD EAST. N1018H WAS HOLDING AT EAST SIDE OF DOCK. DECK HAND CAST OFF N127WA BEFORE PLT STARTED ENGINE; ACFT BEGAN TO DRIFT BACK INTO DOCK. PLT STARTED ENG, ATTEMPTED TO MANEUVER AWAY FROM DOCK, BUT DOCK PROXIMITY PROHIBITED USE OF SUFFICIENT POWER TO ESTABLISH STEERAGEWAY UNDER EXISTING WEATHER CONDITIONS. N127WA DRIFTED AROUND NORTHEAST CORNER OF DOCK AND INTO N1018H. N127WA SUSTAINED SUBSTANTIAL DAMAGE AND PLT SHUT DOWN ENG. N1018H SUSTAINED MINOR DAMAGE, PLT TAXIED CLEAR. N127WA DRIFTED BACK INTO EAST SIDE OF DOCK, SUSTAINED FURTHER DAMAGE FROM WIND AND WAVE ACTION.

Brief of Accident (Continued)

File No. - 119

1/30/86

METLAKATLA, AK

A/C Reg. No. N1018H

Time (Lcl) - 1215 AST

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

Finding(s)

1. PROPER ASSISTANCE - NOT PERFORMED - GROUND PERSONNEL
2. COMPENSATION FOR WIND CONDITIONS - NOT POSSIBLE - PILOT IN COMMAND
3. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - WATER, ROUGH
4. WEATHER CONDITION - CROSSWIND
5. OBJECT - AIRPORT FACILITY

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

Finding(s)

6. OBJECT - AIRCRAFT MOVING ON GROUND
7. OBJECT - AIRPORT FACILITY

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 84 2/07/86 WASILLA, AK A/C Reg. No. N4431Z Time (Lc1) - 1022 AST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - PIPER PA-18
Landing Gear - SKI
Max Gross Wt - 1750
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/NO
Stall Warning System - NO

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 040/015 KTS
Visibility - 3.000 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 1000 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - RAIN
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
WASILLA, AK
Destination
PALMER, AK

ATC/Airspace

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

Airport Proximity
UNK/NR

Airport Data

FINGER LAKE SPB
Runway Ident - N/A
Runway Lth/Wid - 5500/ 500
Runway Surface - ICE
Runway Status - WET

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

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

Age - 42
Biennial Flight Review
Current - NO
Months Since - 57
Aircraft Type - PA-18

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 408
Make/Model- 408
Instrument- 0
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT LOST CONTROL OF THE AIRPLANE WHILE TAXIING, INADVERTENTLY TOOK OFF IN GUSTY WIND AND CRASHED INTO ADJACENT TREES.

Brief of Accident (Continued)

File No. - 84

2/07/86 WASILLA, AK

A/C Reg. No. N4431Z

Time (Lcl) - 1022 AST

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 2. WEATHER CONDITION - UNFAVORABLE WIND
 3. WEATHER EVALUATION - INACCURATE - PILOT IN COMMAND
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 29 2/09/86 MERRILL PASS, AK A/C Reg. No. N3813D Time (Lc1) - 1400 AST

-----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	0	1	0
Accident Occurred During -MANEUVERING			0	0	0
			0	0	0

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

Make/Model - CESSNA 182-A	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 - 2650	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 235 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	FLAT, AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - IMC	WASILLA, AK	Runway Ident - N/A
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 100 FT OBSCURED	Type Apch/Lndg - NONE	
Obstructions to Vision- FOG		
Precipitation - SNOW		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 34	Medical Certificate - EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - NO	Total - 400
SE LAND	Months Since - 41	Make/Model- 350
	Aircraft Type - C-182	Instrument- 2
		Multi-Eng - UNK/NR
		Last 24 Hrs - 3
		Last 30 Days- 5
		Last 90 Days- 12
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT HE COULD SEE THE WHITEOUT CONDITION AHEAD. DURING THE 180 DEG TURN THE AIRCRAFT STRUCK THE 3000 FOOT LEVEL OF THE MOUNTIAN PASS. AT THE TIME OF THE ACCIDENT THE WEATHER WAS A COMPLETE IFR WHITEOUT CONDITION.

Brief of Accident (Continued)

File No. - 29

2/09/86

MERRILL PASS, AK

A/C Reg. No. N3813D

Time (Lc1) - 1400 AST

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

Finding(s)

1. TERRAIN CONDITION - HIGH TERRAIN
2. PREFLIGHT PLANNING/PREPARATION - NOT PERFORMED - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
4. WEATHER CONDITION - LOW CEILING
5. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
6. IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND
7. WEATHER EVALUATION - NOT PERFORMED - PILOT IN COMMAND
8. WEATHER CONDITION - WHITEOUT
9. JUDGEMENT - POOR - PILOT IN COMMAND
10. ALTITUDE - INADEQUATE - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 18 2/15/86 MCCARTHY,AK A/C Reg. No. N70308 Time (Lcl) - 1500 AST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

SUBSTANTIAL

Fire

NONE

Fatal

0

Crew

Pass

0

Injuries

Serious

0

Minor

0

None

1

1

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

Make/Model - CESSNA 185
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 3350
No. of Seats - 4

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

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

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

Weather Data

Wx Briefing - FSS
Method - UNK/NR
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 010/006 KTS
Visibility - 90.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

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

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

MCCARTHY #2
Runway Ident - 01
Runway Lth/Wid - 4200/ 80
Runway Surface - SNOW
Runway Status - SNOW - DRY

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

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

Age - 42
Biennial Flight Review
Current - YES
Months Since - 4
Aircraft Type - C-185

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	601	Last 24 Hrs -	2
Make/Model-	28	Last 30 Days-	15	
Instrument-	8	Last 90 Days-	35	

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT HE TOUCHED DOWN TOO HARD AND THE MAIN WHEELS BROKE THROUGH THE CRUST ON THE SNOW. THE PILOT LOST CONTROL OF THE AIRCRAFT CAUSING THE PLANE TO NOSE OVER ON ITS BACK.

Brief of Accident (Continued)

File No. - 18

2/15/86

MCCARTHY,AK

A/C Reg. No. N70308

Time (Lc1) - 1500 AST

Occurrence #1 LOSS OF CONTROL - ON GROUND

Phase of Operation LANDING - ROLL

Finding(s)

1. PLANNED APPROACH - INADEQUATE - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE,PRESSURE - PILOT IN COMMAND
3. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 NOSE OVER

Phase of Operation LANDING - ROLL

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 28 2/20/86 DELTA JUNCTION, AK A/C Reg. No. N116ME Time (Lc1) - 1530 AST

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

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

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

Make/Model - CESSNA 206	Eng Make/Model - CONTINENTAL IO-520-A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3500	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 285 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	FAIRBANKS, AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	Runway Ident - N/A
Wind Dir/Speed- 120/005 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 12000 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 64	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 2242
SE LAND, SE SEA	Months Since - 14	Last 24 Hrs - 2
	Aircraft Type - C-206	Make/Model- 227
		Last 30 Days- 20
		Instrument- UNK/NR
		Last 90 Days- 40
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT STRUCK A TELEPHONE POLE GUIDE WIRE WHILE MANEUVERING AT A LOW ALTITUDE. THE ELECTRIC COMPANY STATED THAT THE GUIDE WIRE WAS 32 FEET ABOVE THE ROAD SURFACE. THE PILOT STATED THAT HE WAS LOW FLYING LESS THAN 50 FEET ABOVE THE GROUND TO REVIEW MINING CLAIM SITES.

Brief of Accident (Continued)

File No. - 28

2/20/86

DELTA JUNCTION, AK

A/C Reg. No. N116ME

Time (Lcl) - 1530 AST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT

Phase of Operation MANEUVERING

Finding(s)

1. OBJECT - ELECT TOWER
2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
4. OBJECT - GUY WIRE
5. JUDGEMENT - POOR - PILOT IN COMMAND
6. IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND
7. PROPER ALTITUDE - NOT ATTAINED - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT

Phase of Operation MANEUVERING

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation MANEUVERING

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 44 2/21/86 ICY POINT, AK A/C Reg. No. N747BE Time (Lcl) - 1500 PST

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

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

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

Make/Model - CESSNA 206G	Eng Make/Model - ALLISON 250-C205	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3500	Engine Type - TURBOPROP	
No. of Seats - 6	Rated Power - 274 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	JUNEAU, AK	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - IMC	YAKATAT, AK	Runway Ident - N/A
Wind Dir/Speed- 360/030 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - .250 SM	Type of Flight Plan - VFR	Runway Surface - ICE
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Status - ICE COVERED
Lowest Ceiling - 200 FT OVERCAST	Type Apch/Lndg - PRECAUTIONARY LANDING	
Obstructions to Vision- UNK/NR		
Precipitation - RAIN		
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 - 6714
SE LAND, ME LAND, SE SEA	Months Since - 7	Last 24 Hrs - 2
HELICOPTER	Aircraft Type - UNK/NR	Make/Model- 375
		Last 30 Days- UNK/NR
		Instrument- 516
		Last 90 Days- 21
		Multi-Eng - 80
		Rotorcraft - 3966

Instrument Rating(s) - AIRPLANE

-----Narrative-----

A PRECAUTIONARY LANDING WAS MADE DUE TO DETERIORATING WEATHER. LANDING WAS ACCOMPLISHED ONTO A FROZEN SLOUGH. DURING TOUCH DOWN DURING HIGH GUSTY CROSSWINDS THE AIRCRAFT VEERED RIGHT WITH THE RIGHT GEAR BREAKING THROUGH THE ICE. THE AIRCRAFT BOUNCED UP ONTO AN ICY BANK WITH THE NOSE GEAR COLLAPSING AFTER STRIKING A ROCK.

Brief of Accident (Continued)

File No. - 44

2/21/86

ICY POINT, AK

A/C Reg. No. N747BE

Time (Lcl) - 1500 PST

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

Finding(s)

1. WEATHER CONDITION - SNOW
 2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 3. WEATHER CONDITION - GUSTS
 4. WEATHER CONDITION - LOW CEILING
-

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

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 27 2/23/86 HOUSTON,AK

A/C Reg. No. N1827A

Time (Lcl) - 1615 AST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

SUBSTANTIAL

Fatal

Injuries

Serious

Minor

None

Type of Operation -PERSONAL

Fire

Crew

0

0

1

0

Flight Conducted Under -14 CFR 91

NONE

Pass

0

0

0

0

Accident Occurred During -MANEUVERING

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

Make/Model - PIPER PA-18

Eng Make/Model - LYCOMING O-320

ELT Installed/Activated - YES/NO

Landing Gear - TAILWHEEL-ALL FIXED

Number Engines - 1

Stall Warning System - NO

Max Gross Wt - 1850

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 2

Rated Power - 150 HP

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 360/005 KTS

Visibility - 50.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

BIG LAKE,AK

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

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

Pilot-In-Command

Age - 29

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Certificate(s)/Rating(s)

Biennial Flight Review

Flight Time (Hours)

PRIVATE

Current - YES

Total - 250

Last 24 Hrs - 1

SE LAND

Months Since - 14

Make/Model- 250

Last 30 Days- 15

Aircraft Type - PA-18

Instrument- 6

Last 90 Days- 30

Multi-Eng - 250

Rotorcraft - 1

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS BUZZING THE AREA LESS THAN 200 FEET ABOVE THE GROUND WHEN THE ENGINE STARTED TO RUN ROUGH; THE PILOT ATTEMPTED TO LAND NEAR THE ROAD WHEN THE AIRCRAFT STRUCK POWER LINES AND A ROW OF TREES. EXAMINATION OF THE ENGINE REVEALED NO MECHANICAL FAILURE OR MALFUNCTION.

Brief of Accident (Continued)

File No. - 27

2/23/86

HOUSTON,AK

A/C Reg. No. N1827A

Time (Lcl) - 1615 AST

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE,PRESSURE - PILOT IN COMMAND
3. JUDGEMENT - POOR - PILOT IN COMMAND
4. ALTITUDE - IMPROPER - PILOT IN COMMAND
5. BUZZING - INITIATED - PILOT IN COMMAND

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 82 2/24/86 ANCHORAGE, AK A/C Reg. No. N8022Z Time (Lc1) - 1949 AST

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

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

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

Make/Model - CESSNA 206	Eng Make/Model - CONTINENTAL IO 520-C	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3600	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 285 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	KING SALMON, AK	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	ANCHORAGE, AK	Runway Ident - N/A
Wind Dir/Speed- 340/013 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 1.000 SM	Type of Flight Plan - VFR	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 900 FT OBSCURED	Type Apch/Lndg - NONE	
Obstructions to Vision- FOG		
Precipitation - SNOW		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 35	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1000
SE LAND	Months Since - 22	Make/Model- 300
	Aircraft Type - C-206	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS USING THE AIRCRAFT TO COMMUTE ON A WEEKLY BASIS BETWEEN HIS RESIDENCE IN ANCHORAGE AND TO THE KING SALMON AREA. THE PILOT RECEIVED SEVERAL PREFLIGHT AND INFLIGHT WEATHER BRIEFINGS. DURING THE BRIEFINGS THE FLIGHT SERVICE STATION STATED THAT VFR WAS NOT RECOMMENDED. AT THE TIME OF THE ACCIDENT THE WEATHER WAS IFR WITH BLOWING SNOW. BOTH THE PILOT AND AIRCRAFT WERE NOT LOCATED.

Brief of Accident (Continued)

File No. - 82

2/24/86

ANCHORAGE, AK

A/C Reg. No. N8022Z

Time (Lc1) - 1949 AST

Occurrence #1 MISSING AIRCRAFT
Phase of Operation UNKNOWN

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
3. WEATHER CONDITION - LOW CEILING
4. WEATHER CONDITION - SNOW
5. WEATHER CONDITION - FOG
6. FLIGHT INTO KNOWN ADVERSE WEATHER - INTENTIONAL - PILOT IN COMMAND
7. LIGHT CONDITION - DARK NIGHT

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 146 3/10/86 LIVENG00D,AK

A/C Reg. No. N9AT

Time (Lcl) - 1255 AST

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

Type Operating Certificate-ON-DEMAND AIR TAXI

Type of Operation -OTHER WORK USE
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

Make/Model - BELL 206B3
Landing Gear - SKI
Max Gross Wt - 3200
No. of Seats - 5

Eng Make/Model - ALLISON 250-C20J
Number Engines - 1
Engine Type - TURBOSHAFT
Rated Power - 400 HP

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 030/010 KTS
Visibility - 100.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
PUMP STATION #7,AK
Destination
FAIRBANKS,AK

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

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

Age - 52
Biennial Flight Review
Current - YES
Months Since - 6
Aircraft Type - 206B3

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 11159
Make/Model- 5083
Instrument- 325
Last 24 Hrs - 8
Last 30 Days- 114
Last 90 Days- 300
Rotorcraft - 11159

Instrument Rating(s) - HELICOPTER

-----Narrative-----

HELICOPTER EXPERIENCED POWER LOSS WHILE FLYING LOW LEVEL PIPELINE PATROL, RESULTING IN A HARD LANDING AND SUBSTANTIAL DAMAGE TO THE ACFT. THE GOVERNING PRESSURE (PG) AIR LINE FITTING WAS FOUND LOOSE ON THE POWER TURBINE FUEL GOVERNOR.

Brief of Accident (Continued)

File No. - 146

3/10/86

LIVENGOD,AK

A/C Reg. No. N9AT

Time (Lcl) - 1255 AST

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

Finding(s)

1. FUEL SYSTEM,LINE - LOOSE
2. MAINTENANCE,SERVICE OF AIRCRAFT - INATTENTIVE - COMPANY MAINTENANCE PSNL
3. INADEQUATE SURVEILLANCE OF OPERATION,INADEQUATE PROCEDURE - COMPANY/OPERATOR MGMT

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

4. TERRAIN CONDITION - ROUGH/UNEVEN

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 177 3/16/86 ANCHORAGE, AK A/C Reg. No. N70010 Time (Lcl) - 1610 AST

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

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

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

Make/Model - CESSNA A185E	Eng Make/Model - CONTINENTAL IO-520-F-D	ELT Installed/Activated - UNK/NR
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3350	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 300 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	ANCHORAGE, AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	ANCHORAGE, AK	LAKE HOOD
Wind Dir/Speed- 300/007 KTS		Runway Ident - N/A
Visibility - 90.0 SM	ATC/Airspace	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 5000 FT SCATTERED	Type of Flight Plan - NONE	Runway Surface - SNOW
Lowest Ceiling - NONE	Type of Clearance - VFR	Runway Status - ICE COVERED
Obstructions to Vision- NONE	Type Apch/Lndg - FORCED LANDING	SNOW - WET
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 43	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1532
SE LAND, SE SEA	Months Since - 1	Last 24 Hrs - 1
	Aircraft Type - C-185	Make/Model- 500
		Instrument- 15
		Last 30 Days- 3
		Last 90 Days- 4

Instrument Rating(s) - NONE

-----Narrative-----

ACFT HIT TREES AND POWER LINES AND CRASHED ON CITY RESIDENTIAL STREET FOLLOWING ENGINE FAILURE DURING TAKEOFF CLIMB. ENGINE DRIVEN FUEL PUMP FAILED DUE TO LONG TERM EXPOSURE TO WATER IN FUEL. OVER TWO QUARTS WATER WAS COLLECTED FROM AIRCRAFT TANKS AFTER CRASH. PILOT MISJUDGED ALTITUDE AND DISTANCE FROM SUITABLE LANDING AREA.

Brief of Accident (Continued)

File No. - 177

3/16/86

ANCHORAGE, AK

A/C Reg. No. N70010

Time (Lc1) - 1610 AST

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

Finding(s)

1. FUEL SYSTEM,PUMP - FAILURE,TOTAL
2. MAINTENANCE,SERVICE OF AIRCRAFT - IMPROPER - PILOT IN COMMAND
3. FLUID,FUEL - WATER
4. MAINTENANCE,SERVICE OF AIRCRAFT - IMPROPER - OTHER MAINTENANCE PSNL
5. AIRCRAFT PREFLIGHT - IMPROPER - PILOT IN COMMAND
6. JUDGEMENT - POOR - PILOT IN COMMAND

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

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

Finding(s)

7. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
8. ALTITUDE - MISJUDGED - PILOT IN COMMAND
9. PROPER GLIDEPATH - NOT UNDERSTOOD - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 80 3/20/86 KOTZEBUE,AK A/C Reg. No. N3935Z Time (Lcl) - 0930 AST

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

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

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

Make/Model - PIPER PA-18	Eng Make/Model - LYCOMING O-320	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1730	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	Runway Ident - N/A
Wind Dir/Speed- 010/006 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 36.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 23	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - UNK/NR
	Months Since - N/A	Last 24 Hrs - UNK/NR
	Aircraft Type - N/A	Make/Model- UNK/NR
		Instrument- UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR
		Multi-Eng - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT LOST CONTROL OF THE AIRCRAFT ON LANDING AT A WINTER ICE LANDING STRIP.

Brief of Accident (Continued)

File No. - 80 3/20/86 KOTZEBUE, AK A/C Reg. No. N3935Z Time (Lcl) - 0930 AST

Occurrence #1 UNDETERMINED
Phase of Operation LANDING - ROLL

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 2. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
-

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 78 3/21/86 ANCHORAGE, AK A/C Reg. No. N46362 Time (Lcl) - 1030 AST

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

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

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

Make/Model - CESSNA 180J	Eng Make/Model - CONTINENTAL O-470	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2800	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 230 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	EKWOK, AK	MERRILL
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - N/A
Visibility - 100.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 20000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 35	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 97
SE LAND	Months Since - 1	Last 24 Hrs - 2
	Aircraft Type - C-180	Make/Model- 15
		Last 30 Days- 2
		Instrument- 4
		Last 90 Days- 4

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT DURING THE TAKEOFF ROLL HE ADDED POWER TOO FAST FOR THE TAKEOFF. THE PILOT FAILED TO COMPENSATE WITH RUDDER.

Brief of Accident (Continued)

File No. - 78

3/21/86

ANCHORAGE, AK

A/C Reg. No. N46362

Time (Lc1) - 1030 AST

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

Finding(s)

1. PERFORMANCE DATA - NOT UNDERSTOOD - PILOT IN COMMAND
 2. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 81 3/22/86 WHITTIER, AK A/C Reg. No. N1999C Time (Lcl) - 1015 AST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire
NONE

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

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

Make/Model - CESSNA 170-B
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2200
No. of Seats - 4

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 270/005 KTS
Visibility - 80.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
ANCHORAGE, AK
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

WHITTIER
Runway Ident - 10
Runway Lth/Wid - 1500/ 20
Runway Surface - SNOW
Runway Status - SNOW - DRY

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

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

Age - 42
Biennial Flight Review
Current - YES
Months Since - 7
Aircraft Type - C-170R

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 751 Last 24 Hrs - 1
Make/Model- 138 Last 30 Days- 7
Instrument- 3 Last 90 Days- 15

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT AFTER TOUCHDOWN HE REALIZED THAT THE SNOW WAS SOFT. THE AIRCRAFT NOSED OVER ON ITS BACK.

Brief of Accident (Continued)

File No. - 81

3/22/86

WHITTIER, AK

A/C Reg. No. N1999C

Time (Lcl) - 1015 AST

Occurrence #1 LOSS OF CONTROL - ON GROUND

Phase of Operation LANDING - ROLL

Finding(s)

1. TERRAIN CONDITION - SNOW COVERED
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 NOSE DOWN

Phase of Operation LANDING - ROLL

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 79 3/22/86 ANCHORAGE, AK A/C Reg. No. N5892B Time (Lcl) - 1819 AST

-----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	0	1
Accident Occurred During - LANDING			0	0	0	0

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

Make/Model - CESSNA 172-G	Eng Make/Model - CONTINENTAL O-300-D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 145 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- 350/006 KTS</p> <p>Visibility - 50.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point SAME AS ACC/INC</p> <p>Destination 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 - FULL STOP</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data MERRILL</p> <p>Runway Ident - 33</p> <p>Runway Lth/Wid - 2469/ 60</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - SNOW - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND</p>	<p>Age - 53</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 22</p> <p>Aircraft Type - C-172</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 394</p> <p>Make/Model- 327</p> <p>Instrument- 6</p> <p>Last 24 Hrs - 4</p> <p>Last 30 Days- 20</p> <p>Last 90 Days- 40</p>
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Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT DURING THE RETURN FROM A X-COUNTRY FLT THE ACFT RAN OUT OF FUEL ONE-HALF MILE FROM THE RWY.
POST ACC EXAM REVEALED THAT BOTH FUEL TANKS WERE EMPTY.

Brief of Accident (Continued)

File No. - 79

3/22/86

ANCHORAGE, AK

A/C Reg. No. N5892B

Time (Lcl) - 1819 AST

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

Finding(s)

1. FUEL SYSTEM - EXHAUSTION
2. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
4. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
5. IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND
6. PERFORMANCE DATA - NOT UNDERSTOOD - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 83 3/24/86 FAIRBANKS, AK

A/C Reg. No. N7145K

Time (Lcl) - 1700 AST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

Type of Operation -INSTRUCTIONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

Fire
NONE

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

Make/Model - PIPER PA-18
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1750
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/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 - 60.0 SM
Lowest Sky/Clouds - 7000 FT SCATTERED
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 - FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

METRO
Runway Ident - 06
Runway Lth/Wid - 4400
Runway Surface - GRAVEL
Runway Status - SNOW - COMPACTED

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

Pilot-In-Command

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

Age - 60
Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	11097
Make/Model-	4000
Instrument-	151
Multi-Eng -	168
Last 24 Hrs -	4
Last 30 Days-	UNK/NR
Last 90 Days-	18

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE FLIGHT INSTRUCTOR STATED THAT HE WAS DEMONSTRATING A STALL LANDING TO THE STUDENT PILOT. AFTER TOUCHDOWN AND ROLLOUT THE AIRCRAFT STRUCK A SNOW DRIFT ON THE RUNWAY CAUSING THE AIRCRAFT TO NOSE OVER ON ITS BACK.

Brief of Accident (Continued)

File No. - 83

3/24/86

FAIRBANKS, AK

A/C Reg. No. N7145K

Time (Lc1) - 1700 AST

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

Finding(s)

1. TERRAIN CONDITION - SNOWBANK
 2. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND(CFI)
 3. IMPROPER USE OF PROCEDURE, COMPLACENCY - PILOT IN COMMAND(CFI)
 4. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND(CFI)
 5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND(CFI)
-

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

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 85 4/03/86 ANCHORAGE, AK A/C Reg. No. N8455P Time (Lcl) - 1400 AST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - ROBINSON R-22A
Landing Gear - SKID
Max Gross Wt - 1370
No. of Seats - 2

Eng Make/Model - LYCOMING O-320-B2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

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

Itinerary

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

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 51
Biennial Flight Review
Current - YES
Months Since - 7
Aircraft Type - PA-18

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

Total	- 1030	Last 24 Hrs	- 1
Make/Model-	30	Last 30 Days-	10
Instrument-	0	Last 90 Days-	32
		Rotorcraft -	30

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT HELICOPTER PILOT STATED THAT THE HELICOPTER NOSED OVER AND ROLLED TO THE RIGHT DURING THE HOVER.
THE PILOT ENCOUNTERED A ROLL TO THE RIGHT DUE TO LOW ROTOR RPM.

Brief of Accident (Continued)

File No. - 85

4/03/86

ANCHORAGE, AK

A/C Reg. No. N8455P

Time (Lcl) - 1400 AST

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

Finding(s)

1. PERFORMANCE DATA - NOT UNDERSTOOD - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE - PILOT IN COMMAND
3. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
4. IMPROPER USE OF PROCEDURE, INATTENTIVE - PILOT IN COMMAND
5. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
6. ROTOR RPM - IMPROPER - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 112 4/06/86 FAIRBANKS, AK

A/C Reg. No. N1042E

Time (Lcl) - 1430 AST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

Crew
Pass

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

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

Eng Make/Model - LYCOMING O-235-C1
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 115 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 - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
FAIRBANKS, AK
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 30
Biennial Flight Review
Current - YES
Months Since - 20
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 129
Last 24 Hrs - 1
Make/Model- 11
Last 30 Days- UNK/NR
Instrument- 6
Last 90 Days- 8

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT DURING THE TAKEOFF ON A PUBLIC ROAD THE AIRCRAFT STRUCK THE ROAD SIDE WITH THE RIGHT WING.

Brief of Accident (Continued)

File No. - 112

4/06/86

FAIRBANKS, AK

A/C Reg. No. N1042E

Time (Lc1) - 1430 AST

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

Finding(s)

1. UNSUITABLE TERRAIN - NOT UNDERSTOOD - PILOT IN COMMAND
 2. IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
 3. JUDGEMENT - POOR - PILOT IN COMMAND
 4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 111 4/13/86 LAKE GEORGE, AK A/C Reg. No. N3008N Time (Lcl) - 1500 AST

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

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

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

Make/Model - CESSNA 120	Eng Make/Model - CONTINENTAL C-85-12F	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1450	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 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	WASILLA, AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - N/A
Visibility - 100.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 29	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE, FLT ENG	Current - YES	Total - 646
SE LAND	Months Since - 9	Last 24 Hrs - 1
	Aircraft Type - C-120	Make/Model- 260
		Instrument- 250
		Last 30 Days- 40
		Last 90 Days- 71
		Multi-Eng - 300

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT DURING A THREE POINT LANDING THE MAIN LANDING GEAR BROKE THROUGH A THIN LAYER OF ICE INTO APPROXIMATELY SIX INCHES OF SNOW AND THEN THE AIRCRAFT WENT OVER ON ITS BACK.

Brief of Accident (Continued)

File No. - 111

4/13/86

LAKE GEORGE, AK

A/C Reg. No. N3008N

Time (Lcl) - 1500 AST

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

Finding(s)

1. TERRAIN CONDITION - ICY
 2. UNSUITABLE TERRAIN - NOT UNDERSTOOD - PILOT IN COMMAND
 3. TERRAIN CONDITION - SNOW COVERED
 4. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
 5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 131 4/15/86 BIG LAKE, AK A/C Reg. No. N4482E Time (Lcl) - 1830 AST

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

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

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

Make/Model - PIPER PA-18-150	Eng Make/Model - LYCOMING O-320-A2B	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1750	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 150 HP	

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

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point ANCHORAGE, AK	
Method - N/A	Destination BIG LAKE, AK	Airport Data BIG LAKE
Completeness - N/A		Runway Ident - 24
Basic Weather - VMC	ATC/Airspace	Runway Lth/Wid - 2800/ 60
Wind Dir/Speed- CALM	Type of Flight Plan - NONE	Runway Surface - SNOW
Visibility - 100.0 SM	Type of Clearance - NONE	Runway Status - DRY
Lowest Sky/Clouds - 5000 FT SCATTERED	Type Apch/Lndg - TOUCH AND GO	
Lowest Ceiling - NONE		
Obstructions to Vision- NONE		
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)
PRIVATE	Current - YES	Total - 2500
SE LAND, SE SEA	Months Since - 1	Make/Model- 1200
	Aircraft Type - PA-18	Instrument- 0
		Last 24 Hrs - 2
		Last 30 Days- 2
		Last 90 Days- 5

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT WHILE DOING A SERIES OF TOUCH AND GO'S, THE AIRCRAFT VEERED ON THE RUNWAY; THE PILOT LOST DIRECTIONAL CONTROL OF THE AIRCRAFT CAUSING THE PLANE TO NOSE OVER ON ITS BACK.

Brief of Accident (Continued)

File No. - 131

4/15/86

BIG LAKE, AK

A/C Reg. No. N4482E

Time (Lcl) - 1830 AST

Occurrence #1 LOSS OF CONTROL - ON GROUND

Phase of Operation LANDING - ROLL

Finding(s)

1. TERRAIN CONDITION - SOFT
2. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
3. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 NOSE OVER

Phase of Operation LANDING - ROLL

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 142 4/24/86 YENTNA RIVER, AK A/C Reg. No. N170CH Time (Lcl) - 1230 AST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - PIPER J3C-65
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1220
No. of Seats - 2

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 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
ANCHORAGE, AK
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 43
Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - J3C

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 212 Last 24 Hrs - 1
Make/Model- 11 Last 30 Days- 5
Instrument- 10 Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT THE AIRCRAFT BEGAN TO SETTLE; AIRSPEED WAS 60 MPH. THE AIRCRAFT WOULD NOT RECOVER ALTITUDE WITH FULL POWER. THE AIRCRAFT STALLED AND STRUCK TREE TOPS.

Brief of Accident (Continued)

File No. - 142

4/24/86

YENTNA RIVER, AK

A/C Reg. No. N170CH

Time (Lc1) - 1230 AST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT

Phase of Operation MANEUVERING

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
4. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
5. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
6. STALL/MUSH - INADVERTENT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT

Phase of Operation MANEUVERING

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 143 4/24/86 SOLDOTNA, AK A/C Reg. No. N78564 Time (Lcl) - 1815 AST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire
NONE

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

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

Make/Model - PIPER PA-12
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1550
No. of Seats - 2

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

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

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

Weather Data

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

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

ATC/Airspace

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

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

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

Pilot-In-Command

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

Age - 45

Biennial Flight Review

Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - PA-18

Medical Certificate - EXPIRED

Flight Time (Hours)

Total	- 1236	Last 24 Hrs	- UNK/NR
Make/Model-	575	Last 30 Days-	UNK/NR
Instrument-	57	Last 90 Days-	UNK/NR
Multi-Eng	- 17		

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT THE AIRCRAFT IS NOT EQUIPPED WITH A HEADER TANK ON THE FUEL SYSTEM. THE ENGINE WAS STARVED OF FUEL WHEN IN A SHALLOW DIVE.

Brief of Accident (Continued)

File No. - 143

4/24/86

SOLDOTNA, AK

A/C Reg. No. N78564

Time (Lc1) - 1815 AST

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

Finding(s)

1. FUEL SYSTEM, LINE - STARVATION
 2. FUEL SUPPLY - DELAYED - PILOT IN COMMAND
 3. FLIGHT MANUALS - DISREGARDED - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 179 4/26/86 POLLY CREEK, AK A/C Reg. No. N1616G Time (Lcl) - 1100 AST

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

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

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

Make/Model - BELLANCA 7ECA	Eng Make/Model - LYCOMING O-235	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1650	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 115 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	ANCHORAGE, AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 50.0 SM	Type of Flight Plan - VFR	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 5000 FT OVERCAST	Type Apch/Lndg - TRAFFIC PATTERN	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 37	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 167
SE LAND	Months Since - 18	Last 24 Hrs - 2
	Aircraft Type - C-152	Make/Model- 123
		Last 30 Days- 4
		Instrument- 8
		Last 90 Days- 11

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT ATTEMPTED A LANDING ON A SANDBAR. DURING THE LANDING ROLL THE PILOT LOST DIRECTIONAL CONTROL OF THE AIRCRAFT CAUSING THE AIRPLANE TO GROUND LOOP AND THEN NOSE OVER ON ITS BACK.

Brief of Accident (Continued)

File No. - 179

4/26/86

POLLY CREEK, AK

A/C Reg. No. N1616G

Time (Lc1) - 1100 AST

Occurrence #1 LOSS OF CONTROL - ON GROUND

Phase of Operation LANDING - ROLL

Finding(s)

1. TERRAIN CONDITION - LOOSE GRAVEL/SANDY
2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
3. TERRAIN CONDITION - SAND BAR
4. UNSUITABLE TERRAIN - ATTEMPTED - PILOT IN COMMAND
5. TERRAIN CONDITION - SOFT
6. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
7. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 NOSE OVER

Phase of Operation LANDING - ROLL

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 144 4/26/86 PORT HEIDEN,AK A/C Reg. No. N64AT Time (Lcl) - 1845 AST

-----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	1	0
Accident Occurred During -TAKEOFF			0	0	1	0

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

Make/Model - INTERSTATE 15B2	Eng Make/Model - LYCOMING 150	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1900	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 150 HP	

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

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	PORT HEIDEN
Wind Dir/Speed- 270/020 KTS		Runway Ident - UNK/NR
Visibility - 10.0 SM	ATC/Airspace	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - 2060 FT SCATTERED	Type of Flight Plan - NONE	Runway Surface - UNK/NR
Lowest Ceiling - NONE	Type of Clearance - NONE	Runway Status - UNK/NR
Obstructions to Vision- NONE	Type Apch/Lndg - NONE	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - UNK/NR	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1305
SE LAND, SE SEA	Months Since - 12	Make/Model- 525
	Aircraft Type - C-185	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 2
		Last 30 Days- 20
		Last 90 Days- 53
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT DURING THE TAKEOFF ROLL HE LOST CONTROL OF THE AIRCRAFT CAUSING THE PLANE TO NOSE OVER ON ITS BACK.

Brief of Accident (Continued)

File No. - 144

4/26/86

PORT HEIDEN, AK

A/C Reg. No. N64AT

Time (Lc1) - 1845 AST

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

Finding(s)

1. TERRAIN CONDITION - LOOSE GRAVEL/SANDY
 2. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
 3. TERRAIN CONDITION - ROUGH/UNEVEN
 4. WIND INFORMATION - PERFORMED - PILOT IN COMMAND
 5. TERRAIN CONDITION - SAND BAR
 6. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
Phase of Operation TAKEOFF - GROUND RUN

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 145 4/28/86 CHUGIAK, AK A/C Reg. No. N3438A Time (Lc1) - 1130 ADT

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

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

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

Make/Model - PIPER PA-22	Eng Make/Model - LYCOMING O-320-B3B	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1950	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 160 HP	

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 090/010 KTS</p> <p>Visibility - 100.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point BIG LAKE, AK</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 30	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 199
SE LAND	Months Since - 6	Make/Model- 105
	Aircraft Type - PA-22	Instrument- 0
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 20

Instrument Rating(s) - NONE

-----Narrative-----

WHILE FLYING IN THE MOUNTAINS AT ABOUT 5000 FEET MSL (200 FEET AGL), THE AIRPLANE ENCOUNTERED A DOWNDRAFT, CAUSING IT TO CRASH ON A GLACIER. PILOT ESTIMATED THE WINDS TO BE ABOUT 10 KNOTS.

Brief of Accident (Continued)

File No. - 145

4/28/86

CHUGIAK, AK

A/C Reg. No. N3438A

Time (Lc1) - 1130 ADT

Occurrence #1 ALTITUDE DEVIATION, UNCONTROLLED
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
2. COMPENSATION FOR WIND CONDITIONS - NOT UNDERSTOOD - PILOT IN COMMAND
3. JUDGEMENT - POOR - PILOT IN COMMAND
4. WEATHER EVALUATION - INACCURATE - PILOT IN COMMAND
5. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
6. WEATHER CONDITION - DOWNDRAFT

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

Finding(s)

7. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
8. TERRAIN CONDITION - MOUNTAINOUS/HILLY

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 151 5/01/86 BETHEL, AK A/C Reg. No. N9706H Time (Lcl) - 1930 ADT

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

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

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

Make/Model	CESSNA 185	Eng Make/Model	CONTINENTAL IO-520	ELT Installed/Activated	YES/NO
Landing Gear	TAILWHEEL-ALL FIXED	Number Engines	1	Stall Warning System	YES
Max Gross Wt	3320	Engine Type	RECIP-FUEL INJECTED		
No. of Seats	6	Rated Power	285 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	OFF AIRPORT/STRIP
Method	BETHEL, AK	
Completeness	Destination	Airport Data
Basic Weather	LOCAL	
Wind Dir/Speed	ATC/Airspace	Runway Ident
Visibility	Type of Flight Plan	Runway Lth/Wid
Lowest Sky/Clouds	COMPANY (VFR)	Runway Surface
Lowest Ceiling	Type of Clearance	Runway Status
Obstructions to Vision	Type Apch/Lndg	
Precipitation		
Condition of Light		

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

Pilot-In-Command	Age	33	Medical Certificate	VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review		Flight Time (Hours)	
COMMERCIAL	Current	YES	Total	2000
SE LAND, SE SEA	Months Since	5	Make/Model	700
	Aircraft Type	C-185	Instrument	UNK/NR
			Multi-Eng	40
			Last 24 Hrs	1
			Last 30 Days	40
			Last 90 Days	75
			Rotorcraft	UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT HE WAS TAXIING FOR TAKEOFF ON THE FROZEN RIVER WHEN THE LEFT MAIN GEAR BROKE THROUGH THE ICE. THE AIRCRAFT'S LEFT WING AND LEFT GEAR WERE DAMAGED.

Brief of Accident (Continued)

File No. - 151

5/01/86

BETHEL, AK

A/C Reg. No. N9706H

Time (Lcl) - 1930 ADT

Occurrence ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAXI

Finding(s)

1. TERRAIN CONDITION - WEAK ICE
2. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
3. CHECKLIST - NOT UNDERSTOOD - PILOT IN COMMAND
4. IMPROPER USE OF PROCEDURE, SELF-INDUCED PRESSURE - PILOT IN COMMAND
5. JUDGEMENT - POOR - PILOT IN COMMAND
6. IMPROPER USE OF PROCEDURE, COMPANY-INDUCED PRESSURE - COMPANY/OPERATOR MGMT

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 195 5/18/86 PALMER,AK

A/C Reg. No. N49983

Time (Lcl) - 1315 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - HILLER 12-C
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2400
No. of Seats - 2

Eng Make/Model - FRANKLIN 6V335
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 210 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 220/010 KTS
Visibility - 100.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
WASILLA,AK
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

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

Age - 37
Biennial Flight Review
Current - YES
Months Since - 12
Aircraft Type - 269-D

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 2770
Make/Model- 34
Instrument- 37
Multi-Eng - 5
Last 24 Hrs - 1
Last 30 Days- 15
Last 90 Days- 25
Rotorcraft - 269

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT HE DREW TOO MUCH ROTOR PITCH FOR THE H.P. AVAILABLE. THE HELICOPTER LOST CONTROL AND ROLLED OVER ON ITS SIDE.

Brief of Accident (Continued)

File No. - 195

5/18/86

PALMER,AK

A/C Reg. No. N49983

Time (Lcl) - 1315 ADT

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

Finding(s)

1. ROTORCRAFT FLIGHT CONTROLS - NOT MAINTAINED - PILOT IN COMMAND
 2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 3. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
-

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

Occurrence #3 ROLL OVER
Phase of Operation HOVER

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 194 5/20/86 FAIRBANKS,AK A/C Reg. No. N2002V Time (Lc1) - 1330 ADT

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

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

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

Make/Model - TAYLORCRAFT TC-19	Eng Make/Model - LYCOMING O-320	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1500	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	FAIRBANKS,AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 200/010 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 37	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 500
SE LAND, SE SEA	Months Since - 14	Make/Model- 500
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - 1
		Last 30 Days- 1
		Last 90 Days- 3

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STALLED THE ACFT DURING APPROACH TO A GRAVEL BAR AND MADE A HARD LANDING. THE PLT SAID THAT HE NEEDED TO IMPROVE HIS PROFICIENCY AT SLOW FLYING.

Brief of Accident (Continued)

File No. - 194

5/20/86

FAIRBANKS, AK

A/C Reg. No. N2002V

Time (Lcl) - 1330 ADT

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

Finding(s)

1. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
 2. STALL - INADVERTENT - PILOT IN COMMAND
 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 4. LEVEL OFF - IMPROPER - PILOT IN COMMAND
-

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

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 48 2/02/86 BROWNSBORO,AL A/C Reg. No. N32RH Time (Lcl) - 1630 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire
ON GROUND

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

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

Make/Model - BUSHBY MUSTANG II
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1450
No. of Seats - 2

Eng Make/Model - LYCOMING O-320-B3B
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

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

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

Weather Data

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

Basic Weather - VMC

Wind Dir/Speed- 180/005 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - 5000 FT SCATTERED

Lowest Ceiling - 25000 FT

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

HUNTSVILLE,AL

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

MADISON COUNTY SKY PARK

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 30

Biennial Flight Review

Current - UNK/NR

Months Since - 22

Aircraft Type - MUSTANG

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 435

Make/Model- 150

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - 1

Last 30 Days- 11

Last 90 Days- 30

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH THE GROUND IN AN INVERTED ATTITUDE DURING A FORCED LANDING AFTER A POWER LOSS AT 400 FT AGL DURING TAKEOFF. THE ACFT WAS OBSERVED TO TURN AFTER THE POWER LOSS AND THEN THE WINGS LEVELED. POWER WAS HEARD TO RESUME AT ABOUT 100 FT AGL. THE ACTUAL CRASH WAS NOT OBSERVED BUT ONE PARTY WHO HAD FLOWN IN THIS AIRCRAFT THOUGHT THAT THE TORQUE, ASSUMING THAT THE THROTTLE WAS LEFT AT TAKEOFF SETTING, ROLLED THE ACFT INVERTED. DUE TO FIRE AND IMPACT DAMAGE NO POSITIVE REASON FOR THE POWER LOSS WAS DETERMINED.

Brief of Accident (Continued)

File No. - 48

2/02/86

BROWNSBORO, AL

A/C Reg. No. N32RH

Time (Lc1) - 1630 CST

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

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
2. ENGINE ASSEMBLY - OVERSPEED
3. THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND
4. MANEUVER - INADVERTENT - PILOT IN COMMAND

Occurrence #4 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) 1,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 37 1/11/86 WEST MEMPHIS, AR A/C Reg. No. N20537 Time (Lcl) - 1700 CST

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

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

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

Make/Model - BEECHCRAFT F33A	Eng Make/Model - CONTINENTAL IO-520-BB	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3400	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 5	Rated Power - 285 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - PATWAS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	CLEARWATER, FL	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	KANSAS CITY, KS	WEST MEMPHIS
Wind Dir/Speed- 230/005 KTS	ATC/Airspace	Runway Ident - 17
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5000/ 100
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - CONCRETE
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 49	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - NO	Total - 621
SE LAND	Months Since - 29	Make/Model- 406
	Aircraft Type - F33A	Instrument- 83
		Multi-Eng - 75
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CRASHED INTO THE GROUND AFTER STRIKING TREES DURING A FORCED LNDG. THE ACFT HAD EXPERIENCED A LOSS OF POWER DURING CRUISE AFTER 4 AND 1/2 HRS OF FLT. POST ACC INVESTIGATION SHOWED THAT THE RT MAIN FUEL TANK WAS ALMOST EMPTY OF FUEL AND THE LEFT MAIN HAD AN EST 10 GALLONS IN IT. WHEN QUESTIONED THE PLT COULD NOT REMEMBER WHICH TANK HE SELECTED BUT SAID IT WOULD HAVE BEEN THE FULLEST. THE SELECTOR WAS FOUND ON THE LEFT TANK POSITION.

Brief of Accident (Continued)

File No. - 37 1/11/86 WEST MEMPHIS, AR A/C Reg. No. N20537 Time (Lcl) - 1700 CST

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

Finding(s)

1. FLUID, FUEL - STARVATION
 2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 3. REFUELING - NOT PERFORMED - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

4. OBJECT - TREE(S)
-

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 152 2/17/86 COLT,AR

A/C Reg. No. N3630K

Time (Lcl) - 1530 CST

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage

Injuries

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

DESTROYED
Fire
ON GROUND

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

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

Make/Model - SCHWEIZER G164-B
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 4500
No. of Seats - 1

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

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

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

Weather Data

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

Itinerary

Last Departure Point
MARIANNA,AR
Destination
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity
ON AIRSTRIP

Airport Data

Runway Ident - 36
Runway Lth/Wid - 2640 -UNK/NR
Runway Surface - GRASS/TURF
Runway Status - DRY

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

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

Age - 33
Biennial Flight Review
Current - YES
Months Since - 14
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 2000 Last 24 Hrs - 2
Make/Model- 1208 Last 30 Days- UNK/NR
Instrument- 0 Last 90 Days- 89

Instrument Rating(s) - NONE

-----Narrative-----

THIS WAS A NEW ACFT WHICH THE OWNER WAS FERRYING FROM THE DEALER TO HIS PRIVATE AG STRIP. THE LANDING WAS MADE TO THE NORTH ON A HALF MILE LONG GRASS STRIP AND THE WIND WAS CALM. THE PLT REPORTS THAT THE BRAKES WERE LOCKED WHEN THE ACFT TOUCHED DOWN AND THE MAIN GEAR WHEELS NEVER TURNED. AS THE ACFT SLOWED TO A STOP IT NOSED OVER, CAUGHT ON FIRE AND BURNED. AN FAA, AIRWORTHINESS INSPECTOR EXAMINED THE FIRE DAMAGED BRAKE SYSTEM BUT WAS UNABLE TO FIND EVIDENCE TO EXPLAIN THE REPORTED BRAKE SYSTEM MALFUNCTION.

Brief of Accident (Continued)

File No. - 152

2/17/86

COLT,AR

A/C Reg. No. N3630K

Time (Lcl) - 1530 CST

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

Finding(s)

1. LANDING GEAR,NORMAL BRAKE SYSTEM - LOCKED

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

Occurrence #3 FIRE
Phase of Operation LANDING - ROLL

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 25 2/18/86 HOT SPRINGS, AR A/C Reg. No. N9398Y Time (Lcl) - 1530 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

SUBSTANTIAL

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries

Serious Minor
0 0
0 0

None
1
1

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

Make/Model - BEECH N35
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3125
No. of Seats - 5

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 150/005 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
MALVERN, AR
Destination
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

MEMORIAL
Runway Ident - 23
Runway Lth/Wid - 6596/ 150
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 42
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - PA-28

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 919
Make/Model- 300
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - 3
Last 30 Days- UNK/NR
Last 90 Days- 75
Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT HE WAS ON THE LANDING ROLL AND REACHED FOR THE FLAP SWITCH AND MOVED THE LANDING GEAR SWITCH INSTEAD. THE LANDING GEAR THEN RETRACTED.

Brief of Accident (Continued)

File No. - 25

2/18/86

HOT SPRINGS, AR

A/C Reg. No. N9398Y

Time (Lcl) - 1530 CST

Occurrence GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

1. GEAR RETRACTION - INADVERTENT - PILOT IN COMMAND

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 130 3/10/86 JACKSONVILLE, AR A/C Reg. No. N82202 Time (Lcl) - 1510 CST

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

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

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

Make/Model - AERONCA 7AC	Eng Make/Model - CONTINENTAL A65-8F	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1220	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 65 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	JACKSONVILLE, AR	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 290/013 KTS	ATC/Airspace	Runway Ident - 60
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - 4000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 25	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 180
SE LAND	Months Since - 20	Last 24 Hrs - UNK/NR
	Aircraft Type - C-152	Make/Model- 24
		Last 30 Days- UNK/NR
		Instrument- 25
		Last 90 Days- 24
		Multi-Eng - 116

Instrument Rating(s) : - NONE

-----Narrative-----

THE PILOT WAS ATTEMPTING A TAKEOFF FROM A SOD STRIP IN AN AERONCA TAIL DRAGGER AIRCRAFT IN GUSTY WIND CONDITIONS. THE AIR STRIP RUNWAY IS SITUATED ALONG A NORTH-SOUTH HEADING WITH THE RPTD WINDS FM 290 DEGREES MAGNETIC AT 13 KNOTS WITH GUSTS TO 18 KNOTS. AS THE TAIL ROSE INTO TAKEOFF ATTITUDE THE ACFT VEERED LEFT AND OFF THE EDGE OF THE RWY. THE PIC STATED HE WAS NOT ABLE TO MAINTAIN DIRECTIONAL CONTROL IN THE CROSSWIND CONDITIONS WHEN THE TAIL OF THE AIRCRAFT LIFTED FM THE GROUND. THE PIC WAS INEXPERIENCED IN THIS ACFT.

Brief of Accident (Continued)

File No. - 130

3/10/86

JACKSONVILLE, AR

A/C Reg. No. N82202

Time (Lcl) - 1510 CST

Occurrence #1 LOSS OF CONTROL - ON GROUND

Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. WEATHER CONDITION - CROSSWIND

2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND

3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN

Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

4. TERRAIN CONDITION - ROUGH/UNEVEN

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 138 3/15/86 LAKE CITY, AR A/C Reg. No. N9848Y Time (Lcl) - 1145 CST

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

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

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

Make/Model - AERONCA 7FC	Eng Make/Model - CONTINENTAL C90	ELT Installed/Activated - NO	-N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - 1500	Engine Type - RECIPROCATING-CARBURETOR		
No. of Seats - 2	Rated Power - 90 HP		

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

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	MARTY BUNCH PRIVATE STRIP
Wind Dir/Speed- 110/006 KTS	ATC/Airspace	Runway Ident - 09
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3200 -UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - SOFT
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 53	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 613
SE LAND	Months Since - 4	Make/Model- 7
	Aircraft Type - UNK/NR	Instrument- 60
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE FLIGHT INSTRUCTOR AND HIS STUDENT TOUCHED DOWN ON THE NEWLY CONSTRUCTED PRIVATE DIRT STRIP IN THE AIRPLANE AND ROLLED FOR 610 FEET BEFORE THE MAIN GEAR BOGGED DOWN. THE NOSEWHEEL THEN COCKED SIDEWAYS AND THE AIRPLANE ROLLED FORWARD TO THE INVERTED POSITION.

Brief of Accident (Continued)

File No. - 138

3/15/86

LAKE CITY, AR

A/C Reg. No. N9848Y

Time (Lcl) - 1145 CST

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

Finding(s)

1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - INADEQUATE
 2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 3. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
 4. OTHER AIRPORT/RUNWAY MAINTENANCE - INADEQUATE - AIRPORT PERSONNEL
-

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 154 3/17/86 WARREN, AR A/C Reg. No. N1530E Time (Lcl) - 1935 CST

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

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

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

Make/Model - CESSNA 172N	Eng Make/Model - LYCOMING O-320-H2AD	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 160 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	PINEBLUFF, AR	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	WARREN MUNI
Wind Dir/Speed- 100/005 KTS	ATC/Airspace	Runway Ident - 21
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3800/ 50
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 25000 FT OVERCAST	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----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 - 172
SE LAND	Months Since - 12	Last 24 Hrs - 2
	Aircraft Type - C-172	Make/Model- 172
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 29

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTS THAT A DEER RAN IN FRONT OF THE ACFT DURING THE FLARE FOR A NIGHT LANDING. THE PROP HIT AND KILLED THE DEER AND THE NOSE GEAR AND BOTTOM OF THE ENG COMPARTMENT WERE DAMAGED. AFTER THE COLLISION THE PLT SAID HE SMELLED FUEL FUMES AND WHEN THE FRONT OF THE ACFT STARTED SLIDING ON THE RWY A FIRE DEVELOPED WHICH DESTROYED THE ACFT.

Brief of Accident (Continued)

File No. - 154

3/17/86

WARREN, AR

A/C Reg. No. N1530E

Time (Lcl) - 1935 CST

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

Finding(s)
1. OBJECT - ANIMAL(S)
2. LIGHT CONDITION - NIGHT

Occurrence #2 FIRE/EXPLOSION
Phase of Operation LANDING - ROLL

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 172 3/22/86 OIL TROUGH, AR A/C Reg. No. N30561 Time (Lcl) - 1325 CST

-----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 -LANDING			0	0	0	3

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

Make/Model - PIPER PA-28-181	Eng Make/Model - LYCOMING O-360-A4M	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2550	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	WAUKESHA, WI	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	LITTLE ROCK, AR	
Wind Dir/Speed- 290/009 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - VFR	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - PRECAUTIONARY LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 25	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 79
SE LAND	Months Since - 2	Last 24 Hrs - UNK/NR
	Aircraft Type - PA38112	Make/Model- 24
		Last 30 Days- UNK/NR
		Instrument- 2
		Last 90 Days- 40

Instrument Rating(s) - NONE

-----Narrative-----

THE PIC FOUND HIMSELF LOW ON FUEL WITH AN INDICATION OF ONLY 5 GALLONS IN EACH TANK. HE PASSED OVER AN ARPT WITH FUELING FACILITIES AVAILABLE BUT DIVERTED TO BATESVILLE, ARKANSAS, WHICH LAY 48 MILES BEYOND HIS PRESENT POSN. THE PIC STATED THAT HE ATTEMPTED A PRECAUTIONARY LANDING EAST OF THE BATEVILLE ARPT, BUT AS THE PIC TURNED TO LAND IN A FIELD, THE ENGINE QUIT. THE ENSUING LANDING DAMAGED THE ACFT. THE PIC'S PREFLIGHT PLANNING CALCULATION WAS FOR 5.5 HOURS OF FUEL, BUT THE FLT TERMINATED AT 4.6 HOURS. INSPECTION OF THE FUEL TANKS CONFIRMED NO FUEL. A CHECK OF THE FUEL SYSTEM GAUGES DID NOT INDICATE ANY SIGNIFICANT ERROR IN THE INDICATION. THE PIC'S PREFLIGHT PLANNING SHOULD HAVE PROVIDED FOR A PLANNED FUEL STOP BEFORE NEEDING TO USE THE RESERVE FUEL SUPPLY.

Brief of Accident (Continued)

File No. - 172

3/22/86

OIL TROUGH, AR

A/C Reg. No. N30561

Time (Lcl) - 1325 CST

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

Finding(s)

1. FLUID,FUEL - LOW LEVEL
2. PRECAUTIONARY LANDING - ATTEMPTED - PILOT IN COMMAND
3. FLUID,FUEL - EXHAUSTION
4. REFUELING - DELAYED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation APPROACH - VFR PATTERN - BASE TURN

Finding(s)

5. PROPER GLIDEPATH - NOT ATTAINED - PILOT IN COMMAND

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

Finding(s)

6. OBJECT - FENCE

----Probable Cause----

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

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

**National Transportation Safety Board
Washington, D.C. 20594**

Brief of Accident

File No. - 183 1/08/86 GRAND CANYON, AZ A/C Reg. No. N2113E Time (Lcl) - 1947 MST

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

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

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

Make/Model - CESSNA 172N	Eng Make/Model - LYCOMING O-320-H2AD	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 160 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LAS VEGAS, NV	GRAND CANYON
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 03
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 8999/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----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 - UNK/NR	Total - UNK/NR
SE LAND	Months Since - UNK/NR	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT DEPTD RUNWAY 03 AT GRAND CANYON AIRPORT, GRAND CANYON, AZ ON A MOONLESS NIGHT. SHORTLY AFTER DEPARTURE THE AIRCRAFT ENTERED INTO A LEFT TURN. THE AIRCRAFT COLLIDED INTO SOME TREES IN ABOUT A 45 DEG NOSE DOWN AND ABOUT A 15 DEG LEFT WING DOWN ATTITUDE ABOUT 1 1/2 MILES NORTHWEST OF THE AIRPORT. THERE WERE NO WITNESSES. THE AREA NORTHWEST OF THE ARPT IS UNLIT AND THERE WAS NO VISIBLE HORIZON. THE PLT DID NOT HOLD AN INSTRUMENT RATING. THE PILOT'S LOGBOOK WAS DESTROYED IN THE POST IMPACT FIRE. A FLT INSTRUCTOR REPTD THAT HE OBSERVED THE PILOT'S LOGBOOK ON THE DAY OF THE ACCIDENT AND THAT THE CHECK OUT FLT WAS THE FIRST FLIGHT THE PLT HAD LOGGED WITHIN THE PRECEDING YEAR.

Brief of Accident (Continued)

File No. - 183

1/08/86

GRAND CANYON, AZ

A/C Reg. No. N2113E

Time (Lcl) - 1947 MST

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

Finding(s)

1. TERRAIN CONDITION - MOUNTAINOUS/HILLY
2. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND
4. LIGHT CONDITION - DARK NIGHT

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 60 1/25/86 LAKE HAVASUCITY,AZ A/C Reg. No. N2302X Time (Lcl) - 1400 PST

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

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

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

Make/Model - CESSNA 182H	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
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	VAN NUYS,CA	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LAKE HAVASU,AZ	LAKE HAVASU CITY
Wind Dir/Speed- 275/014 KTS	ATC/Airspace	Runway Ident - 05
Visibility - 45.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 6364/ 100
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 41	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 154
SE LAND	Months Since - 6	Make/Model- 11
	Aircraft Type - PA28181	Instrument- 3
		Multi-Eng - 6
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 8

Instrument Rating(s) - NONE

-----Narrative-----

ON JANUARY 25, 1986 A CESSNA 182 COLLIDED WITH THE RUNWAY SURFACE AFTER THE NOSE WHEEL COLLAPSED ON RUNWAY 5 AT LAKE HAVASU CITY AIRPORT, ARIZONA. VMC PREVAILED AT THE TIME WITH THE UNICOM REPORTED WINDS FROM 270 DEGREES AT 17 KNOTS AND GUSTING. THE DEMONSTRATED CROSSWIND COMPONENT FOR THE CESSNA 182 IS 15 KNOTS.

Brief of Accident (Continued)

File No. - 60

1/25/86

LAKE HAVASUCITY, AZ

A/C Reg. No. N2302X

Time (Lc1) - 1400 PST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. PLANNED APPROACH - POOR - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, LACK OF RECENT EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
4. WIND INFORMATION - NOT UNDERSTOOD - PILOT IN COMMAND

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

----Probable Cause----

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

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. - 65 2/20/86 PHOENIX,AZ A/C Reg. No. N8135E Time (Lcl) - 1226 PST

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

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

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

Make/Model - MOONEY MK-20	Eng Make/Model - LYCOMING O-360A1A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2450	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 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	DEER VALLEY MUNIU
Wind Dir/Speed- 220/010 KTS	ATC/Airspace	Runway Ident - 07R
Visibility - 60.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5300/ 100
Lowest Sky/Clouds - 4000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 20000 FT BROKEN	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 47	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 501
SE LAND	Months Since - 11	Make/Model- 54
	Aircraft Type - C-150	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

A MOONEY MK 20 COLLIDED WITH THE RUNWAY SURFACE AFTER AN ENGINE FAILURE. THE ENGINE FAILED ON CLIMB AT ABOUT 1500 FEET AGL AND WOULD NOT RESTART. THE AIRCRAFT RETURNED TO THE AIRPORT AND LANDED DOWNWIND. THE LANDING GEAR COLLAPSED AND THE AIRCRAFT SKIDDED OFF THE RUNWAY. THE PILOT SUSPECTED FUEL STARVATION AS THE CAUSE OF THE ENGINE FAILURE AND REPORTED THE AIRCRAFT HAD APPROXIMATELY 23 GALLONS OF FUEL PRIOR TO THE FLIGHT. THERE WAS FUEL IN THE AIRCRAFT'S LEFT FUEL TANK, AND THE RIGHT FUEL TANK AND AUXILLARY TANK WERE EMPTY. THE FUEL SELECTOR SWITCH WAS FOUND TO BE IN THE RIGHT FUEL TANK POSITION. THE AIRCRAFT ENGINE AND FUEL PUMP WERE TEST STAND OPERATED AND FOUND TO BE NORMAL. THE FUEL LINE FROM THE FUEL BOOST PUMP TO THE CARBURETOR WAS SHEARED ON IMPACT AND IT COULD NOT BE DETERMINED IF FUEL WAS BEING SUPPLIED TO THE ENGINE AT THE TIME OF FAILURE.

Brief of Accident (Continued)

File No. - 65

2/20/86

PHOENIX,AZ

A/C Reg. No. N8135E

Time (Lc1) - 1226 PST

Occurrence #1 LOSS OF POWER
Phase of Operation CLIMB

Finding(s)

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

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

Finding(s)

3. WEATHER CONDITION - TAILWIND
 4. FLARE - MISJUDGED - PILOT IN COMMAND
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 57 2/28/86 STANDFIELD, AZ A/C Reg. No. N3236E Time (Lcl) - 1920 MST

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

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

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

Make/Model - AERONCA 11-AC	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 - 1250	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 65 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	YUMA, AZ	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	CASA GRANDE, AZ	Runway Ident - N/A
Wind Dir/Speed- 070/006 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 35.0 SM	Type of Flight Plan - NONE	Runway Surface - DIRT
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - DRY
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 22	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 115
SE LAND	Months Since - 18	Last 24 Hrs - 5
	Aircraft Type - 7-ECA	Make/Model- 15
		Instrument- 2
		Last 30 Days- 15
		Last 90 Days- 19
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

AN AERONCA CHIEF COLLIDED WITH A TELEPHONE POLE ON LANDING ROLL ON A DIRT ROAD AFTER A FORCED LANDING DUE TO FUEL EXHAUSTION. THE PILOT REPORTED THAT HE WAS DELAYED APPROXIMATELY 45 MINUTES AWAITING TAKEOFF CLEARANCE BY GROUND CONTROL WITH THE ENGINE RUNNING. AFTER TAKEOFF WHILE ENROUTE THE ENGINE QUIT AND THE PILOT EXECUTED A FORCED LANDING TO THE ROAD. THE PILOT STATED TO THE LOCAL POLICE HE HAD RAN OUT OF FUEL. THE PILOT INDICATED ON HIS PILOT ACCIDENT REPORT THAT THERE WERE NO MECHANICAL FAILURES OR MALFUNCTIONS.

Brief of Accident (Continued)

File No. - 57

2/28/86

STANDFIELD,AZ

A/C Reg. No. N3236E

Time (Lcl) - 1920 MST

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

Finding(s)

1. FLUID,FUEL - EXHAUSTION
 2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 3. IMPROPER DECISION,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
-

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

Finding(s)

4. OBJECT - UTILITY POLE(MARKED)
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 192 3/18/86 PHOENIX,AZ A/C Reg. No. N49946 Time (Lc1) - 1315 PST

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

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

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

Make/Model - CENTRAIR SCHLEICHER ASW-20	Eng Make/Model - N/A	ELT Installed/Activated - NO	-N/A
Landing Gear - HULL	Number Engines - N/A	Stall Warning System - NO	
Max Gross Wt - 1000	Engine Type - N/A		
No. of Seats - 1	Rated Power - N/A		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	PHOENIX,AZ	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	TURF AIRPORT
Wind Dir/Speed- 200/005 KTS	ATC/Airspace	Runway Ident - 25
Visibility - 35.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4000/ 105
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 3000 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 40	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 505
SE LAND	Months Since - 10	Make/Model- 130
GLIDER	Aircraft Type - 103	Instrument- 0
		Last 24 Hrs - 0
		Last 30 Days- 0
		Last 90 Days- 0

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT ELECTED TO ABORT THE TAKEOFF BECAUSE THE ACFT WAS VEERING OFF THE RWY. AFTER RELEASE FROM THE TOW PLANE THE ACFT WING TIP STRUCK A BUSH CAUSING THE AFCT TO GROUND LOOP. THE PLT REPORTED THAT THE WINDS AT THE TIME OF THE ACCIDENT WERE FROM 200 DEG AT 5 KTS GUSTING TO 10 KTS.

Brief of Accident (Continued)

File No. - 192

3/18/86

PHOENIX,AZ

A/C Reg. No. N49946

Time (Lcl) - 1315 PST

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

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
2. ABORTED TAKEOFF - INTENTIONAL - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

3. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
4. TERRAIN CONDITION - HIGH VEGETATION

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 86 1/25/86 FORTUNA, CA A/C Reg. No. N661S Time (Lcl) - 1030 PST

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

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

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

Make/Model	- VANGRUNSVEN RV-3A	Eng Make/Model	- LYCOMING IO-320-B1A	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 1150	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 1	Rated Power	- 160 HP		

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method	- N/A	FORTUNA, CA	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	EUREKA, CA	
Wind Dir/Speed	- 180/009 KTS	ATC/Airspace	Runway Ident
Visibility	- 30.0 SM	Type of Flight Plan	- UNK/NR
Lowest Sky/Clouds	- UNK/NR	Type of Clearance	- UNK/NR
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	- EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current	Total	- 125
SE LAND	Months Since	Make/Model	- 30
	Aircraft Type	Instrument	- 0
		Last 24 Hrs	- UNK/NR
		Last 30 Days	- UNK/NR
		Last 90 Days	- 20

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT STALLED IN A TURN DURING A FORCED LANDING AFTER THE ENGINE LOST POWER. POST ACC INVESTIGATION REVEALED AN INOPERATIVE FUEL SELECTOR VALVE. WITNESSES SAID THAT THE ACFT DID NOT SOUND LIKE IT WAS DEVELOPING FULL PWR DURING TAKE OFF ROLL. SHORTLY AFTER TAKEOFF THE ENG SPUTTERED AND DIED. WHEN THE PLT TRIED TO CLIMB & TURN BACK TO THE ARPT HE LOST CONTRL AND STALLED INTO THE GROUND.

Brief of Accident (Continued)

File No. - 86

1/25/86

FORTUNA, CA

A/C Reg. No. N661S

Time (Lc1) - 1030 PST

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

Finding(s)

1. FUEL SYSTEM, SELECTOR VALVE - INOPERATIVE
2. FLUID, FUEL - STARVATION

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

3. MANEUVER - PERFORMED - PILOT IN COMMAND
4. IMPROPER DECISION - PILOT IN COMMAND
5. STALL - UNCONTROLLED - PILOT IN COMMAND
6. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 62 1/26/86 LA HABRA, CA A/C Reg. No. N3177G Time (Lcl) - 0525 PST

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

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

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

Make/Model	- BELL 222UT	Eng Make/Model	- LYCOMING LTS101-750C1	ELT Installed/Activated	- UNK/NR
Landing Gear	- SKID	Number Engines	- 2	Stall Warning System	- NO
Max Gross Wt	- 8250	Engine Type	- TURBOSHAFT		
No. of Seats	- 7	Rated Power	- 684 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	OFF AIRPORT/STRIP
Method	- N/A	
Completeness	- N/A	Airport Data
Basic Weather	- VMC	Runway Ident
Wind Dir/Speed	- UNK/NR	- N/A
Visibility	- UNK/NR	Runway Lth/Wid
Lowest Sky/Clouds	- CLEAR	- N/A
Lowest Ceiling	- NONE	Runway Surface
Obstructions to Vision	- NONE	- ASPHALT
Precipitation	- NONE	Runway Status
Condition of Light	- NIGHT(BRIGHT)	- DRY

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

Pilot-In-Command	Age - 38	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - YES	Total	- 4199
SE LAND, ME LAND	Months Since - 1	Make/Model	- 60
HELICOPTER	Aircraft Type - UNK/NR	Instrument	- 83
		Multi-Eng	- 10
		Last 24 Hrs	- 3
		Last 30 Days	- 14
		Last 90 Days	- 27
		Rotorcraft	- 4125

Instrument Rating(s) - HELICOPTER

-----Narrative-----

ON JANUARY 26, 1986 A BELL 222UT COLLIDED WITH A 3/8 INCH SUPPORT CABLE. THE PILOT SAW THE LOWER OF TWO OF THE THREE SUPPORT CABLES ABOUT 75 FEET AGL AS HE WAS TRANSITIONING TO FORWARD FLIGHT FROM A VERTICAL MAX PERFORMANCE T/O. THE PILOT APPLIED AFT CYCLIC AND INCREASED COLLECTIVE TO CLEAR THE CABLES. THE PILOT THEN SAW THE THIRD CABLE AS THE ACFT STRUCK IT. THE CABLE BECAME ENTANGLED IN THE TAIL ROTOR AND MOMENTARILY TETHERED THE AIRCRAFT. THE TAILROTOR AND TAIL ROTOR GEAR BOX SEPARATED, THUS FREEING THE AIRCRAFT. THE PILOT INITIATED THE EMERGENCY LANDING BY REDUCING BOTH THROTTLES TO THE ENGINE IDLE STOP TO MAINTAIN DIRECTIONAL CONTROL OF THE AIRCRAFT. THE AIRCRAFT LANDED HARD WHICH COLLAPSED THE SKIDS AND SEVERED THE TAILBOOM.

Brief of Accident (Continued)

File No. - 62

1/26/86

LA HABRA, CA

A/C Reg. No. N3177G

Time (Lc1) - 0525 PST

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

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. OBJECT - WIRE, STATIC
4. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
5. VERTICAL TAKEOFF - IMPROPER - PILOT IN COMMAND

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

Finding(s)

6. ROTOR SYSTEM, TAIL ROTOR HUB - SEPARATION
7. AUTOROTATION - ATTEMPTED - PILOT IN COMMAND

-----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) 1,2,3,4,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 136 1/27/86 S. LAKE TAHOE, CA A/C Reg. No. N988JM Time (Lcl) - 0720 PST

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

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

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

Make/Model - CESSNA 401	Eng Make/Model - CONTINENTAL TS10-520-E	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 6200	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	S. LAKE TAHOE, CA	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	ST. GEORGE, UT	Runway Ident - N/A
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 40.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 7000 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 - 52	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 4400
SE LAND, ME LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Instrument- UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 35
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

ACFT TOOK OFF IN CLEAR WX BUT BELOW-FREEZING TEMPS WITH HEAVY FROST ON ACFT SURFACES. NO PREFLIGHT, RUN-UP OR WARM-UP PERFORMED. ON INITIAL CLIMB, LEFT ENG POWER LOSS OCCURRED FOR UNDET REASON, BUT PROBABLY ASSOCIATED WITH TEMP/COLD ENG OPERATION. PLT TURNED INTO DEAD ENGINE IN APPARENT COURSE REVERSAL, FAILED TO FEATHER PROPELLER AND LOWERED LNDG GEAR DURING TURN. ACFT STALLED, ROLLED INVERTED AND CRASHED INTO RESIDENTIAL AREA. ENGINE TEARDOWN REVEALED NO MECHANICAL DEFECTS. POST-MORTEM AND TOX TESTS REVEALED NO PHYSIOLOGICAL IMPAIRMENT.

Brief of Accident (Continued)

File No. - 136

1/27/86

S. LAKE TAHOE, CA

A/C Reg. No. N988JM

Time (Lcl) - 0720 PST

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

Finding(s)

1. AIRCRAFT PREFLIGHT - NOT PERFORMED - PILOT IN COMMAND
2. WEATHER CONDITION - TEMPERATURE EXTREMES
3. MISCELLANEOUS - UNDETERMINED

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

4. AIRCRAFT PERFORMANCE, ENGINE OUT CAPABILITY - DETERIORATED
5. ICE/FROST REMOVAL FROM AIRCRAFT - NOT PERFORMED - PILOT IN COMMAND
6. GEAR EXTENSION - IMPROPER - PILOT IN COMMAND
7. PROPELLER FEATHERING - NOT PERFORMED - PILOT IN COMMAND
8. AIRCRAFT HANDLING - 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) 1,3,8

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 61 2/01/86 FREMONT, CA A/C Reg. No. N102BK Time (Lcl) - 1045 PST

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

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

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

Make/Model - GROB 103	Eng Make/Model - N/A	ELT Installed/Activated - UNK/NR
Landing Gear - HULL	Number Engines - N/A	Stall Warning System - NO
Max Gross Wt - 950	Engine Type - N/A	
No. of Seats - 2	Rated Power - N/A	

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- CALM</p> <p>Visibility - 30.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point SAME AS ACC/INC</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data</p> <p>SKY SAILING</p> <p>Runway Ident - 28</p> <p>Runway Lth/Wid - 1840/ 30</p> <p>Runway Surface - DIRT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 46	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - UNK/NR
	Months Since - 2	Last 24 Hrs - UNK/NR
GLIDER	Aircraft Type - 103	Make/Model- 20
		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-----

ON FEBRUARY 1, 1986 AT ABOUT 1045 PST A GROB 103 GLIDER, N103BK, GROUND LOOPED IN MUD FOLLOWING AN ABORTED TAKEOFF AT SKY SAILING AIRPORT, FREMONT CALIFORNIA. THE PILOT ELECTED TO ABORT THE TAKEOFF BECAUSE IT APPEARED THE TOW AIRCRAFT WAS NOT CLIMBING NORMALLY. THE TOW OPERATION WAS CONDUCTED IN ACCORDANCE WITH STANDARD PROCEDURES WHICH DO NOT REQUIRE THE GLIDER PILOT TO COORDINATE WITH THE TOW AIRCRAFT PILOT PRIOR TO THE FLIGHT. AFTER THE GLIDER RELEASED, IT DROPPED 18 INCHES TO THE GROUND, VEERED TO THE RIGHT AND COLLIDED WITH A DITCH.

Brief of Accident (Continued)

File No. - 61

2/01/86

FREMONT, CA

A/C Reg. No. N102BK

Time (Lcl) - 1045 PST

Occurrence #1 MISCELLANEOUS/OTHER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. PROCEDURE INADEQUATE, CONDITION(S)/STEP(S) INSUFFICIENTLY DEFINED - PILOT IN COMMAND
3. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT OF OTHER AIRCRAFT
4. PROCEDURE INADEQUATE, CONDITION(S)/STEP(S) INSUFFICIENTLY DEFINED - PILOT OF OTHER AIRCRAFT
5. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND
6. PROPER CLIMB RATE - NOT ATTAINED - PILOT OF OTHER AIRCRAFT

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

Finding(s)

7. TERRAIN CONDITION - SOFT
8. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND

Occurrence #3 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

9. TERRAIN CONDITION - DITCH
10. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 199 2/02/86 JULIAN,CA

A/C Reg. No. N7JB

Time (Lcl) - 1740 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire NONE

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

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

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

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

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

Weather Data

Wx Briefing - FSS
Method - ACFT RADIO
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 280/010 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - 3000 FT OVERCAST
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
HOLTVILLE,CA
Destination
SAN DIEGO,CA

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

Pilot-In-Command

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

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

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 3325
Make/Model- 248
Instrument- 200
Multi-Eng - 1300
Last 24 Hrs - 5
Last 30 Days- UNK/NR
Last 90 Days- 77

Instrument Rating(s) - AIRPLANE

-----Narrative-----

A PITTS S-1 NOSED OVER ON LANDING ROLL IN ROUGH TERRAIN AFTER AN ENGINE FAILURE. THE PLT INDICATED DUE TO FAULTY AND POOR WX BRIEFINGS THE FLIGHT WAS DETOURED FROM THE PRIMARY AND ALTERNATE ROUTES AND THE AIRCRAFT RAN OUT OF FUEL. THE PLT HAD CONTACTED FSS ON TWO OCCASIONS REQUESTING WX FOR HIS DESTINATION. BOTH TIMES THE WX WAS GIVEN AS 3000 FT OVC AND 15 MI VISIBILITY. THE PLT'S ROUTE REQUIRED NAVIGATION THROUGH THE COASTAL RANGE MTS. THE PEAKS OF WHICH RISE BETWEEN 5000 AND 6000 FT MSL WITH PASSES AT 3000 FT MSL. THE FLD ELEV OF THE WX REPORTING STATION WAS 385 FEET. THE REPORTED WX CONDITIONS PLACED THE BASE OF THE CEILING AT APPROXIMATELY 100 TO 200 FT IN THE PASSES.

Brief of Accident (Continued)

File No. - 199

2/02/86

JULIAN, CA

A/C Reg. No. N7JB

Time (Lcl) - 1740 PST

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

Finding(s)

1. FLUID, FUEL - INADEQUATE
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. IN FLIGHT BRIEFING SERVICE - NOT UNDERSTOOD - PILOT IN COMMAND
4. IMPROPER DECISION - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

5. TERRAIN CONDITION - ROUGH/UNEVEN

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

6. TERRAIN CONDITION - ROUGH/UNEVEN

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 181 2/07/86 SAN JOSE, CA A/C Reg. No. N95139 Time (Lcl) - 1230 PST

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NWS	Last Departure Point	ON AIRPORT
Method - ACFT RADIO	SAN JOSE, CA	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	LOCAL	SAN JOSE INTL
Wind Dir/Speed- 330/010 KTS	ATC/Airspace	Runway Ident - 30R
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4419/ 150
Lowest Sky/Clouds - 4000 FT SCATTERED	Type of Clearance - VFR	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 26	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 450
SE LAND	Months Since - 2	Make/Model- 85
	Aircraft Type - UNK/NR	Instrument- 92
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 35

Instrument Rating(s) - NONE

-----Narrative-----

A CESSNA 152 COLLIDED WITH THE RUNWAY SURFACE AFTER THE NOSE GEAR SEPARATED. THE AIRCRAFT FLARED TOO HIGH AND BOUNCED ON LANDING. ON THE SECOND BOUNCE THE NOSE GEAR SEPARATED. THE FLIGHT INSTRUCTOR TOOK OVER THE CONTROLS AND LANDED THE AIRCRAFT ON THE NOSE COWLING. THE CFI WAS A NEW INSTRUCTOR AND HAD LOGGED APPROXIMATELY 450 HOURS TOTAL TIME.

Brief of Accident (Continued)

File No. - 181

2/07/86

SAN JOSE,CA

A/C Reg. No. N95139

Time (Lc1) - 1230 PST

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

Finding(s)

1. FLARE - EXCESSIVE - DUAL STUDENT
2. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)

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

Finding(s)

3. LANDING GEAR,NOSE GEAR - SEPARATION
4. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - DUAL STUDENT
5. IMPROPER USE OF PROCEDURE,LACK OF TOTAL EXPERIENCE - DUAL STUDENT
6. IN-FLIGHT PLANNING/DECISION - DELAYED - PILOT IN COMMAND(CFI)
7. IMPROPER USE OF PROCEDURE,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND(CFI)

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 184 2/08/86 RANCHO MURIETA, CA A/C Reg. No. N89447 Time (Lcl) - 1530 PST

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

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

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

Make/Model - CESSNA 140	Eng Make/Model - CONTINENTAL C-85-12	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1500	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 85 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAN JOSE, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	RANCHO MURIETA, CA	RANCHO MURIETA
Wind Dir/Speed- 300/010.KTS	ATC/Airspace	Runway Ident - 04
Visibility - 100.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3800/ 75
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 45	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 79
	Months Since - N/A	Last 24 Hrs - UNK/NR
	Aircraft Type - N/A	Make/Model- 22
		Last 30 Days- UNK/NR
		Instrument- 4
		Last 90 Days- 4

Instrument Rating(s) - NONE

-----Narrative-----

ON FEBRUARY 8, 1986 AT 1530 PST A CESSNA 140 LANDED HARD AND NOSED OVER ON THE RUNWAY. VMC PREVAILED AT THE TIME. THE PILOT INDICATED THAT ON LANDING HE FLARED TOO HIGH AND LANDED HARD. HIS FEET SLIPPED ON THE PEDALS AND INADVERTENTLY APPLIED THE BRAKES WHICH CAUSED THE AIRCRAFT TO NOSE OVER. THERE WERE NO MECHANICAL FAILURES OR MALFUNCTIONS PRIOR TO THE ACCIDENT.

Brief of Accident (Continued)

File No. - 184

2/08/86

RANCHO MURIETA, CA

A/C Reg. No. N89447

Time (Lcl) - 1530 PST

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

Finding(s)

1. FLARE - MISJUDGED - PILOT IN COMMAND

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

2. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
3. BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 182 2/08/86 HEALDSBURG, CA A/C Reg. No. N91614 Time (Lcl) - 1430 PST

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

Type Operating Certificate-ON-DEMAND AIR TAXI

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

Aircraft Damage

SUBSTANTIAL

Fire

NONE

Crew

Pass

Fatal

0

0

Injuries

Serious

0

0

Minor

0

0

None

1

2

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

Make/Model - CESSNA 182M
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2800
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470-R

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 235 HP

ELT Installed/Activated - YES/NO

Stall Warning System - YES

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- CALM

Visibility - 50.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SANTA ROSA, CA

Destination

HEALDSBURG, CA

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - 18

Runway Lth/Wid - 1300

Runway Surface - DIRT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - STRAIGHT-IN

VALLEY/TERRAIN FOLLOWING

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL, CFI

SE LAND, ME LAND, SE SEA

Age - 37

Biennial Flight Review

Current - YES

Months Since - 1

Aircraft Type - C-206

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 2750

Make/Model- UNK/NR

Instrument- 700

Multi-Eng - 1760

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ON FEBRUARY 8, 1986, AT 1430 PST A CESSNA 182, N91614, OVERRAN THE LANDING SURFACE AND NOSED OVER AT A DIRT STRIP. VMC PREVAILED AT THE TIME. THE WINDS WERE GENERALLY CALM WITH SPORADIC GUSTS FROM THE NORTH AT APPROXIMATELY 10 KNOTS. THERE WAS NO INDICATION OF UNFAVORABLE CONDITIONS PRIOR TO THE APPROACH AND THE PILOT ELECTED TO LAND TO THE SOUTH ON THE DOWN SLOPING 1300 FOOT DIRT STRIP. ON LANDING ROLL, A GUSTING TAILWIND EXTENDED THE LANDING RUN. THE AIRCRAFT RAN OFF THE END OF THE DIRT STRIP AND NOSED OVER COMING TO REST IN A VERTICAL POSITION.

Brief of Accident (Continued)

File No. - 182

2/08/86

HEALDSBURG, CA

A/C Reg. No. N91614

Time (Lcl) - 1430 PST

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - TAILWIND
 2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 3. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
 4. TERRAIN CONDITION - OPEN FIELD
 5. IMPROPER DECISION, LACK OF RECENT EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

6. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
 7. TERRAIN CONDITION - OPEN FIELD
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 66 2/08/86 JOSHUA TREE, CA A/C Reg. No. N9974W Time (Lcl) - 0830 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

SUBSTANTIAL

Fire NONE

Crew 0
Pass 0

Fatal 0

0

Injuries

Serious 0

0

Minor 0

0

None 1

1

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

Make/Model - PIPER PA-28-140
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2150
No. of Seats - 4

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

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

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

Weather Data

Wx Briefing - FSS
Method - ACFT RADIO
Completeness - FULL
Basic Weather - IMC

Wind Dir/Speed- 230/007 KTS

Visibility - 10.0 SM

Lowest Sky/Clouds - 1000 FT SCATTERED

Lowest Ceiling - 4000 FT BROKEN

Obstructions to Vision- BLOWING DUST

Precipitation - SNOW

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

LAKE ELSINORE, CA

Destination

BULLHEAD, AZ

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - DIRT

Runway Status - HIGH VEGETATION

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 38

Biennial Flight Review

Current - NO

Months Since - 48

Aircraft Type - UNK/NR

Medical Certificate - EXPIRED

Flight Time (Hours)

Total - 208

Make/Model- 208

Instrument- 20

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 1

Instrument Rating(s) - NONE

-----Narrative-----

ON FEB 28 1986, AT 0830 PST, A PIPER PA-28 COLLIDED WITH A TREE AFTER A FORCED LANDING. IMC PREVAILED AT THE TIME. A/C FLEW INTO DETERIORATING WEATHER CONDITIONS ENROUTE AND CLIMBED TO 11,000 FEET MSL TO GET ABOVE IT. DURING THE CLIMB IMC WAS ENCOUNTERED. AFTER SEVERAL MINUTES THE ENGINE BEGAN TO RUN ROUGH AND ALTITUDE COULD NOT BE MAINTAINED. THE CARBURETOR HEAT WAS PARTIALLY ON THROUGHOUT THE CLIMB AND FULL ON DURING CRUISE AT 11,000 FEET WITH THE MIXTURE FULL RICH. THE AIRCRAFT BROKE OUT OF THE CLOUDS AT 200 FEET AGL IN SNOW SHOWERS. THE PILOT LANDED THE AIRCRAFT IN ROUGH TERRAIN ADJACENT TO ROAD PARALLELED BY WIRES.

Brief of Accident (Continued)

File No. - 66

2/08/86

JOSHUA TREE,CA

A/C Reg. No. N9974W

Time (Lcl) - 0830 PST

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

Finding(s)

1. WEATHER CONDITION - CLOUDS
2. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
3. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
4. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
5. IMPROPER DECISION, OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND

Occurrence #2 LOSS OF POWER
Phase of Operation CLIMB

Finding(s)

6. FUEL SYSTEM, CARBURETOR - BLOCKED (PARTIAL)
7. VFR FLIGHT INTO IMC - INADVERTENT - PILOT IN COMMAND
8. IMPROPER USE OF EQUIPMENT/AIRCRAFT - PILOT IN COMMAND
9. FUEL SYSTEM, CARBURETOR - ICE

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

Finding(s)

10. TERRAIN CONDITION - HIGH VEGETATION
11. TERRAIN CONDITION - ROUGH/UNEVEN

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 188 2/09/86 BIG BEAR CITY, CA A/C Reg. No. N1507V Time (Lcl) - 1240 PST

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

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

-----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	ON AIRPORT
Method - N/A	BIG BEAR CITY, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	BIG BEAR CITY
Wind Dir/Speed- 050/008 KTS	ATC/Airspace	Runway Ident - 07
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5850/ 75
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 53	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 1420
SE LAND	Months Since - 16	Make/Model- UNK/NR
	Aircraft Type - C-172	Instrument- 80
		Multi-Eng - 5
		Last 24 Hrs - UNK/NR
		Last 30 Days- 12
		Last 90 Days- 24

Instrument Rating(s) - AIRPLANE

-----Narrative-----

A CESSNA 172 COLLIDED WITH A BERM AFTER AN ABORTED TAKEOFF. THE PILOT INDICATED AFTER LIFTOFF FROM THE RUNWAY, THE AIRCRAFT CLIMBED TO 100 FEET AGL AND BEGAN TO SINK. THE PILOT THEN ELECTED TO ABORT THE TAKEOFF. THE AIRCRAFT LANDED ON THE DEPARTURE END OF THE RUNWAY AND VEERED LEFT OFF THE RUNWAY AND STRUCK A BERM. A WITNESS TO THE ACCIDENT REPORTED THERE WAS SNOW AND ICE ON THE WINGS.

Brief of Accident (Continued)

File No. - 188

2/09/86

BIG BEAR CITY, CA

A/C Reg. No. N1507V

Time (Lcl) - 1240 PST

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

Finding(s)

1. CLIMB - NOT ATTAINED - PILOT IN COMMAND
 2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
 3. ICE/FROST REMOVAL FROM AIRCRAFT - NOT PERFORMED - PILOT IN COMMAND
 4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

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

Finding(s)

5. TERRAIN CONDITION - ROUGH/UNEVEN
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 190 2/09/86 SAN FRANCISCO, CA A/C Reg. No. N5300Y Time (Lcl) - 1717 PST

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

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

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

Make/Model - PIPER PA-23-250	Eng Make/Model - LYCOMING O-540	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 4800	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 6	Rated Power - 250 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	OFF AIRPORT/STRIP
Method - TELETYPE	HONOLULU, HI	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	OAKLAND, CA	OAKLAND INTL
Wind Dir/Speed- 045/006 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - UNK/NR	Type of Flight Plan - IFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - IFR	Runway Surface - WATER
Lowest Ceiling - OVERCAST	Type Apch/Lndg - FORCED LANDING	Runway Status - WATER - CHOPPY
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)
COMMERCIAL	Current - YES	Total - 980
SE LAND, ME LAND	Months Since - 7	Make/Model- 23
	Aircraft Type - PA23250	Instrument- 73
		Multi-Eng - 218
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ON FEB 9, 1986 AT 1717 PST A PIPER PA-23, N5300Y, DITCHED APPROXIMATELY 460 NM SW OF SFO, CA. THE FLT ORIGINATED FROM HNL, HI. IN FLT FUEL LEAK WAS DISCOVERED AFTER 7 HRS OF FLIGHT. FUEL VAPORS WERE SEEN CONTRAILING OFF BOTH WINGS. THE PLT ATTEMPTED TO ISOLATE THE LEAK AND WAS UNABLE. THE CROSSFEED SELECTOR AND ACFT FUEL SELECTOR BECAME DIFFICULT TO MOVE. THE SOURCE OF THE FUEL LEAK WAS LOCATED EITHER IN THE WING OR IN THE CROSSFEED SYSTEM. THE ACFT DITCHED AFTER 9 HRS 45 MIN OF FLT DUE TO FUEL EXHAUSTION.

Brief of Accident (Continued)

File No. - 190

2/09/86

SAN FRANCISCO, CA

A/C Reg. No. N5300Y

Time (Lcl) - 1717 PST

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

Finding(s)
1. FUEL SYSTEM - LEAK

Occurrence #2 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation DESCENT - EMERGENCY

Finding(s)
2. FLUID, FUEL - EXHAUSTION

Occurrence #3 DITCHING
Phase of Operation LANDING

Finding(s)
3. TERRAIN CONDITION - WATER, ROUGH

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 157 2/09/86 LOS ALAMOS, CA A/C Reg. No. N36RJ Time (Lcl) - 1630 PST

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

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

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

Make/Model - RUTAN VARIEZE	Eng Make/Model - LYCOMING O-235	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1650	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SANTA BARBARA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAN JOSE, CA	Runway Ident - N/A
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Surface - ASPHALT
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - DRY
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 74	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 - 10	Make/Model- 35
	Aircraft Type - C-172	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH A FENCE DURING A FORCED LANDING ON A HIWAY AFTER THE ENGINE LOST POWER WHILE CRUISING AT 6500 FT MSL. THE PLT HAD REFUELED WITH 10 GALS OF FUEL AT SANTA BARBARA, CA HIS LAST DEPARTURE POINT. POST ACC EXAM SHOWED THE FUEL TANKS, LINES AND CARBURETOR EMPTY OF FUEL.

Brief of Accident (Continued)

File No. - 157

2/09/86

LOS ALAMOS, CA

A/C Reg. No. N36RJ

Time (Lc1) - 1630 PST

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

Finding(s)

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

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

3. OBJECT - FENCE
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 169 2/21/86 SANTA YNEZ,CA A/C Reg. No. N50CH Time (Lcl) - 1350 PST

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

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

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

Make/Model	- HENLEY AERODROME FOKKER DR1	Eng Make/Model	- WARNER SUPERSCARAB14	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 900	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 1	Rated Power	- 145 HP		

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- CALM</p> <p>Visibility - UNK/NR</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point SANTA YNEZ,CA</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>SANTA YNEZ</p> <p>Runway Ident - 26</p> <p>Runway Lth/Wid - 2800/ 75</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL,CFI</p> <p>SE LAND</p>	<p>Age - 61</p> <p>Biennial Flight Review</p> <p>Current - UNK/NR</p> <p>Months Since - UNK/NR</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 5245</p> <p>Make/Model- 1</p> <p>Instrument- UNK/NR</p> <p>Multi-Eng - UNK/NR</p>	<p>Last 24 Hrs - 0</p> <p>Last 30 Days- 0</p> <p>Last 90 Days- 0</p> <p>Rotorcraft - UNK/NR</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

A HOMEBUILT AERODROME FOKKER DR1 CRASHED AFTER TAKEOFF. THE ACFT HAD BEEN IN STORAGE FOR OVER 5 YRS AND HAD JUST COMPLETED AN ANNUAL INSPECTION.THE FLT WAS A POST ANNUAL INSPECTION TEST FLT.THE PLT HAD EXTENSIVE EXPERIENCE MAINTAINING AND FLYING HOMEBUILT ACFT AND BIPLANES, BUT HE HAD NEVER FLOWN A TRI-WING ACFT BEFORE. THE ACFT CLIMBED TO APPROXIMATELY 50 FT AFTER TAKEOFF AND MAINTAINED THAT ALT DOWN THE LENGTH OF THE RWY. AT THE END OF THE RWY THE ACFT BEGAN A SKIDDING LEFT TURN AND A CLIMB. WHILE IN THE TURN THE ACFT NOSE PITCHED DOWN AND THE ACFT DOVE INTO THE GROUND.

Brief of Accident (Continued)

File No. - 169

2/21/86

SANTA YNEZ, CA

A/C Reg. No. N50CH

Time (Lcl) - 1350 PST

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

Finding(s)

1. AIRSPEED - INADEQUATE - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
3. STALL - UNCONTROLLED - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND

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

Finding(s)

5. DESCENT - UNCONTROLLED - PILOT IN COMMAND

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 47 2/23/86 SAN JOSE, CA A/C Reg. No. N53893 Time (Lcl) - 1310 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

SUBSTANTIAL

Fire

NONE

Crew

Pass

Fatal

0

0

Injuries

Serious

0

0

Minor

0

0

None

1

0

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

Make/Model - BELLANCA 7ECA
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1563
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-C1
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 115 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- 290/005 KTS
Visibility - 5.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - BROKEN
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

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

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

RIED HELLVIEW
Runway Ident - 31R
Runway Lth/Wid - 3101/ 75
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)
STUDENT

Age - 40

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 35	Last 24 Hrs	- 1
Make/Model	- 35	Last 30 Days	- 5
Instrument	- UNK/NR	Last 90 Days	- 14
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT GROUND LOOPED TO THE LEFT AFTER LANDING. THE STUDENT PLT SAID HE ATTEMPTED WITH RUDDER AND AILERON TO REGAIN DIRECTIONAL CONTROL BUT FAILED. AFTER ROLLING INTO THE GRASS THE ACFT NOSED OVER. THE PLT SAID HE SHOULD HAVE HELD THE STICK BACK TO ASSURE TAIL WHEEL STEERING.

Brief of Accident (Continued)

File No. - 47

2/23/86

SAN JOSE, CA

A/C Reg. No. N53893

Time (Lcl) - 1310 PST

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

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 2. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND
 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - SOFT
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 185

2/24/86

WOODLAND, CA

A/C Reg. No. N6188K

Time (Lcl) - 1400 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

Type of Operation - INSTRUCTIONAL

Flight Conducted Under - 14 CFR 91

Accident Occurred During - LANDING

-----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/NO

Stall Warning System - YES

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

Weather Data

Wx Briefing - FSS

Method - TELEPHONE

Completeness - WEATHER NOT PERTINENT

Basic Weather - VMC

Wind Dir/Speed- CALM

Visibility - UNK/NR

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

ORLAND, CA

Destination

WOODLAND, CA

ATC/Airspace

Type of Flight Plan - VFR

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity

ON AIRSTRIP

Airport Data

WATTS-WOODLAND

Runway Ident - UNK/NR

Runway Lth/Wid - 3770/ 60

Runway Surface - ASPHALT

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 31

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 50 Last 24 Hrs - UNK/NR

Make/Model- 44 Last 30 Days- 6

Instrument- 1 Last 90 Days- 11

Instrument Rating(s) - NONE

-----Narrative-----

A CESSNA 150 COLLIDED WITH THE RUNWAY SURFACE AFTER THE NOSE WHEEL COLLAPSED. THE STUDENT PILOT INDICATED THAT DURING THE LANDING FLARE HIS ATTENTION WAS DIVERTED BY AN OBJECT THAT FLASHED INTO HIS VIEW. HE OVERFLARED TO AVOID THE OBJECT AND LANDED HARD ON THE NOSE WHEEL COLLAPSING IT.

Brief of Accident (Continued)

File No. - 185

2/24/86

WOODLAND, CA

A/C Reg. No. N6188K

Time (Lcl) - 1400 PST

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

Finding(s)

1. FLARE - EXCESSIVE - PILOT IN COMMAND
 2. IMPROPER DECISION, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
 3. GO-AROUND - NOT USED - PILOT IN COMMAND
 4. IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION - PILOT IN COMMAND
-

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

5. LANDING GEAR, NOSE GEAR - OVERLOAD
 6. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 180 2/27/86 LONG BEACH, CA

A/C Reg. No. N7293B

Time (Lcl) - 0630 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - BEECH J35
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3400
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-470
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 225 HP

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

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

Weather Data

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

Basic Weather - VMC
Wind Dir/Speed- 120/004 KTS
Visibility - UNK/NR
Lowest Sky/Clouds - PART OBS
Lowest Ceiling - 300 FT OVERCAST
Obstructions to Vision- FOG
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
FALLBROOK, CA
Destination
HAWTHORNE, CA

ATC/Airspace

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

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 39
Biennial Flight Review
Current - YES
Months Since - 5
Aircraft Type - J35

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 1750
Make/Model- 1750
Instrument- 0
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 42

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH AN OBJECT IN FLT. THE PLT REPORTED THAT HIS RIGHT WING HAD BEEN STRUCK BY WHAT HE THOUGHT WAS A LARGE BIRD. AFTER A SAFE LANDING AT NEARBY LONG BEACH ARPT THE ACFT WAS EXAMINED. THE RT WING HAD A HOLE AFT OF THE LEADING EDGE AND NUMEROUS SCRAPE MARKS ON THE UNDERSIDE. THERE WAS NO EVIDENCE OF BIRD REMAINS. THE DAMAGE APPEARS TO HAVE BEEN MADE BY A METALLIC OBJECT.

Brief of Accident (Continued)

File No. - 180

2/27/86

LONG BEACH, CA

A/C Reg. No. N7293B

Time (Lcl) - 0630 PST

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)

1. UNDETERMINED
2. OBJECT - OBJECT

-----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. - 186 3/04/86 SAN LUIS OBISPO, CA A/C Reg. No. N49429 Time (Lcl) - 1503 PST

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

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

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

Eng Make/Model - LYCOMING O-235-L2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 110 HP

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

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

Weather Data

Wx Briefing - COMPANY
Method - ACFT RADIO
Completeness - PARTIAL, LMTD BY FCSTR
Basic Weather - VMC
Wind Dir/Speed - 310/010 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision - NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAN LUIS OBISPO, CA
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

SAN LUIS OBISPO
Runway Ident - 29
Runway Lth/Wid - 4799/ 150
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 19
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 16
Last 24 Hrs - UNK/NR
Make/Model - 16
Last 30 Days - 5
Instrument - 0
Last 90 Days - 16

Instrument Rating(s) - NONE

-----Narrative-----

ON MARCH 4, 1986 A CESSNA 152 COLLIDED WITH THE RUNWAY SURFACE AFTER THE NOSE WHEEL COLLAPSED. THE STUDENT PILOT WAS ON HIS THIRD CONSECUTIVE SOLO FLIGHT SINCE HIS SOLO ENDORSEMENT. ON HIS THIRD APPROACH THE AIRCRAFT BOUNCED ON LANDING AND BECAME AIRBORNE WITH A NOSE HIGH ATTITUDE. HE APPLIED FORWARD PRESSURE ON THE YOKE TO LEVEL THE NOSE AND THE AIRCRAFT LANDED ON THE NOSE WHEEL AND BEGAN TO PORPOISE. ON THE THIRD OSCILLATION THE NOSE WHEEL COLLAPSED AND THE AIRCRAFT CAME TO AN ABRUPT STOP. THE INSTRUCTOR PILOT WAS A NEW CFII WITH LESS THAN 1000 HOURS FLIGHT EXPERIENCE WHO HAD JUST RECEIVED HIS RATING THREE MONTHS AGO. HE HAD CHECKED THE WEATHER AND BRIEFED THE STUDENT PILOT PRIOR TO THE FLIGHT.

Brief of Accident (Continued)

File No. - 186

3/04/86

SAN LUIS OBISPO, CA

A/C Reg. No. N49429

Time (Lc1) - 1503 PST

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

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
2. PREFLIGHT PLANNING/PREPARATION - POOR - FLIGHT INSTRUCTOR(ON GROUND)
3. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - FLIGHT INSTRUCTOR(ON GROUND)
4. INADEQUATE SURVEILLANCE OF OPERATION - COMPANY/OPERATOR MGMT
5. FLARE - ATTEMPTED - PILOT IN COMMAND
6. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
7. RECOVERY FROM BOUNCED LANDING - POOR - PILOT IN COMMAND

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 49 3/05/86 TEHACHAPI, CA A/C Reg. No. N102JC Time (Lcl) - 1425 PST

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

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

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

Make/Model - GROB 102	Eng Make/Model - N/A	ELT Installed/Activated - NO	-N/A
Landing Gear - UNK/NR	Number Engines - N/A	Stall Warning System - NO	
Max Gross Wt - 616	Engine Type - N/A		
No. of Seats - 1	Rated Power - N/A		

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING		Last Departure Point	OFF AIRPORT/STRIP
Method - N/A		TEHACHAPI, CA	
Completeness - N/A		Destination	Airport Data
Basic Weather - VMC		LOCAL	FANTASY HAVEN
Wind Dir/Speed- CALM			Runway Ident - N/A
Visibility - 75.0 SM	ATC/Airspace		Runway Lth/Wid - N/A
Lowest Sky/Clouds - 8000 FT SCATTERED	Type of Flight Plan - NONE		Runway Surface - N/A
Lowest Ceiling - NONE	Type of Clearance - NONE		Runway Status - HIGH VEGETATION
Obstructions to Vision- NONE	Type Apch/Lndg - NONE		
Precipitation - NONE			
Condition of Light - DAWN			

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

Pilot-In-Command	Age - 50	Medical Certificate - NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 765
	Months Since - 21	Make/Model- 1
GLIDER	Aircraft Type - 2-33	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 2
		Last 30 Days- 2
		Last 90 Days- 2
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

GROB 102 GLIDER COLLIDED WITH TREES 6 MI S OF THE APT. THE PLT WAS SOARING 2 MI S OF THE APT AT 5900 FT MSL AND 6200 FT MSL IN "WEAK LIFT." HE ELECTED TO FLY FURTHER S IN THE VIC OF A RIDGELINE WITH AN ELEV APPROX 6000 FT MSL. AGAIN THE PLT EXPERIENCED "WEAK LIFT" COND THE PLT WAS ABLE TO MAINTAIN BETWEEN 5900 FT MSL AND 6100 FT MSL AND KEEP OPEN FIELDS WITHIN GLIDING DIST. THE PLT HAD MADE SEVERAL PASSES IN THE VIC OF THE RIDGELINE. ON THE 3RD PASS A STRONG DOWNDRAFT AND THE ACFT LOST 125 FT OF ALT AND 15 KTS OF A/S. THE PLT MAINTAINED CONTROL OF THE ACFT AND COLLIDED WITH TREES SHORT OF THE OPEN FIELDS. THE PLT FLT LOG INDICATED HE HAD FLOWN FROM THE APT NINE TIMES SINCE OCT 1984 ONCE IN THE PREVIOUS 90 DAYS. HRLY WX RPTS BY FSS LOC 30 MI S OF APT WINDS 240 DEG AT 6 KTS 20 MIN PRIOR TO THE ACC AND CALM WINDS 40 MIN AFTER THE ACC. THE PLT IND THAT HE OBTAINED HIS WX FROM A PLT OBS PRIOR TO TAKEOFF AND NO FAA WX RPT OR BRIEFINGS WERE OBTAINED.

Brief of Accident (Continued)

File No. - 49

3/05/86

TEHACHAPI,CA

A/C Reg. No. N102JC

Time (Lc1) - 1425 PST

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

Finding(s)

1. WEATHER CONDITION - DOWNDRAFT
 2. WEATHER FORECAST - NOT OBTAINED - PILOT IN COMMAND
 3. IMPROPER DECISION, - PILOT IN COMMAND
-

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

Finding(s)

4. COMPENSATION FOR WIND CONDITIONS - NOT PERFORMED - PILOT IN COMMAND
 5. IMPROPER DECISION, LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 118 3/06/86 STOCKTON, CA A/C Reg. No. N6727D Time (Lcl) - 1300 PST

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

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

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

Make/Model - BELL 47G-2	Eng Make/Model - LYCOMING VO-435-A1F	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2850	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 200 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	STOCKTON, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	Runway Ident - N/A
Wind Dir/Speed- 250/006 KTS		Runway Lth/Wid - N/A
Visibility - 10.0 SM	ATC/Airspace	Runway Surface - N/A
Lowest Sky/Clouds - 15000 FT SCATTERED	Type of Flight Plan - NONE	Runway Status - N/A
Lowest Ceiling - 20000 FT BROKEN	Type of Clearance - NONE	
Obstructions to Vision- NONE	Type Apch/Lndg - NONE	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 39	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 700
SE LAND	Months Since - 9	Make/Model- 500
HELICOPTER	Aircraft Type - PA-28	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 65
		Last 30 Days- UNK/NR
		Last 90 Days- 85
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS MAKING A SLOW PASS AND DRAGGED ONE SPRAY BOOM ON THE GROUND. INSUFFICIENT AIRSPEED RESULTED IN LOSS OF CONTROL. HELICOPTER CRASHED.

Brief of Accident (Continued)

File No. - 118

3/06/86

STOCKTON, CA

A/C Reg. No. N6727D

Time (Lcl) - 1300 PST

Occurrence #1 DRAGGED WING, ROTOR, POD, OR FLOAT
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. AIRSPEED - MISJUDGED - PILOT IN COMMAND
2. LOW PASS - PERFORMED - PILOT IN COMMAND
3. TERRAIN CONDITION - SOFT
4. TERRAIN CONDITION - WET

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

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

Occurrence #4 ROLL OVER
Phase of Operation DESCENT - UNCONTROLLED

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 197 3/06/86 WASCO, CA A/C Reg. No. N946X Time (Lcl) - 1615 PST

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

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

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

Make/Model - SCHWEIZER G164A
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 4500
No. of Seats - 1

Eng Make/Model - P&W R1340
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 600 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- VARIABLE/002 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 - STRAIGHT-IN
FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

WASCO-KERN CO
Runway Ident - UNK/NR
Runway Lth/Wid - 3000/ 40
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 58
Biennial Flight Review
Current - YES
Months Since - 21
Aircraft Type - G164A

Medical Certificate - EXPIRED

	Flight Time (Hours)	
Total	- 16040	Last 24 Hrs - UNK/NR
Make/Model-	11000	Last 30 Days- UNK/NR
Instrument-	20	Last 90 Days- 100

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WENT OFF THE LEFT SIDE OF RWY DURING A DOWNWIND LANDING. THE AG PLTS MADE A PRACTICE OF LANDING DOWNWIND TO SPEED UP TURN-AROUND TIME. THEY RELIED ON THEIR BRAKES TO MAINTAIN CONTROL. THE ACC ACFTS BRAKE PADS WERE WORN AND THE RT BRAKE WAS FLUID COVERED.

Brief of Accident (Continued)

File No. - 197

3/06/86

WASCO,CA

A/C Reg. No. N946X

Time (Lc1) - 1615 PST

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

Finding(s)

1. LANDING GEAR,NORMAL BRAKE SYSTEM - WORN
2. PROCEDURES/DIRECTIVES - POOR - COMPANY/OPERATOR MGMT

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

Finding(s)

3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
5. MISC EQPT/FURNISHINGS,SHOULDER HARNESS - NOT ENGAGED

Occurrence #3 MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL
6. LANDING GEAR,MAIN GEAR STRUT - OVERLOAD

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 117 3/08/86 LODI,CA

A/C Reg. No. N7688V

Time (Lcl) - 1343 PST

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
DESTROYED

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	-AERIAL APPLICATION	0	0	1	0
Flight Conducted Under	-14 CFR 137	0	0	0	0
Accident Occurred During	-LANDING				

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

Fire Crew
NONE Pass

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

Make/Model - CALLAIR A-9B
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 3000
No. of Seats - 1

Eng Make/Model - LYCOMING IO-540-G1C5
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 290 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 240/015 KTS
Visibility - UNK/NR
Lowest Sky/Clouds - SCATTERED
Lowest Ceiling - BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

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

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

Certificate(s)/Rating(s)

ATP
SE LAND,ME LAND,SE SEA

Age - 39

Biennial Flight Review

Current - YES
Months Since - 22
Aircraft Type - C-150

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 4500	Last 24 Hrs	- 4
Make/Model-	750	Last 30 Days-	30
Instrument-	UNK/NR	Last 90 Days-	50
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PILOT WAS RETURNING TO LODI AIRPORT AFTER AERIAL APPLICATION WHEN THE ENGINE LOST OIL PRESSURE. THE ENGINE SEIZED, AND A FORCED LANDING WAS MADE IN A VINEYARD.

Brief of Accident (Continued)

File No. - 117

3/08/86

LODI, CA

A/C Reg. No. N7688V

Time (Lcl) - 1343 PST

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

Finding(s)

1. FLUID,OIL - PRESSURE TOO LOW
2. ENGINE ASSEMBLY,CAMSHAFT - FAILURE,TOTAL
3. ENGINE ASSEMBLY,CONNECTING ROD - FAILURE,TOTAL

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - SOFT
5. TERRAIN CONDITION - WET
6. LANDING GEAR,NOSE GEAR ASSEMBLY - OVERLOAD
7. LANDING GEAR,MAIN GEAR - OVERLOAD

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 63 3/15/86 APPLE VALLEY, CA A/C Reg. No. N739GB Time (Lcl) - 1539 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire Crew
NONE Pass

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

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

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 180/018 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - 4000 FT SCATTERED
Lowest Ceiling - 12000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
BULLHEAD CITY, AZ
Destination
APPLE VALLEY, CA

Airport Proximity
ON AIRPORT

Airport Data

APPLE VALLEY
Runway Ident - 18
Runway Lth/Wid - 6500/ 150
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 54
Biennial Flight Review
Current - YES
Months Since - 17
Aircraft Type - C-150

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total - 146	Last 24 Hrs - 4
Make/Model- 19	Last 30 Days- 6
Instrument- 2	Last 90 Days- 19

Instrument Rating(s) - NONE

-----Narrative-----

A CESSNA 172N NOSED OVER ON THE TAXIWAY AFTER COMPLETING A FULL STOP LDG ON THE RWY. WINDS WERE REPORTED FROM 180 DEG AT 18 KTS GUSTING TO 23 KTS WITH PEAK GUSTS FROM THE SE AT 31 KTS. UNICOM REPORTED WINDS FROM THE S AT 20 KTS GUSTING TO 30 KTS. THE PLT HAD COMPLETED HIS LDG ON RWY AND WAS TAXIING ON THE MIDFIELD TAXIWAY WHEN A GUST WIND LIFTED THE TAIL CAUSING THE ACFT TO NOSE OVER. THE PLT ALSO INDICATED HE HAD THE AILERONS INTO THE WIND AND THE ELEVATOR NEUTRAL WHILE TAXIING. THE MIDFIELD TAXIWAY AT THE POINT WHERE THE ACCIDENT OCCURRED IS PERPENDICULAR TO THE RWY, THUS CREATING A X-WIND/TAIWIND CONDITION BASED ON REPORTED WINDS.

Brief of Accident (Continued)

File No. - 63

3/15/86

APPLE VALLEY, CA

A/C Reg. No. N739GB

Time (Lcl) - 1539 PST

Occurrence #1 ON GROUND ENCOUNTER WITH WEATHER
Phase of Operation TAXI

Finding(s)

1. WEATHER CONDITION - TAILWIND
2. WIND INFORMATION - NOT UNDERSTOOD - PILOT IN COMMAND

Occurrence #2 NOSE OVER
Phase of Operation TAXI

Finding(s)

3. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
4. IMPROPER USE OF PROCEDURE, INATTENTIVE - PILOT IN COMMAND

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 175 1/02/86 BOCA RATON, FL A/C Reg. No. N7692G Time (Lcl) - 1812 EST

-----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	0	1	
Accident Occurred During -LANDING				0	0	1	

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	FT. LAUDERDALE, FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LANTANA, FL	Runway Ident - N/A
Wind Dir/Speed- 160/003 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Surface - DIRT
Lowest Sky/Clouds - 3000 FT SCATTERED	Type of Clearance - NONE	Runway Status - WET
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 58	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 250	Last 24 Hrs - 1
SE LAND	Months Since - 2	Make/Model- 250	Last 30 Days- UNK/NR
	Aircraft Type - C-150	Instrument- 0	Last 90 Days- 21

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT WHILE ENROUTE TO FT. LAUDERDALE EXECUTIVE ARPT HIS ENG BEGAN TO RUN ROUGH. HE MADE A FORCED LANDING IN A FIELD & ON LANDING ROLLOUT, THE NOSE GEAR COLLAPSED. POST CRASH EXAMINATION OF THE ENG REVEALED THAT THE #1 INTAKE VALVE WAS STUCK IN THE OPEN POSITION CAUSING THE PARTIAL LOSS OF POWER EXPERIENCED BY THE PILOT.

Brief of Accident (Continued)

File No. - 175

1/02/86

BOCA RATON, FL

A/C Reg. No. N7692G

Time (Lc1) - 1812 EST

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

Finding(s)

1. ENGINE ASSEMBLY, VALVE - JAMMED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT

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

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 178 1/12/86 GAINESVILLE, FL A/C Reg. No. N9326V Time (Lcl) - 1639 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

Make/Model - MOONEY M20F
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2740
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A10
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 310/010 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

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

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

GAINESVILLE REGIONAL
Runway Ident - 28
Runway Lth/Wid - 7500/ 150
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 71
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

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

Total	- 1346	Last 24 Hrs	- 1
Make/Model-	195	Last 30 Days-	UNK/NR
Instrument-	18	Last 90 Days-	23

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT WHEN HE EXTENDED HIS LANDING GEAR ALL SEEMED NORMAL EXCEPT HE DID NOT GET A GREEN LIGHT, HE RECYCLED THE GEAR WITH THE SAME RESULT & THEN FLEW BY THE TOWER & THEY STATED THAT THE GEAR APPEARED TO BE DOWN, BUT UPON TOUCHDOWN AFTER A GROUND ROLL OF APPX 200 FT, THE LEFT MAIN GEAR COLLAPSED AND THE ACFT SLID OFF THE LEFT SIDE OF THE RWY COLLAPSING THE REMAINING GEAR. NO DETERMINATION COULD BE MADE AS TO THE NATURE OF THE MALFUNCTION OF THE LANDING GEAR SYSTEM AS DESCRIBED BY THE PILOT.

Brief of Accident (Continued)

File No. - 178

1/12/86

GAINESVILLE, FL

A/C Reg. No. N9326V

Time (Lc1) - 1639 EST

Occurrence COMPLETE 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 accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 174 1/19/86 FERNANDINA BCH,FL A/C Reg. No. N2520W Time (Lcl) - 1530 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - INSTRUCTIONAL	Fire	Crew 0	0	0	2
Flight Conducted Under -14 CFR 141	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

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

Make/Model - BEECH B24R	Eng Make/Model - LYCOMING IO360 A1B6	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2550	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 200 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	JACKSONVILLE,FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	FERNANDINA BCH,FL	FERNANDINA BEACH
Wind Dir/Speed- 260/017 KTS	ATC/Airspace	Runway Ident - 26
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4300/ 150
Lowest Sky/Clouds -	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 3500 FT BROKEN	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 22	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - UNK/NR	Total - 1170
SE LAND,ME LAND	Months Since - UNK/NR	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - 370
		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 JUST AFTER HE ROTATED, HE EXPERIENCED A LOSS OF POWER, EXTENDED HIS LANDED GEAR & LANDED HARD CAUSING A COLLAPSE OF THE LANDING GEAR. POST CRASH EXAMINATION OF THE ENG REVEALED THAT THE RIGHT MAGNETO WAS IMPROPERLY TIMED & THE LEFT MAGNETO WAS LOOSE AND FREE TO ROTATE WHICH WOULD CAUSE THE LOSS OF ENG POWER AS DESCRIBED BY THE PILOT.

Brief of Accident (Continued)

File No. - 174

1/19/86

FERNANDINA BCH,FL

A/C Reg. No. N2520W

Time (Lcl) - 1530 EST

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

Finding(s)

1. IGNITION SYSTEM,MAGNETO - LOOSE

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 176 1/20/86 VERO BEACH, FL A/C Reg. No. N2361D Time (Lcl) - 0735 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass
Other

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

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

Make/Model - PIPER PA-38-112
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3600
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 112 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- UNK/NR
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

VERO BEACH MUNICIPAL
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)
STUDENT

Age - 21
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 76 Last 24 Hrs - UNK/NR
Make/Model- 76 Last 30 Days- UNK/NR
Instrument- 0 Last 90 Days- 29

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT AS HE WAS TAXIING TO RWY 29L FOR TAKEOFF, HE WAS HEADING INTO THE SUN & DID NOT SEE THE OTHER ACFT UNTIL IT WAS TOO LATE TO AVOID A COLLISION.

Brief of Accident (Continued)

File No. - 176

1/20/86

VERO BEACH, FL

A/C Reg. No. N2361D

Time (Lc1) - 0735 EST

Occurrence ON GROUND COLLISION WITH OBJECT
Phase of Operation TAXI

Finding(s)

1. OBJECT - AIRCRAFT PARKED
 2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
 3. WEATHER CONDITION - SUNGLARE
 4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 176 1/20/86 VERO BEACH, FL A/C Reg. No. N3745Q Time (Lcl) - 0735 EDT

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

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

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

Make/Model - PIPER PA-28R-201	Eng Make/Model - LYCOMING IO-360-C1C6	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2150	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 200 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	VERO BEACH MUNICIPAL
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - UNK/NR
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - UNK/NR
Obstructions to Vision- UNK/NR		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 32	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP,CFI	Current - UNK/NR	Total - 8000
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- 200
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT HE WAS COMPLETING HIS RUN-UP PRIOR TO TAKEOFF, LOOKED UP & WAS ONLY ABLE TO PULL THE POWER OFF BEFORE HE WAS STRUCK BY N2361D.

Brief of Accident (Continued)

File No. - 176

1/20/86

VERD BEACH, FL

A/C Reg. No. N3745Q

Time (Lc1) - 0735 EDT

Occurrence ON GROUND COLLISION WITH OBJECT
Phase of Operation TAXI

Finding(s)

1. OBJECT - AIRCRAFT PARKED
 2. VISUAL LOOKOUT - NOT MAINTAINED - PILOT OF OTHER AIRCRAFT
-

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 64 1/24/86 ATLANTA,GA A/C Reg. No. N8292N Time (Lcl) - 1230 EST

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	DEKALB-PEACHTREE
Wind Dir/Speed- 080/010 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - UNK/NR
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - UNK/NR
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 68	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 1550
SE LAND	Months Since - UNK/NR	Make/Model- 24
	Aircraft Type - UNK/NR	Instrument- 80
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS UNABLE TO START THE ENGINE AND ELECTED TO ROTATE THE PROPELLER BY HAND TO FREE THE CONGEALED OIL IN THE ENGINE. WHEN THE PROPELLER WAS ROTATED THE ENGINE STARTED AND THE AIRCRAFT TAXIED INTO ANOTHER PARKED AIRCRAFT. POST-ACCIDENT EXAMINATION OF THE AIRCRAFT FAILED TO DISCLOSE ANY MECHANICAL FAILURE OR MALFUNCTION..

Brief of Accident (Continued)

File No. - 64

1/24/86

ATLANTA, GA

A/C Reg. No. N8292N

Time (Lc1) - 1230 EST

Occurrence ON GROUND COLLISION WITH OBJECT
Phase of Operation STANDING - STARTING ENGINE(S)

Finding(s)

1. OBJECT - AIRCRAFT PARKED
2. STARTING PROCEDURE - IMPROPER - PILOT IN COMMAND
3. AIRCRAFT UNATTENDED/ENGINE(S) RUNNING - INITIATED - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 133 2/09/86 ALMA,GA

A/C Reg. No. N4981U

Time (Lcl) - 1700 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - CESSNA 210
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3100
No. of Seats - 6

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 6.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 800 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAWN

Itinerary

Last Departure Point
MARIANNA,FL
Destination
BAXLEY,GA

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

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

Age - 42
Biennial Flight Review
Current - YES
Months Since - 12
Aircraft Type - C-210

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

Total	-	1406	Last 24 Hrs	-	UNK/NR
Make/Model-	370		Last 30 Days-	UNK/NR	
Instrument-	0		Last 90 Days-	28	

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT THE ENGINE QUIT DURING HIS DESCENT FROM THE 2000 FOOT CRUISE ALTITUDE. THE AIRCRAFT EXAMINATION FAILED TO DISCLOSE ANY SYSTEM MALFUNCTION OR FAILURE. THE PILOT STATED THAT HIS PREFLIGHT INDICATED THAT THERE WAS ABOUT 1/2 AND 1/3 TANKS OF FUEL IN THE LEFT AND RIGHT CELLS RESPECTIVELY. AFTER DEPARTING ON THE LEFT TANK, THE PILOT DID NOT REPORT CHANGING THE FUEL SELECTOR. THE OPERATORS MANUAL INSTRUCTS THE PILOT TO PLACE THE SELECTOR IN BOTH POSITION WHEN DESCENDING WITH LESS THAN 1/4 TANK OF FUEL. THE EXAMINATION OF THE AIRCRAFT SHOWED THAT THERE WAS ABOUT 7 GALLONS OF FUEL IN THE RIGHT TANK AND THE LEFT TANK WAS EMPTY.

Brief of Accident (Continued)

File No. - 133

2/09/86

ALMA, GA

A/C Reg. No. N4981U

Time (Lcl) - 1700 EST

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

Finding(s)

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

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 141

3/08/86

HAMPTON, GA

A/C Reg. No. N71633

Time (Lcl) - 1330 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

Type of Operation -PERSONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

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

Make/Model - LUSCOMBE 8A

Landing Gear - TAILWHEEL-ALL FIXED

Max Gross Wt - 1200

No. of Seats - 2

Eng Make/Model - CONTINENTAL A-65-8

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 65 HP

ELT Installed/Activated - UNK/NR

Stall Warning System - NO

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 045/007 KTS

Visibility - 20.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

LANETT, AL

Destination

SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN

FULL STOP

Airport Proximity

ON AIRPORT

Airport Data

HENRY CO

Runway Ident - 06

Runway Lth/Wid - 3375/ 40

Runway Surface - ASPHALT

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

ATP, CFI

SE LAND, ME LAND

Age - 67

Biennial Flight Review

Current - YES

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 29238

Make/Model- 300

Instrument- 4300

Multi-Eng - 27238

Last 24 Hrs - 1

Last 30 Days- UNK/NR

Last 90 Days- 30

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING LANDING ROLL THE PILOT WAS UNABLE TO KEEP THE TAILWHEEL ON THE GROUND AND THE AIRCRAFT NOSED OVER. POST CRASH EXAMINATION OF THE WRECKAGE DISCLOSED THAT THE BRAKE PADS WERE WORN DOWN TO THE RIVETS.

Brief of Accident (Continued)

File No. - 141

3/08/86

HAMPTON, GA

A/C Reg. No. N71633

Time (Lc1) - 1330 EST

Occurrence #1 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
2. LANDING GEAR, NORMAL BRAKE SYSTEM - INOPERATIVE
3. MAINTENANCE, INSPECTION OF AIRCRAFT - IMPROPER - OTHER MAINTENANCE PSNL
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 NOSE DOWN
Phase of Operation LANDING - ROLL

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 91 1/10/86 CLINTON,IA A/C Reg. No. N3948D Time (Lcl) - 1518 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED

Fire
NONE

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

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

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

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

ELT Installed/Activated - YES-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- 270/010 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
DUBUQUE,IA

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

MUNICIPAL
Runway Ident - 32
Runway Lth/Wid - 3700/ 100
Runway Surface - CONCRETE
Runway Status - N/A

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

Pilot-In-Command

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

Age - 62
Biennial Flight Review
Current - YES
Months Since - 14
Aircraft Type - C-182A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	- 1059
Make/Model-	1059
Instrument-	0
Last 24 Hrs	- UNK/NR
Last 30 Days-	UNK/NR
Last 90 Days-	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT NORMALLY MADE SEVERAL TOUCH AND GO LANDINGS BEFORE DEPARTING THE LOCAL AREA. HE WAS KNOWN TO NOT FLY NEAR CLOUDS OR AT NIGHT. FOR THIS FLIGHT, THE CEILING WAS AT LEAST 1000 FEET AT TAKEOFF AND WAS AT LEAST 700 FEET IN THE ACCIDENT AREA. AIRPLANE WAS OBSERVED AT TAKEOFF BUT WAS NOT SEEN AGAIN UNTIL THE WRECKAGE WAS FOUND. THE AIRPLANE IMPACTED THE TERRAIN AT HIGH SPEED, IN A SLIGHT DESCENT, ONE MILE WEST OF THE DEPARTURE AIRPORT, NEAR WHERE THE NORMAL DOWNWIND LEG WOULD HAVE BEEN.

Brief of Accident (Continued)

File No. - 91

1/10/86

CLINTON,IA

A/C Reg. No. N3948D

Time (Lcl) - 1518 CST

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

Finding(s)

1. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
 2. ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
 3. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
 4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND
-

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

----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. - 20 1/12/86 DES MOINES,IA A/C Reg. No. N8036B Time (Lcl) - 1425 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

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

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

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

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

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

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

Weather Data

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

Basic Weather - VMC

Wind Dir/Speed- 310/029 KTS
Visibility - 30.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 2800 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
CRESTON,IA
Destination
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

DES MOINES MUNI
Runway Ident - 30R
Runway Lth/Wid - 9001/ 150
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 44
Biennial Flight Review
Current - YES
Months Since - 7
Aircraft Type - C-172

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

Total	- 324	Last 24 Hrs	- 3
Make/Model-	278	Last 30 Days-	UNK/NR
Instrument-	4	Last 90 Days-	10
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

N8036B DIVERTED TO DES MOINES FOR FUEL AFTER ENCOUNTERING STRONG HEAD WINDS ENROUTE. AFTER LANDING ON RWY 30R THE PLT TURNED OFF THE RWY ONTO A TAXIWAY THAT RUNS TO THE NORTH. THE PLT THEN STOPPED TO CHANGE RADIO FREQUENCIES. WHILE THE ACFT WAS STOPPED A STRONG GUST FROM THE NW ESTIMATED TO BE 40 TO 45 KTS, LIFTED THE LEFT WING AND TAIL. AS THE ACFT NOSED DOWN THE PROP AND RIGHT WING CONTACTED THE TAXIWAY RESULTING IN SUBSTANTIAL DAMAGE TO THE WING.

Brief of Accident (Continued)

File No. - 20

1/12/86

DES MOINES, IA

A/C Reg. No. N8036B

Time (Lcl) - 1425 CST

Occurrence NOSE DOWN

Phase of Operation TAXI - FROM LANDING

Finding(s)

1. WEATHER CONDITION - HIGH WIND
 2. PROPER ASSISTANCE - NOT OBTAINED - PILOT IN COMMAND
 3. WEATHER CONDITION - GUSTS
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 59 1/23/86 BANCROFT,IA A/C Reg. No. N7595U Time (Lcl) - 2230 CST

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

Type Operating Certificate-COMMUTER

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

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

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

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

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

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 140/016 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 1000 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
ST. JAMES,MN
Destination
SPENCER,IA

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

ATC/Airspace

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

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

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

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

Age - 33
Biennial Flight Review
Current - YES
Months Since - 6
Aircraft Type - C-152

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

Total	- 77	Last 24 Hrs	- 2
Make/Model-	64	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	13

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT BECAME DISORIENTED ON A NIGHT, VFR FLT AND LANDED AT AN ARPT TO DETERMINE HIS LOCATION. THE UNATTENDED ARPT DID NOT HAVE A PHONE SO THE PLT TOOKOFF AGAIN ENROUTE TO HIS ORIGINAL DEST. HE BECAME DISORIENTED A SECOND TIME AND, BECAUSE THE ACFT WAS RUNNING LOW ON FUEL, HE DECIDED TO LAND IN A SNOW COVERED FIELD NEAR A SMALL TOWN. THE SNOW WAS DEEP AND CRUSTED AND THE ACFT NOSED OVER DURING THE LANDING ROLL.

Brief of Accident (Continued)

File No. - 59

1/23/86

BANCROFT,IA

A/C Reg. No. N7595U

Time (Lcl) - 2230 CST

Occurrence NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT,INADEQUATE TRAINING - PILOT IN COMMAND
4. TERRAIN CONDITION - NONE SUITABLE
5. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
6. TERRAIN CONDITION - SNOW COVERED

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 12 1/31/86 DES MOINES, IA A/C Reg. No. N25735 Time (Lcl) - 1005 CST

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

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

-----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 - 3600	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	MUNICIPAL
Wind Dir/Speed- 090/009 KTS	ATC/Airspace	Runway Ident - 12L
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 9000/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 38	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 29
	Months Since - N/A	Last 24 Hrs - 2
	Aircraft Type - N/A	Make/Model- 29
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 18

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT STATED HE WAS ON THE TAKEOFF ROLL FOR A PRACTICE FLIGHT WHEN HE LOST DIRECTIONAL CONTROL AND RAN OFF THE LEFT EDGE OF THE RUNWAY AND STAYED THERE UNTIL IT IMPACTED A TAXI/INTERSECTION SIGN.

Brief of Accident (Continued)

File No. - 12

1/31/86

DES MOINES, IA

A/C Reg. No. N25735

Time (Lc1) - 1005 CST

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

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

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

Finding(s)

2. OBJECT - AIRPORT FACILITY

-----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. - 171 3/25/86 CEDAR RAPIDS, IA A/C Reg. No. N528 Time (Lcl) - 1008 CST

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

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

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

Make/Model - BEECH G18S	Eng Make/Model - P & W R-985	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-RETRACTABLE MAINS	Number Engines - 2	Stall Warning System - UNK/NR
Max Gross Wt - 9700	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 450 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	MOLINE, IL	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	MUNICIPAL
Wind Dir/Speed- 180/020 KTS	ATC/Airspace	Runway Ident - 13
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5450/ 150
Lowest Sky/Clouds - 25000 FT THIN OVC	Type of Clearance - VFR	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	STOP AND GO	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 33	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, ATP, CFI	Current - YES	Total - 4346
SE LAND, ME LAND	Months Since - 20	Make/Model- 355
HELICOPTER	Aircraft Type - 76	Instrument- 685
		Multi-Eng - 1989
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT WAS AWARE THAT HE WOULD HAVE A STRONG CROSSWIND ON LANDING. HE WAS LANDING ON RUNWAY 13 WITH WINDS FROM 180 DEGREES AT 20 KNOTS, GUSTING TO 30 KNOTS. THE PILOT STATED THAT WHILE THE AIRPLANE WAS ROLLING DOWN THE RUNWAY, THE RIGHT WING WAS LIFTED BY A WIND GUST AND IT SLOWLY VEERED TO THE LEFT. HE ADDED POWER AND LIFTED THE AIRPLANE INTO THE AIR IN A LEFT TURN. THE WIND GUST STOPPED AND THE AIRPLANE DROPPED TO THE GROUND ON THE LEFT GEAR AND NOSED FORWARD. THE LEFT PROPELLER AND WING TIP HIT THE GROUND AND THE AIRPLANE CARTWHEELED TO THE LEFT, HITTING THE NOSE, THE RIGHT PROPELLER AND LANDING GEAR AND CAME TO REST 180 DEGREES FROM THE LANDING RUNWAY HEADING.

Brief of Accident (Continued)

File No. - 171

3/25/86

CEDAR RAPIDS, IA

A/C Reg. No. N528

Time (Lcl) - 1008 CST

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT - PILOT IN COMMAND
4. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
6. DIRECTIONAL CONTROL - INADEQUATE - PILOT IN COMMAND

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 13 1/15/86 CALDWELL, ID A/C Reg. No. NONE Time (Lcl) - 1015 MST

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

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

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

Make/Model - WORLDWIDE INDUST. SPIT FIRE #2	Eng Make/Model - ROTEX UNK	ELT Installed/Activated - NO	-N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - UNK/NR	Engine Type - RECIPROCATING-CARBURETOR		
No. of Seats - 2	Rated Power - 52 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	CALDWELL, ID	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	CALDWELL INDUSTRIAL
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 30
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4700/ 60
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 25	Medical Certificate - NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
NONE	Current - N/A	Total - 105
	Months Since - N/A	Last 24 Hrs - 1
	Aircraft Type - N/A	Make/Model- 105
		Last 30 Days- 1
		Instrument- 0
		Last 90 Days- 1

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT OF THIS ULTRALIGHT SAID THERE WAS A LOSS OF ENGINE RPM. THE AIRCRAFT WAS THEN DAMAGED DURING AN OFF AIRPORT LANDING. THE PILOT WAS NOT INJURED BUT THE PASSENGER RECEIVED SERIOUS INJURIES. THIS ULTRALIGHT AIRCRAFT DID NOT MEET THE CRITERIA FOR REGISTRATION EXEMPTION AND WAS CONSIDERED AN UNCERTIFIED EXPERIMENTAL AIRCRAFT. NO REASON FOR THE POWER LOSS WAS DETERMINED DURING A SUCCESSFUL POST ACCIDENT ENGINE RUN.

Brief of Accident (Continued)

File No. - 13

1/15/86

CALDWELL, ID

A/C Reg. No. NONE

Time (Lcl) - 1015 MST

Occurrence #1 LOSS OF POWER
Phase of Operation APPROACH

Finding(s)
1. UNDETERMINED

Occurrence #2 HARD LANDING
Phase of Operation LANDING

Finding(s)
2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 43 2/23/86 MOUNT BALDY, ID A/C Reg. No. N16800 Time (Lcl) - 1215 MST

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

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage						
Name of Carrier	-REEDERS FLYING SERVICE	DESTROYED						
Type of Operation	-NON SCHED, DOMESTIC, PASSENGER	Fire	Crew	Fatal	0	1	0	0
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	0	3
Accident Occurred During	-CRUISE							

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

Make/Model	- BELL 206B	Eng Make/Model	- ALLISON 250-C20B	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- UNK/NR
Max Gross Wt	- 4000	Engine Type	- TURBOSHAFT		
No. of Seats	- 5	Rated Power	- 317 HP		

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

Weather Data	Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	
Method	- N/A	MOUNT BALDY, ID	
Completeness	- N/A	Destination	
Basic Weather	- VMC	HAILEY, ID	
Wind Dir/Speed	- 305/005 KTS	Airport Data	
Visibility	- 1.000 SM	Runway Ident	- N/A
Lowest Sky/Clouds	- UNK/NR	Runway Lth/Wid	- N/A
Lowest Ceiling	- UNK/NR	Runway Surface	- N/A
Obstructions to Vision	- FOG	Runway Status	- N/A
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 37	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 8810	Last 24 Hrs - UNK/NR
SE LAND, ME LAND	Months Since - 3	Make/Model - 4700	Last 30 Days - UNK/NR
HELICOPTER	Aircraft Type - UNK/NR	Instrument - 415	Last 90 Days - 40
		Multi-Eng - 705	Rotorcraft - 7310

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT ALLOWED THE AIRCRAFT TO ENTER INTO INSTRUMENT METEOROLOGICAL CONDITIONS. THE ARTIFICIAL HORIZON WAS INOPERATIVE AS WELL AS THE TURN PORTION OF THE TURN AND BANK. A TREE WAS STRUCK WITH THE AIRCRAFT THEN STRIKING THE GROUND.

Brief of Accident (Continued)

File No. - 43 2/23/86 MOUNT BALDY, ID A/C Reg. No. N16800 Time (Lc1) - 1215 MST

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

Finding(s)

1. WEATHER CONDITION - CLOUDS
 2. FLIGHT INTO KNOWN ADVERSE WEATHER - SELECTED - PILOT IN COMMAND
-

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

Finding(s)

3. FLIGHT/NAV INSTRUMENTS, TURN AND BANK - INOPERATIVE
 4. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - SELECTED - PILOT IN COMMAND
 5. FLIGHT/NAV INSTRUMENTS, ATTITUDE INDICATOR - INOPERATIVE
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 127 3/03/86 AMERICAN FALLS, ID A/C Reg. No. N6486J Time (Lcl) - 1330 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

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

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

Make/Model - CESSNA 172
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-UNK/NR
Stall Warning System - YES

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

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- 180/004 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
POCATELLO, ID

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - NONE
Type Apch/Lndg - TOUCH AND GO

Airport Proximity
ON AIRPORT

Airport Data

AMERICAN FALLS
Runway Ident - UNK/NR
Runway Lth/Wid - 4000/ 50
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
STUDENT

Age - 24

Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)

Total	- 29	Last 24 Hrs	- UNK/NR
Make/Model-	29	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 STUDENT PILOT WAS ATTEMPTING TO MAKE A TOUCH AND GO, WHEN THE AIRCRAFT VEERED TO THE LEFT OF THE RUNWAY AND STRUCK AN EMBANKMENT. THE STUDENT FAILED TO USE ENOUGH RIGHT RUDDER TO MAINTAIN DIRECTIONAL CONTROL. THE RUNWAY'S WIDTH IS 50 FEET.

Brief of Accident (Continued)

File No. - 127

3/03/86

AMERICAN FALLS, ID

A/C Reg. No. N6486J

Time (Lc1) - 1330 MST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - GROUND RUN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 108 1/03/86 INDIANAPOLIS, IN A/C Reg. No. N420W Time (Lcl) - 1833 EST

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage

SUBSTANTIAL

Fire

NONE

Crew

Pass

Fatal

0

0

Injuries

Serious

0

0

Minor

0

0

None

2

6

-----Aircraft Information-----

Make/Model - ISRAELI INDUSTRIES 1124A
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 16000
No. of Seats - 12

Eng Make/Model - GARRETT TFE731-3-1G
Number Engines - 2
Engine Type - TURBOJET
Rated Power - 3700 LBS THRUST

ELT Installed/Activated - NO -N/A
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- 290/007 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds -
Lowest Ceiling - 1600 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point

TAMPA BAY, FL

Destination

SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - IFR

Type of Clearance - IFR

Type Apch/Lndg - ILS-COMplete

FULL STOP

Airport Proximity

ON AIRPORT

Airport Data

INDIANAPOLIS INTL
Runway Ident - 22R
Runway Lth/Wid - 10005/ 150
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

ATP, CFI
SE LAND, ME LAND

Age - 33

Biennial Flight Review

Current - YES

Months Since - 6

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 6685 Last 24 Hrs - 4

Make/Model- 3500 Last 30 Days- UNK/NR

Instrument- 870 Last 90 Days- 98

Multi-Eng - 4565 Rotorcraft - 1

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ON THE SECOND APPROACH TO RWY 22R THE PRIVATE PILOT (IN THE LEFT SEAT) ATTEMPTED TO LAND. THE RIGHT MAIN GEAR HIT HARD AND THE ACFT BOUNCED COMING DOWN ON THE LEFT WING TIP. THE ACFT THEN HIT ON ITS RIGHT MAIN GEAR, THEN THE LEFT MAIN GEAR. THE RIGHT MAIN TIRE & WHEEL SEPARATED FROM THE ACFT. THE ACFT SKIDDED TO A STOP ON THE RWY.

Brief of Accident (Continued)

File No. - 108

1/03/86

INDIANAPOLIS, IN

A/C Reg. No. N420W

Time (Lc1) - 1833 EST

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. AIRSPEED - NOT MAINTAINED - COPILOT
 2. STALL - INADVERTENT - COPILOT
 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF RECENT TOTAL EXPERIENCE - COPILOT
 4. REMEDIAL ACTION - NOT PERFORMED - PILOT IN COMMAND
-

Occurrence #2 MAIN GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. LANDING GEAR, MAIN GEAR - OVERLOAD
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 90 1/23/86 INDIANAPOLIS, IN A/C Reg. No. N3244T Time (Lcl) - 1615 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 177
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2350
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E2D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - UNK/NR
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN
FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

MT. COMFORT
Runway Ident - 25
Runway Lth/Wid - 5500/ 100
Runway Surface - CONCRETE
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
STUDENT

Age - 47

Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

	Flight Time (Hours)	
Total	- 36	Last 24 Hrs - 1
Make/Model-	6	Last 30 Days- UNK/NR
Instrument-	2	Last 90 Days- UNK/NR
Multi-Eng -	UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT FLARED TOO HIGH, DAMAGING THE AIRCRAFT UPON TOUCHDOWN.

Brief of Accident (Continued)

File No. - 90

1/23/86

INDIANAPOLIS, IN

A/C Reg. No. N3244T

Time (Lc1) - 1615 EST

Occurrence

HARD LANDING

Phase of Operation

LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - MISJUDGED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 107 2/12/86 MUNCIE, IN A/C Reg. No. N5841S Time (Lcl) - 1830 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - BEECH 95-B55
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 4100
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-UNK/NR
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 270/020 KTS
Visibility - 9.0 SM
Lowest Sky/Clouds -
Lowest Ceiling - 2200 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DUSK

Itinerary

Last Departure Point
GRIFFITH, IN
Destination
MUNCIE, IN

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - TRAFFIC PATTERN
FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

DELAWARE CO-JOHNSON
Runway Ident - 32
Runway Lth/Wid - 6499/ 150
Runway Surface - ASPHALT
Runway Status - ICE COVERED

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND, ME LAND

Age - 50
Biennial Flight Review
Current - YES
Months Since - 20
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 1350 Last 24 Hrs - 2
Make/Model- 311 Last 30 Days- UNK/NR
Instrument- 240 Last 90 Days- 8
Multi-Eng - 311

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT INTENTIONALLY LANDED GEAR UP AFTER AN ELECTRICAL FAILURE AND THE GEAR FAILED TO EXTEND NORMALLY. THE ALTERNATOR SWITCHES WERE FOUND OFF AFTER THE ACCIDENT. IT WAS BEGINNING TO GET DARK WITH CEILINGS AT 2200 FT.

Brief of Accident (Continued)

File No. - 107

2/12/86

MUNCIE, IN

A/C Reg. No. N5841S

Time (Lc1) - 1830 EST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation APPROACH - VFR PATTERN - DOWNWIND

Finding(s)

1. ELECTRICAL SYSTEM - FAILURE, TOTAL
 2. ALTERNATOR - NOT SELECTED - PILOT IN COMMAND
 3. CHECKLIST - NOT USED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. GEAR EXTENSION - DISREGARDED - PILOT IN COMMAND
 5. LIGHT CONDITION - DUSK
 6. WEATHER CONDITION - LOW CEILING
-

----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. - 8 1/01/86 OLATHE,KS

A/C Reg. No. N4682J

Time (Lcl) - 1300 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire NONE

	Injuries		
	Fatal	Serious	Minor
Crew	0	0	0
Pass	0	0	0

None 1 1

-----Aircraft Information-----

Make/Model - PIPER PA-28R-180
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2500
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360B1E
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 180 HP

ELT Installed/Activated - YES-UNK/NR
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 220/015 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
TOPEKA,KS
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN
FULL STOP

Airport Proximity

ON AIRPORT

Airport Data

JOHNSON CTY. EXEC.
Runway Ident - 17
Runway Lth/Wid - 4099/ 75
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 46

Biennial Flight Review

Current - YES
Months Since - 5
Aircraft Type - PA28R18

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 780	Last 24 Hrs	- UNK/NR
Make/Model-	514	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	13
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT HE WAS GIVEN LANDING INSTRUCTIONS FOR RUNWAY 17 TO INCLUDE WINDS FROM 220 DEGREES AT 15 KNOTS, GUSTING TO 20 TO 25 KNOTS. HE SAID THAT HE TOUCHED DOWN ON THE MAIN WHEELS AND A WIND GUST LIFTED THE AIRPLANE AND IT DRIFTED TO THE LEFT. HE SAID THAT FULL OPPOSITE CONTROLS DID NOT STOP THE DRIFT AND THE LEFT MAIN GEAR COLLAPSED WHEN IT HIT A PILE OF ICE AND SNOW JUST OFF THE RUNWAY.

Brief of Accident (Continued)

File No. - 8

1/01/86

OLATHE,KS

A/C Reg. No. N4682J

Time (Lcl) - 1300 CST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. WIND INFORMATION - DISREGARDED - PILOT IN COMMAND
3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - SNOWBANK

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

Factor(s) relating to this accident is/are finding(s) 1,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 10 1/09/86 LAWRENCE,KS

A/C Reg. No. N38127

Time (Lcl) - 0300 CST

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	-POSITIONING				
Flight Conducted Under	-14 CFR 91				
Accident Occurred During	-LANDING				

Fire	Crew	0
NONE	Pass	0

-----Aircraft Information-----

Make/Model - PIPER PA-32R-300
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3400
No. of Seats - 6

Eng Make/Model - LYCOMING IO-540K1G5D
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 - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
KANSAS CITY,MO
Destination
LAWRENCE,KS

Airport Proximity
ON AIRPORT

Airport Data

LAWRENCE
Runway Ident - 01
Runway Lth/Wid - 3900/ 75
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL,ATP
SE LAND,ME LAND

Age - 28

Biennial Flight Review

Current - YES
Months Since - 5
Aircraft Type - C-310R

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 4615	Last 24 Hrs	- 3
Make/Model-	350	Last 30 Days-	UNK/NR
Instrument-	386	Last 90 Days-	63
Multi-Eng	- 2265		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED HE MISTOOK AN ICE AND SNOW COVERED AREA FOR A TAXIWAY AND TURNED OFF PAST THE ACTUAL TAXIWAY. THE ACFT STRUCK A SNOWBANK WHICH COLLAPSED THE NOSEGEAR. THE BLUE TAXIWAY LIGHT WAS OUT. THIS LIGHT MARKS THE EDGE OF TAXIWAY. THE TAXIWAY WAS FREE OF ICE AND SNOW MAKING IT EASILY DESTINGUISHABLE FROM THE SNOW AND ICE AT IT'S EDGES. THE PLT WAS VERY FAMILIAR WITH THE AIRPORT, HAVING FLOWN IN AND OUT OF THE AIRPORT ON NUMEROUS OCCASIONS. A SIGNIFICANT REDUCTION IN FORWARD SPEED AFTER LANDING IS REQUIRED BEFORE EXECUTING A TURN TO THE TAXIWAY.

Brief of Accident (Continued)

File No. - 10

1/09/86

LAWRENCE,KS

A/C Reg. No. N38127

Time (Lc1) - 0300 CST

Occurrence ON GROUND COLLISION WITH TERRAIN

Phase of Operation LANDING - ROLL

Finding(s)

1. TERRAIN CONDITION - SNOWBANK
2. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, COMPLACENCY - PILOT IN COMMAND.
4. LIGHT CONDITION - DARK NIGHT

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 11 1/12/86 GOVE,KS

A/C Reg. No. N7381X

Time (Lcl) - 2336 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries				
		Fatal	Serious	Minor	None	
Type of Operation	-PERSONAL					
Flight Conducted Under	-14 CFR 91					
Accident Occurred During	-CLIMB					
		Crew	0	0	1	0
		Pass	0	0	1	0

-----Aircraft Information-----

Make/Model - CESSNA 150B
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1600
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary
Last Departure Point
GOVE,KS
Destination
PRATT,KS

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
LUNGRAN
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 34
Biennial Flight Review
Current - YES
Months Since - 72
Aircraft Type - C-152

Medical Certificate - EXPIRED
Flight Time (Hours)
Total - 411
Make/Model- 387
Instrument- 3
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- 4

Instrument Rating(s) - NONE

-----Narrative-----

AFTER TAKEOFF FM THE PRIVATE AIRSTRIIP NEAR GOVE, KANSAS, THE AIRCRAFT WAS WITNESSED TO DESCEND TOWARDS THE GROUND UNTIL IMPACT. THE WITNESS TO THE ACCIDENT, WHO IS A PLT AND THE OWNER OF THE AIRSTRIIP, STATED THAT AFTER THE ACFT CLRD THE AIRSTRIIP ENVIRONMENT WHICH WAS WELL LIT, THE ACFT WAS SEEN MAKING A TURN AND DESCENDING. THE WITNESS STATED THAT AFTER YOU LEAVE THE LIGHTED AREA OF THE AIRSTRIIP IT BECOMES EXTREMELY DARK AND HORIZON REFERENCES ARE LOST AND HE THOUGHT THAT THE PLT PROBABLY EXPERIENCED A LOSS OF VISUAL CUES AND FLEW THE ACFT INTO THE GROUND. THE WITNESS STATED THAT ON NIGHT DEPARTURES FROM THAT AIRSTRIIP, HE HAS HAD TO FLY HIS ACFT SOLELY BY REFERENCE TO INSTRUMENTS, BECAUSE OF THE LACK OF VISUAL CUES ON THE HORIZON. NEITHER THE PLT OR WITNESS INDICATED THERE WAS ANY PROBLEM WITH THE ACFT DURING ANY PHASE OF THE FLT. THE PLT WAS UNABLE TO REMEMBER ANYTHING AFTER DEPARTING AND CLEARING ALL OBSTACLES NEAR THE AIRSTRIIP.

Brief of Accident (Continued)

File No. - 11 1/12/86 GOVE,KS

A/C Reg. No. N7381X

Time (Lcl) - 2336 CST

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT,VISUAL/AURAL PERCEPTION - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 116 2/23/86 GARDNER,KS A/C Reg. No. N1493D Time (Lc1) - 1500 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage SUBSTANTIAL	Injuries			
Type of Operation	-INSTRUCTIONAL	Fire	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	NONE	Crew 0	0	0	2
Accident Occurred During	-LANDING		Pass 0	0	0	0

-----Aircraft Information-----

Make/Model	- CESSNA 170A	Eng Make/Model	- CONTINENTAL C-145	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 2050	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 145 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method	- N/A	OLATHE,KS	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	MUNICIPAL
Wind Dir/Speed	- 300/012 KTS	ATC/Airspace	Runway Ident
Visibility	- 7.0 SM	Type of Flight Plan	- 26
Lowest Sky/Clouds	- 6000 FT SCATTERED	Type of Clearance	- 3030/ 100
Lowest Ceiling	- 12000 FT BROKEN	Type Apch/Lndg	- ASPHALT
Obstructions to Vision	- NONE		Runway Status
Precipitation	- NONE		- DRY
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 60	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL,CFI	Current - YES	Total	- 2477
SE LAND	Months Since - 0	Make/Model-	13
	Aircraft Type - SKYBOLT	Instrument-	346
		Multi-Eng -	24
		Last 24 Hrs -	2
		Last 30 Days-	UNK/NR
		Last 90 Days-	42
		Rotorcraft -	UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE IP AND STUDENT HAD BEEN PRACTICING LANDINGS AT ANOTHER AIRPORT AND WAS LANDING AT THIS AIRPORT FOR FUEL. THERE WAS A CROSSWIND AT THE AIRPORT AND THE IP MADE THE APPROACH AND LANDING. A WITNESS STATED THAT THE TOUCHDOWN WAS THREE POINT IN THE CESSNA 170A AND IT ROLLED STRAIGHT FOR SOME DISTANCE, THEN STARTED A GRADUAL TURN TO THE RIGHT AND CONTINUED UNTIL IT IMPACTED TWO PARKED AIRPLANES. HEAVY SKID MARKS FROM THE LEFT TIRE WERE FOUND ON AND ALONGSIDE THE RUNWAY. INVESTIGATION INDICATED PARTIAL FAILURE OF THE STEERABLE TAILWHEEL. THE TAILWHEEL WOULD NOT STAY IN THE LOCKED POSITION.

Brief of Accident (Continued)

File No. - 116

2/23/86

GARDNER,KS

A/C Reg. No. N1493D

Time (Lcl) - 1500 CST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation LANDING - ROLL

Finding(s)

1. LANDING GEAR, TAILWHEEL ASSEMBLY - FAILURE, PARTIAL
-

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

2. WEATHER CONDITION - CROSSWIND
 3. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
-

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

4. OBJECT - AIRCRAFT PARKED
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 139 3/19/86 MULVANE,KS A/C Reg. No. N3379F Time (Lcl) - 1745 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	0	1	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 182	Eng Make/Model - CONTINENTAL O-470-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 ON AIRSTRIP
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point WICHITA,KS	
Method - N/A	Destination MULVANE,KS	Airport Data PRIVATE
Completeness - N/A		Runway Ident - UNK/NR
Basic Weather - VMC	ATC/Airspace	Runway Lth/Wid - UNK/NR
Wind Dir/Speed- 350/012 KTS	Type of Flight Plan - NONE	Runway Surface - GRASS/TURF
Visibility - 20.0 SM	Type of Clearance - NONE	Runway Status - DRY
Lowest Sky/Clouds - SCATTERED	Type Apch/Lndg - STRAIGHT-IN	
Lowest Ceiling -		
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DUSK		

-----Personnel Information-----

Pilot-In-Command	Age - 37	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 760
SE LAND	Months Since - 7	Make/Model- 80
GLIDER	Aircraft Type - C-172	Instrument- 15
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 25

Instrument Rating(s) - NONE

-----Narrative-----

THE PIC OF THE ACFT LANDED HIS CESSNA 182 TO THE NORTH ON A FARM PASTURE HE OWNS WHICH DOUBLES AS A LANDING STRIP. THE PIC STATED HE APPROACHED TOO HIGH AND TOO FAST, LANDING ABOUT MIDWAY OF THE FIELD. A FENCE WHICH BORDERS THE FIELD WAS FAST APPROACHING WITH THE PIC ATTEMPTING TO GROUND LOOP THE ACFT TO AVOID THE FENCE. THE ATTEMPTED GROUND LOOP WAS UNSUCCESSFUL AND THE ACFT SKIDDED AND DRIFTED SIDEWAYS UNTIL STRIKING THE ONLY TREE IN THE FIELD. THE SUBSEQUENT COLLISION SUBSTANTIALLY DAMAGED THE AIRCRAFT.

Brief of Accident (Continued)

File No. - 139

3/19/86

MULVANE,KS

A/C Reg. No. N3379F

Time (Lcl) - 1745 CST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. PLANNED APPROACH - INACCURATE - PILOT IN COMMAND
 2. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
 3. GROUND LOOP/SWERVE - ATTEMPTED - PILOT IN COMMAND
 4. DIRECTIONAL CONTROL - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

5. OBJECT - TREE(S)
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 173 4/04/86 NESS CITY,KS A/C Reg. No. N9866G Time (Lcl) - 1500 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 172	Eng Make/Model - LYCOMING O-320-E2D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2100	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 GREAT BEND,KS	
Method - N/A	Destination	Airport Data
Completeness - N/A	SAME AS ACC/INC	MUNICIPAL
Basic Weather - VMC		Runway Ident - 35
Wind Dir/Speed- 250/020 KTS	ATC/Airspace	Runway Lth/Wid - 3150/ 48
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Surface - ASPHALT
Lowest Sky/Clouds - 4500 FT SCATTERED	Type of Clearance - NONE	Runway Status - DRY
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 42	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 400
SE LAND	Months Since - 23	Last 24 Hrs - 3
	Aircraft Type - AA5B	Make/Model- 6
		Last 30 Days- UNK/NR
		Instrument- 2
		Last 90 Days- 50

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS LANDING TO THE NORTH WITH A WIND FROM THE WEST-NORTHWEST AT 15 KNOTS, GUSTING TO 20 KNOTS. THE PILOT STATED THAT HE HAD FULL AILERON INTO THE WIND AND DESPITE THIS ACTION, THE WING RAISED UP BY A STRONG GUST AND AIRPLANE FLIPPED OVER TO THE INVERTED POSITION.

Brief of Accident (Continued)

File No. - 173

4/04/86

NESS CITY,KS

A/C Reg. No. N9866G

Time (Lcl) - 1500 CST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - HIGH WIND
2. WIND INFORMATION - CONFLICTING - PILOT IN COMMAND
3. WEATHER CONDITION - GUSTS
4. COMPENSATION FOR WIND CONDITIONS - NOT POSSIBLE - PILOT IN COMMAND
5. WEATHER CONDITION - CROSSWIND

Occurrence #2 MISCELLANEOUS/OTHER
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4

Factor(s) relating to this accident is/are finding(s) 1,2,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 150 1/19/86 LOUISVILLE,KY A/C Reg. No. N345CC Time (Lcl) - 1523 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
Crew 0	0	0	1
Pass 0	0	0	1

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - BEECH A36TC
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3650
No. of Seats - 6

Eng Make/Model - CONTINENTAL TS10-520-UB1B
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- 280/005 KTS
Visibility - 2.000 SM
Lowest Sky/Clouds -
Lowest Ceiling - 400 FT OBSCURED
Obstructions to Vision- FOG
Precipitation - SNOW
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
LOUISVILLE,KY
Destination
MINNEAPOLIS,MN

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

BOWMAN FIELD
Runway Ident - 32
Runway Lth/Wid - 3539/ 80
Runway Surface - ASPHALT
Runway Status - UNK/NR

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 43
Biennial Flight Review
Current - YES
Months Since - 7
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 1736
Make/Model- 1215
Instrument- 162
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 98

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PLT ATTEMPTED T.O. FROM SLUSH COVERED RWY WITH ABOUT 1/2 TO 3/4 INCH OF SNOW ON ACFT. WHEN SNOW DID NOT BLOW OFF THE WINGS, ABORT ATTEMPTED AT BETWEEN 80-100 KNOTS. ACFT WENT OFF THE END OF THE RWY AND THROUGH FENCE BEFORE COMING TO A STOP ON THE GOLF COURSE ADJACENT TO THE RWY END.

Brief of Accident (Continued)

File No. - 150

1/19/86

LOUISVILLE, KY

A/C Reg. No. N345CC

Time (Lcl) - 1523 EST

Occurrence #1 OVERRUN
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SLUSH COVERED
2. PLANNING-DECISION - POOR - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, PRESSURE - PILOT IN COMMAND
4. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, PRESSURE - PILOT IN COMMAND
6. ICE/FROST REMOVAL FROM AIRCRAFT - NOT PERFORMED - PILOT IN COMMAND
7. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND
8. JUDGEMENT - POOR - PILOT IN COMMAND
9. ABORTED TAKEOFF - ATTEMPTED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

10. WEATHER CONDITION - SNOW
11. OBJECT - FENCE

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,6,8

Factor(s) relating to this accident is/are finding(s) 1,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 148 2/11/86 LOUISVILLE, KY A/C Reg. No. N148PA Time (Lcl) - 2052 EST

-----Basic Information-----

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage		Injuries			
Name of Carrier	-ACE AIR CARGO EXPRESS, INC	SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-NON SCHED, DOMESTIC, CARGO	Fire	Crew	0	1	0	0
Flight Conducted Under	-14 CFR 135	ON GROUND	Pass	0	0	0	0
Accident Occurred During	-DESCENT						

-----Aircraft Information-----

Make/Model	- BEECH H-18	Eng Make/Model	- P & W R-985-AN14B	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL-ALL RETRACTABLE	Number Engines	- 2	Stall Warning System	- UNK/NR
Max Gross Wt	- 10100	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 450 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- FSS	Last Departure Point	ON AIRPORT
Method	- TELEPHONE	SAME AS ACC/INC	
Completeness	- WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather	- VMC	COLUMBUS, OH	
Wind Dir/Speed	- 310	ATC/Airspace	Runway Ident - N/A
Visibility	- 10.0 SM	Type of Flight Plan	- IFR
Lowest Sky/Clouds	- 3200 FT THIN BKN	Type of Clearance	- IFR
Lowest Ceiling	- 3200 FT BROKEN	Type Apch/Lndg	- NONE
Obstructions to Vision	- NONE		
Precipitation	- NONE		
Condition of Light	- NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 22	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 1663	Last 24 Hrs - UNK/NR
SE LAND, ME LAND	Months Since - 2	Make/Model - 203	Last 30 Days - UNK/NR
	Aircraft Type - H-18	Instrument - UNK/NR	Last 90 Days - UNK/NR
		Multi-Eng - 220	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH THE GROUND AFTER STALLING DURING TAKEOFF. WITNESSES REPORTED THAT THE ACFT PITCHED UP IN TWO INCREMENTS, CLIMBED SHARPLY TO ABOUT 200 FT AGL, STALLED DROPPED THE RT WING AND DESCENDED, IMPACTING THE GROUND IN A FLAT ATTITUDE.

Brief of Accident (Continued)

File No. - 148

2/11/86

LOUISVILLE, KY

A/C Reg. No. N148PA

Time (Lc1) - 2052 EST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. PROPER CLIMB RATE - NOT MAINTAINED - PILOT IN COMMAND
 2. STALL - NOT CORRECTED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 96 1/29/86 GILBERT, LA

A/C Reg. No. N5218S

Time (Lcl) - 1600 CST

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	0	0

Type of Operation - POSITIONING
Flight Conducted Under - 14 CFR 91
Accident Occurred During - STANDING

Fire
ON GROUND

-----Aircraft Information-----

Make/Model - AIRTRACTOR AT301
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 5000
No. of Seats - 1

Eng Make/Model - P & W 1340
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 600 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 71.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRSTRIP

Airport Data

HOKOMB'S FLYING SERVICE
Runway Ident - 36
Runway Lth/Wid - 4000/ 50
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND, ME LAND

Age - 34
Biennial Flight Review
Current - YES
Months Since - 8
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 4800
Make/Model- 2000
Instrument- 0
Multi-Eng - 800
Last 24 Hrs - UNK/NR
Last 30 Days- 5
Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

ON JANUARY 29, 1986, AN AIRTRACTOR AT310, N5218S, OWNED BY HALCOM FLYING SERVICE, WAS SUBSTANTIALLY DAMAGED DUE TO A FIRE WHICH OCCURRED DURING AN ATTEMPTED ENGINE START. N5218S WAS TO BE FLOWN TO ANOTHER LOCATION FOR MAINTENANCE PURPOSES.

Brief of Accident (Continued)

File No. - 96

1/29/86

GILBERT, LA

A/C Reg. No. N5218S

Time (Lc1) - 1600 CST

Occurrence FIRE
Phase of Operation STANDING - STARTING ENGINE(S)

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. - 52 2/20/86 LAKE CHARLES, LA A/C Reg. No. N425EH Time (Lcl) - 1615 CST

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation - INSTRUCTIONAL	Fire	Crew	Fatal	Injuries	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	2
Accident Occurred During -LANDING			0	0	0	0

-----Aircraft Information-----

Make/Model - MESSERSCHMITT-BOELKOW BO-105-CBEng	Make/Model - ALLISON C-20B	ELT Installed/Activated - YES/NO
Landing Gear - SKID	Number Engines - 2	Stall Warning System - NO
Max Gross Wt - UNK/NR	Engine Type - TURBOSHAFT	
No. of Seats - 5	Rated Power - 420 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NWS	Last Departure Point	ON AIRPORT
Method - IN PERSON	SAME AS ACC/INC	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	LOCAL	LAKE CHARLES
Wind Dir/Speed- 170/009 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 5.0 SM	Type of Flight Plan - COMPANY (VFR)	Runway Lth/Wid - 3000/ 75
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - 1600 FT OVERCAST	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- HAZE	FULL STOP	
Precipitation - NONE	SIMULATED FORCED LAN	
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 39	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,ATP	Current - YES	Total - 7979
SE LAND	Months Since - 3	Last 24 Hrs - 9
HELICOPTER	Aircraft Type - 206-B	Make/Model- 1000
		Last 30 Days- 3
		Instrument- 190
		Last 90 Days- UNK/NR
		Multi-Eng - UNK/NR
		Rotorcraft - 7909

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

THE HELICOPTER WAS SIMULATING A SINGLE ENG LANDING ON AN AREA MARKED TO THE SIZE OF AN OFFSHORE HELIDECK. THE ACFT TOUCHED DOWN HARD ENOUGH TO ATTRACT THE ATTENTION OF SEVERAL WITNESSES. THE CREW CONTINUED WITH THE TRAINING BUT LATER ON POST FLT EXAM THEY DISCOVERED STRUCTURAL DAMAGE HAD BEEN DONE TO THE STRINGERS AND SKIN NEAR THE LNDG SKID ATTACH POINTS.

Brief of Accident (Continued)

File No. - 52

2/20/86

LAKE CHARLES, LA

A/C Reg. No. N425EH

Time (Lc1) - 1615 CST

Occurrence HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - MISJUDGED - DUAL STUDENT
2. AIRCRAFT PERFORMANCE, LANDING CAPABILITY - EXCEEDED
3. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - DUAL STUDENT
4. LANDING GEAR, MAIN GEAR ATTACHMENT - DISTORTED
5. EMERGENCY PROCEDURE - SIMULATED - PILOT IN COMMAND(CFI)
6. REMEDIAL ACTION - MISJUDGED - PILOT IN COMMAND(CFI)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 51 3/02/86 MANY, LA

A/C Reg. No. N5234K

Time (Lcl) - 1155 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew		0	0	0	1
Pass		0	0	0	1

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA 172P
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2300
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-D2J
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES/YES
Stall Warning System - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- VARIABLE/010 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
JACKSON, MS
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN
FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

HART
Runway Ident - 30
Runway Lth/Wid - 4000/ 75
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 52
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - C-172P

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 265	Last 24 Hrs	- UNK/NR
Make/Model-	75	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	13
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT DRIFTED OFF THE RT SIDE OF THE RWY INTO THE SOFT SHOULDER DURING LANDING IN A 10-12 KT X-WIND. WHEN THE NOSE GEAR CONTACTED THE SOFT DIRT IT COLLAPSED, WHICH RESULTED IN A NOSE OVER.

Brief of Accident (Continued)

File No. - 51

3/02/86

MANY, LA

A/C Reg. No. N5234K

Time (Lc1) - 1155 CST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 2. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND
 3. WEATHER CONDITION - CROSSWIND
 4. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
-

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - SOFT
-

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4

Factor(s) relating to this accident is/are finding(s) 5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 101 3/09/86 SULPHUR, LA A/C Reg. No. N3821P Time (Lcl) - 0900 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL			Injuries	
Type of Operation -PERSONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -LANDING			0	0	0
					1
					0

-----Aircraft Information-----

Make/Model - PIPER PA-22-150	Eng Make/Model - LYCOMING O-320A2	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2000	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	DEQUINCY, LA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LAKE CHARLES, LA	LAKE CHARLES
Wind Dir/Speed- 130/012 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 12.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	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)
PRIVATE	Current - YES	Total - 117
SE LAND	Months Since - 10	Make/Model- 3
	Aircraft Type - C-152	Instrument- UNK/NR
		Multi-Eng - 2
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 10
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

ON MARCH 9, 1986, AT 0900 CST, PIPER AIRCRAFT PA22-150, N3821P, REGISTERED TO DERRICK D. SMITH, EXPERIENCED A POWER FAILURE DUE TO FUEL EXHAUSTION. THIS WAS A PLEASURE FLIGHT IN VISUAL METEOROLOGICAL CONDITIONS. NO FLIGHT PLAN WAS FILED. THE AIRCRAFT WAS SUBSTANTIALLY DAMAGED. THE PILOT, WHO WAS THE SOLE OCCUPANT, WAS NOT INJURED. THE FLIGHT HAD ORIGINATED AT DEQUINCY, LOUISIANA, ON MARCH 9, 1986, AT APPROXIMATELY 0800 HOURS.

Brief of Accident (Continued)

File No. - 101

3/09/86

SULPHUR, LA

A/C Reg. No. N3821P

Time (Lc1) - 0900 CST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FLUID, FUEL - STARVATION
 2. REFUELING - NOT PERFORMED - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

3. OBJECT - FENCE
 4. TERRAIN CONDITION - DITCH
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 103 4/04/86 POINT AUFER, LA A/C Reg. No. N1867Q Time (Lcl) - 1015 CST

-----Basic Information-----

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage						
Name of Carrier	-CHARLIE HAMMOND	SUBSTANTIAL						
Type of Operation	-NON SCHED, DOMESTIC, PASSENGER	Fire	Crew	0	0	0	0	1
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	0	2
Accident Occurred During	-TAKEOFF							

-----Aircraft Information-----

Make/Model	- CESSNA 185F	Eng Make/Model	- CONTINENTAL 10-520-D	ELT Installed/Activated	- YES/NO
Landing Gear	- FLOAT	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3350	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 6	Rated Power	- 300 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		OFF AIRPORT/STRIP	
Method	- N/A	SAME AS ACC/INC			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	BAYOU PIECHANT, LA		Runway Ident	- N/A
Wind Dir/Speed	- 109/012 KTS	ATC/Airspace		Runway Lth/Wid	- N/A
Visibility	- 15.0 SM	Type of Flight Plan	- NONE	Runway Surface	- WATER
Lowest Sky/Clouds	-	Type of Clearance	- NONE	Runway Status	- WATER-CALM
Lowest Ceiling	- 1500 FT OVERCAST	Type Apch/Lndg	- NONE		
Obstructions to Vision	- NONE				
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)	
COMMERCIAL	Current - YES	Total - 7000	Last 24 Hrs - 5
SE LAND, SE SEA	Months Since - 11	Make/Model - 7000	Last 30 Days - UNK/NR
	Aircraft Type - C-185F	Instrument - UNK/NR	Last 90 Days - 195
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT REPORTED LOSING CONTROL OF HIS AIRCRAFT, DURING TAKEOFF FROM A CANAL AT POINT AUFER ISLAND, LA, WHEN GUSTY WIND CONDITIONS LIFTED A WING, CAUSING THE AIRCRAFT TO COLLIDE WITH A BANK. AFTER THE COLLISION, THE AIRCRAFT CONTINUED UP ONTO THE CANAL BANK, WHERE IT CAME TO REST IN AN INVERTED POSITION.

Brief of Accident (Continued)

File No. - 103

4/04/86

POINT AUFER, LA

A/C Reg. No. N1867Q

Time (Lcl) - 1015 CST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF

Finding(s)

1. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAKEOFF

Finding(s)

2. WATER LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 94 4/08/86 CLINTON, MD A/C Reg. No. N757JZ Time (Lcl) - 1100 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Fire	Crew	0	0	0	1
NONE	Pass	0	0	0	0

Type of Operation - INSTRUCTIONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

-----Aircraft Information-----

Make/Model - CESSNA 152II
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1670
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 110 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed - 340/014 KTS
Visibility - 12.0 SM
Lowest Sky/Clouds - 5000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision - NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN
FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

P.G. AIRPARK
Runway Ident - 24
Runway Lth/Wid - 2580/ 36
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
STUDENT

Age - 37
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total - 63	Last 24 Hrs - 1
Make/Model - 47	Last 30 Days - UNK/NR
Instrument - 0	Last 90 Days - 5

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT NOSED OVER FOLLOWING A LOSS OF CONTROL DURING TOUCHDOWN. THE STUDENT PLT STATED THE ACFT BOUNCED AFTER TOUCHING DOWN ON ALL THREE LANDING GEARS. THE PILOT STATED SHE MAY HAVE PANICKED AND PUSHED THE CONTROL YOKE FORWARD. THE ACFT TOUCHED DOWN ON THE NOSE WHEEL AND THE NOSE GEAR COLLAPSED. IT THEN TRAVELED OFF THE RIGHT SIDE OF THE RWY WHERE IT NOSED OVER.

Brief of Accident (Continued)

File No. - 94

4/08/86

CLINTON, MD

A/C Reg. No. N757JZ

Time (Lcl) - 1100 EST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. FLARE - MISJUDGED - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
4. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, PANIC - PILOT IN COMMAND

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

6. LANDING GEAR, NOSE GEAR ASSEMBLY - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

Factor(s) relating to this accident is/are finding(s) 1,3,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 191 1/08/86 CHARLOTTE, MI A/C Reg. No. N50255 Time (Lcl) - 1100 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation - INSTRUCTIONAL	Fire	Crew	Fatal	Injuries		
Flight Conducted Under -14 CFR 91	NONE	Pass	0	Serious	Minor	None
Accident Occurred During -APPROACH			0	0	0	2
			0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 150H	Eng Make/Model - CONTINENTAL O-200A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	CHARLOTTE, MI	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 200/010 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 - SIMULATED FORCED LANDING	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 23	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - YES	Total - 810
SE LAND, ME LAND	Months Since - 6	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 375
		Last 30 Days- UNK/NR
		Instrument- 100
		Last 90 Days- 105
		Multi-Eng - 10

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE STUDENT WAS PERFORMING A PRACTICE APPROACH TO AN EMERGENCY LANDING ON A FROZEN, SNOW COVERED LAKE. AFTER HE HAD FLOWN TO AN ALTITUDE LOW OVER THE LAKE THE INSTRUCTOR TOOK OVER THE CONTROLS. AT THIS POINT THE AIRCRAFT STRUCK A RIDGE OF SNOW AND CAME TO A STOP ON THE LAKE. THE INSTRUCTOR STATED THAT HE SHOULD HAVE TAKEN CONTROL OF THE AIRCRAFT SOONER. HE ALSO STATED THAT HAD THE APPROACH BEEN FLOWN CLOSER TO THE EDGE OF THE LAKE, HE WOULD HAVE BEEN ABLE TO JUDGE HIS HEIGHT ABOVE THE SNOW BETTER.

Brief of Accident (Continued)

File No. - 191

1/08/86

CHARLOTTE,MI

A/C Reg. No. N50255

Time (Lc1) - 1100 EST

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. PLANNED APPROACH - IMPROPER - DUAL STUDENT
 2. JUDGEMENT - POOR - DUAL STUDENT
 3. IMPROPER USE OF PROCEDURE,VISUAL/AURAL PERCEPTION - PILOT IN COMMAND(CFI)
 4. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND(CFI)
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 88 1/13/86 WARREN, MN A/C Reg. No. N95636 Time (Lcl) - 1830 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation -TRAINING
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

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-235N2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 108 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- UNK/NR
Visibility - 20.0 SM
Lowest Sky/Clouds - 25000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
GRAND FORKS,ND
Destination
GRAND FORKS,ND

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TOUCH AND GO

Airport Proximity
ON AIRPORT

Airport Data

WARREN MUNI
Runway Ident - 30
Runway Lth/Wid - 3205/ 75
Runway Surface - ASPHALT
Runway Status - UNK/NR

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 19
Biennial Flight Review
Current - YES
Months Since - 5
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 93
Make/Model- 90
Instrument- 2
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- 8

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT OVERFLEW THE RUNWAY & OBSERVED SOME SNOW ON THE LEFT HAND SIDE OF THE RUNWAY. DURING THE LANDING THE AIRCRAFT DRIFTED TO THE LEFT, COLLIDED WITH A FINGER DRIFT & NOSED OVER.

Brief of Accident (Continued)

File No. - 88

1/13/86

WARREN,MN

A/C Reg. No. N95636

Time (Lc1) - 1830 CST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. LIGHT CONDITION - DARK NIGHT

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. TERRAIN CONDITION - SNOWBANK
5. AIRPORT SNOW REMOVAL - NOT PERFORMED - AIRPORT PERSONNEL

Occurrence #3 NOSE OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,5

Factor(s) relating to this accident is/are finding(s) 1,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 147 1/14/86 PELICAN RAPIDS, MN A/C Reg. No. N2495J Time (Lc1) - 1000 CST

-----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

-----Aircraft Information-----

Make/Model - CESSNA 150G
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 - UNK/NR
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 160/005 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
STUDENT

Age - 55
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)		
Total - 30	Last 24 Hrs - UNK/NR	
Make/Model- 30	Last 30 Days- UNK/NR	
Instrument- 0	Last 90 Days- 5	

Instrument Rating(s) - NONE

-----Narrative-----

THE EXHAUST VALVE ROCKER ARM #1 CYLINDER FAILED IN FLIGHT. THE STUDENT PILOT DESCENDED AND LANDED IN A WOODED AREA. AFTER OVER FLYING A FROZEN LAKE OCCUPIED BY FISHERMEN. THE ROCKER ARM EXHIBITED EVIDENCE OF FATIGUE.

Brief of Accident (Continued)

File No. - 147

1/14/86

PELICAN RAPIDS, MN

A/C Reg. No. N2495J

Time (Lc1) - 1000 CST

Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation CRUISE - NORMAL

Finding(s)

1. ENGINE ASSEMBLY, OTHER - FAILURE, TOTAL
 2. ENGINE ASSEMBLY, OTHER - FATIGUE
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

3. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
 4. IMPROPER DECISION, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
 5. OBJECT - TREE(S)
 6. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
-

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,6

Factor(s) relating to this accident is/are finding(s) 1,2,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 7 1/01/86 KANSAS CITY, MO A/C Reg. No. N733NF Time (Lc1) - 1810 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
Crew 0	0	0	1
Pass 0	0	0	1

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - TAXI

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA 172N
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2300
No. of Seats - 4

Eng Make/Model - LYCOMING O-320H2AD
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 220/008 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LAWRENCE, KS

Airport Proximity
ON AIRPORT

Airport Data

KANSAS CITY INTERNATIONAL
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 - 37
Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - C-150

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total - 403	Last 24 Hrs - 1
Make/Model- 102	Last 30 Days- UNK/NR
Instrument- 11	Last 90 Days- 17

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT HAD BEEN AT THIS AIRPORT 31 TIMES SINCE 1979. DURING HIS TAXI TO TAKEOFF FOR A NIGHT FLIGHT, HE MISTOOK A SERVICE ROAD FOR A TAXIWAY. HE TAXIED PAST ONE SIGN WITHOUT SEEING IT BUT STRUCK THE SECOND ONE. THIS IS THE THIRD DOCUMENTED ACCIDENT AT THIS SITE SINCE 1982.

Brief of Accident (Continued)

File No. - 7

1/01/86

KANSAS CITY, MO

A/C Reg. No. N733NF

Time (Lcl) - 1810 CST

Occurrence ON GROUND COLLISION WITH OBJECT

Phase of Operation TAXI - TO TAKEOFF

Finding(s)

1. OBJECT - AIRPORT FACILITY
2. LIGHT CONDITION - NIGHT
3. AIRPORT FACILITIES, TAXIWAY LIGHTING - INADEQUATE
4. AIRPORT FACILITIES, TAXIWAY MARKING - INADEQUATE
5. AIRPORT FACILITIES, OBSTRUCTION MARKING - INADEQUATE

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,5

Factor(s) relating to this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 9 1/05/86 CREVE CEUR, MO A/C Reg. No. N4349J Time (Lcl) - 0705 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	Crew 0	0	1	0
Flight Conducted Under	-14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During	-LANDING					

-----Aircraft Information-----

Make/Model	- PIPER PA-28-140	Eng Make/Model	- LYCOMING O-360 SERIES	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-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed - 230/006 KTS</p> <p>Visibility - 15.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision - NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point - CREVE CEUR, MO</p> <p>Destination - QUINCY, IL</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>ON AIRPORT</p> <p>Airport Data</p> <p>CREVE CEUR</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 65	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 3330
SE LAND, SE SEA	Months Since - 19	Make/Model - 3317
	Aircraft Type - PA28140	Instrument - 0
		Last 24 Hrs - UNK/NR
		Last 30 Days - UNK/NR
		Last 90 Days - 37

Instrument Rating(s) - NONE

-----Narrative-----

AFTER TAKEOFF FM THE ARPT THE PLT STATED THE ACFT ENG RAN ROUGH AND HE APPLIED CARB HEAT TO HELP THE ENGINE RUN BETTER AFTER APPLICATION OF CARB HEAT THE ENGINE QUIT. THE PLT MADE A FORCED LANDING BACK TO THE AIRPORT FINALLY TOUCHING DOWN ON A TAXIWAY BETWEEN TWO HANGARS. AFTER TOUCHING DOWN THE PLT STATED THE ACFT ENG RESPONDED MOMENTARILY WITH THE ACFT BECOMING AIRBORNE. THE ENG QUIT AFTER THE ACFT BECAME AIRBORNE AND THE PLT STATED HE HAD INSUFFICIENT SPEED WITH WHICH TO CLEAR HANGARS AT THE END OF THE TAXIWAY. THE ACFT DESCENDED BACK TO THE TAXIWAY AND STRUCK ACFT PARKED IN THE HANGAR. A SUBSEQUENT ENGINE RUN FAILED TO DISCLOSE ANY MECHANICAL DIFFICULTY. A FURTHER CHK FOR FUEL LEAKAGE OR CONTAMINATES WAS UNSUCCESSFUL. CARBURETOR ICING PROBABILITY CHARTS SHOW THAT ICING IS LIKELY AT THE TEMP & DEW POINT RECORDED ON THAT DAY. THE PLT STATED HE RAN THE ENG FOR A PERIOD OF 15 TO 20 MINUTES.

Brief of Accident (Continued)

File No. - 9

1/05/86

CREVE CEOUR, MO

A/C Reg. No. N4349J

Time (Lcl) - 0705 CST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. FUEL SYSTEM, CARBURETOR - ICE
 2. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
 3. EMERGENCY PROCEDURE - NOT PERFORMED - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation CLIMB - TO CRUISE

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. OBJECT - AIRCRAFT PARKED
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 21 1/15/86 COLUMBIA,MO A/C Reg. No. N7013W Time (Lcl) - 1300 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - TAKEOFF

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries
Serious Minor
0 0
0 0

None
1
1

-----Aircraft Information-----

Make/Model - PIPER PA-28-180
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2175
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A3A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 180/010 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
COLUMBIA,MO
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

COLUMBIA REGIONAL
Runway Ident - 02
Runway Lth/Wid - 6499/ 150
Runway Surface - CONCRETE
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL,CFI
SE LAND,ME LAND

Age - 48

Biennial Flight Review

Current - YES
Months Since - 16
Aircraft Type - PA-28

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total - 7040
Make/Model- 781
Instrument- 675
Multi-Eng - 415
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 STATED THAT HE WAS SHOWING HIS PASSENGER A PROCEDURE THAT HE USED IN MULTI-ENGINE AIRPLANES WHEN HE INADVERTENTLY STALLED THE AIRPLANE AT 300 FEET AGL JUST AFTER TAKEOFF. HE COULD NOT COMPLETE THE RECOVERY BEFORE IMPACTING THE RUNWAY.

Brief of Accident (Continued)

File No. - 21

1/15/86

COLUMBIA, MO

A/C Reg. No. N7013W

Time (Lc1) - 1300 CST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF

Finding(s)

1. PROPER CLIMB RATE - NOT MAINTAINED - PILOT IN COMMAND
 2. STALL - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 36 1/18/86 INDEPENDENCE,MO A/C Reg. No. N4977P Time (Lcl) - 1430 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Aircraft Damage
SUBSTANTIAL
Fire NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 152
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1670
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-N2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 110 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 290/014 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
INDEPENDENCE,MO.
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

INDEPENDENCE
Runway Ident - 36
Runway Lth/Wid - 2570/ 50
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
STUDENT

Age - 33
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	-	21	Last 24 Hrs -	UNK/NR
Make/Model-	21		Last 30 Days-	UNK/NR
Instrument-	0		Last 90 Days-	11

Instrument Rating(s) - NONE

-----Narrative-----

DURING AN ABORTED TAKEOFF IN STRONG CROSSWINDS, THE ACFT VEERED OFF THE RWY AND INTO A DITCH NEAR THE RUNWAYS EDGE. THE NOSE GEAR COLLAPSED REARWARD AND THE RIGHT WING DROPPED STRIKING THE GROUND. THE PLT STATED HE ABORTED THE TAKEOFF WHEN THE ACFT FELT LIKE IT WASN'T GOING TO FLY. WIND CONDITIONS WERE RECORDED AS BEING FROM 290 DEGREES AT 14 KTS WITH GUSTS TO 21 KTS. THE PLT STATED THE WIND WAS OUT OF THE NORTH AND DOWN THE RWY WHEN HE PREFLIGHTED THE ACFT, BUT HAD CHANGED TO THE NORTHWEST WHEN HE BEGAN HIS TAKEOFF ROLL. NO CONTROL PBLMS WERE ACKNOWLEDGED BY THE PLT AT ANY TIME DURING THIS EVENT.

Brief of Accident (Continued)

File No. - 36

1/18/86

INDEPENDENCE, MO

A/C Reg. No. N4977P

Time (Lcl) - 1430 CST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

4. TERRAIN CONDITION - DITCH
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 113 1/26/86 KANSAS CITY, MO A/C Reg. No. N1905G Time (Lcl) - 1330 CST

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation -MAINT. TEST	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -TAXI			0	0	0
					1
					1

-----Aircraft Information-----

Make/Model - CESSNA 310R	Eng Make/Model - CONTINENTAL IO-520-M	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 5200	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 2	Rated Power - 285 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	DOWNTOWN
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - UNK/NR
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - UNK/NR
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 27	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1900
SE LAND, ME LAND	Months Since - 3	Make/Model- 380
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - 400
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 300
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRPLANE WAS BEING TAXIED TOWARD A PARKING SPOT IN FRONT OF A HANGAR AND THE RIGHT BRAKE FAILED AND THE LEFT WING CONTACTED THE FRONT OF THE HANGAR.

Brief of Accident (Continued)

File No. - 113

1/26/86

KANSAS CITY, MO

A/C Reg. No. N1905G

Time (Lcl) - 1330 CST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation TAXI - FROM LANDING

Finding(s)

1. LANDING GEAR, NORMAL BRAKE SYSTEM - FAILURE, PARTIAL
-

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAXI - FROM LANDING

Finding(s)

2. OBJECT - AIRPORT FACILITY
-

-----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. - 114 2/20/86 ST. LOUIS, MO

A/C Reg. No. N111MM

Time (Lcl) - 1930 CST

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Type of Operation -POSITIONING
Flight Conducted Under -14 CFR 91
Accident Occurred During -APPROACH

Aircraft Damage
SUBSTANTIAL
Fire NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew		0	0	0	1
Pass		0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-31-325
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 6500
No. of Seats - 7

Eng Make/Model - LYCOMING TIO-540-F2BD
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 - UNK/NR
Basic Weather - IMC
Wind Dir/Speed- 330/008 KTS
Visibility - 1.000 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 500 FT OVERCAST
Obstructions to Vision- FOG
Precipitation - DRIZZLE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
WILMINGTON, DE
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - VOR/DME

Airport Proximity
ON AIRPORT

Airport Data

WEISS
Runway Ident - 36
Runway Lth/Wid - 3040/ 40
Runway Surface - ASPHALT
Runway Status - WET

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

ATP,CFI
SE LAND,ME LAND
HELICOPTER

Age - 49

Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - 690

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 9455	Last 24 Hrs	- 9
Make/Model-	3040	Last 30 Days-	UNK/NR
Instrument-	671	Last 90 Days-	82
Multi-Eng	- 7700	Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

N111MM COLLIDED WITH TREES DURING A NIGHT, CIRCLING APP IN IMC. THE PLT SAID HE LOST SIGHT OF THE RWY MOMENTARILY DURING HIS TURN TO FINAL. HE ROLLED WINGS LEVEL AND SAW A TREE AHEAD. AS HE ROLLED RT TO AVOID THAT TREE HIS RT WING HIT ANOTHER TREE. THE ACFT CONTINUED THE APP TO A SAFE LANDING.

Brief of Accident (Continued)

File No. - 114

2/20/86

ST. LOUIS, MO

A/C Reg. No. N111MM

Time (Lcl) - 1930 CST

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - CIRCLING(IFR)

Finding(s)

1. WEATHER CONDITION - LOW CEILING
 2. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
 3. WEATHER CONDITION - FOG
 4. LIGHT CONDITION - DARK NIGHT
 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

Factor(s) relating to this accident is/are finding(s) 1,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 129 3/02/86 GRAIN VALLEY, MO A/C Reg. No. N3979L Time (Lc1) - 1230 CST

-----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 -LANDING			0	0	0	1

-----Aircraft Information-----

Make/Model - CESSNA 172	Eng Make/Model - CONTINENTAL O-300 SER	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2150	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 145 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	TOPEKA, KS	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	GRAIN VALLEY, MO	EAST KANSAS CITY
Wind Dir/Speed- 310/015 KTS	ATC/Airspace	Runway Ident - 27
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3800/ 45
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - UNK/NR	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 150
SE LAND	Months Since - 3	Last 24 Hrs - 3
	Aircraft Type - PA38112	Make/Model- 60
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 50

Instrument Rating(s) - NONE

-----Narrative-----

THE PIC WAS MAKING A ROUNDTRIP FLT TO NUMEROUS AIRPORTS ACROSS KANSAS AND MISSOURI. THE OWNER OF THE AIRCRAFT WAS ABOARD FOR THE TRIP WHICH WAS FOR PLEASURE. THE PIC HAD OBTAINED WEATHER INFO AND WAS APPRISED OF THE WIND CONDITIONS FOR HIS ROUTE OF FLT. UPON LANDING AT GRAIN VALLEY AIRPORT, THE PIC LANDED ON ONE GEAR AND THE ACFT BOUNCED INTO THE AIR. THE ACFT FINALLY SETTLED ON BOTH MAIN GEAR, BUT WHEN THE NOSE GEAR SETTLED THE ACFT VEERED OFF THE LEFT SIDE OF THE EAST WEST RWY. NO LANDING GEAR PBLM WAS NOTED AFTER THE LANDING. THE PIC STATED THAT AFTER THE NOSE GEAR MADE CONTACT WITH THE RWY IT VEERED LEFT AND HE WAS UNABLE TO CORRECT THE PBLM BEFORE DEPARTING THE SIDE OF THE RWY. WIND WAS BLOWING FROM 310 DEGREES MAGNETIC AT 15 KTS WITH RPTS FM THE ACCIDENT AIRPORT OF WIND GUST TO 22 KTS AT THE TIME OF THE ACCIDENT.

Brief of Accident (Continued)

File No. - 129

3/02/86

GRAIN VALLEY, MO

A/C Reg. No. N3979L

Time (Lcl) - 1230 CST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - DIRT BANK
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 153 3/08/86 VERSAILLES, MO A/C Reg. No. N3673H Time (Lcl) - 1800 CST

-----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	0
Accident Occurred During -TAXI		Other	0	0	0	1

-----Aircraft Information-----

Make/Model - ERCOUE 415-C	Eng Make/Model - CONTINENTAL A75	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1260	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 75 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 180/008 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - 20000 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 35	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 135
SE LAND	Months Since - 16	Last 24 Hrs - 2
	Aircraft Type - C-150	Make/Model- 17
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 17

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTS THAT HE WAS HAND PROPPING THE ENG. HE SAID THE ENG DID NOT START ON THE FIRST ATTEMPT AND HE PRIMED IT A SECOND TIME. ON THE SECOND TRY THE ENG STARTED AND THE ACFT GOT AWAY FROM THE PLT, TAXIED ABOUT 75 FT AND COLLIDED WITH TREES. THE PLT SAID HE THOUGHT HE HAD PLACED A CHOCK ON ONE WHEEL BUT LATER FOUND BOTH CHOCKS ON HIS WORKBENCH.

Brief of Accident (Continued)

File No. - 153

3/08/86

VERSAILLES,MO

A/C Reg. No. N3673H

Time (Lcl) - 1800 CST

Occurrence #1 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAXI

Finding(s)

1. OBJECT - TREE(S)
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. STARTING PROCEDURE - IMPROPER - PILOT IN COMMAND
4. AIRCRAFT UNATTENDED/ENGINE(S) RUNNING - IMPROPER - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 155 3/22/86 NEOSHO, MO A/C Reg. No. N1017X Time (Lcl) - 1145 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - DESCENT

Aircraft Damage
SUBSTANTIAL
Fire
ON GROUND

	Fatal	Injuries			None
		Serious	Minor		
Crew	0	0	0		1
Pass	0	0	0		1

-----Aircraft Information-----

Make/Model - PIPER PA-28-151
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2150
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E3D
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- 180/010 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
ARDMORE, OK
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

MEMORIAL
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 26
Biennial Flight Review
Current - YES
Months Since - 21
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 363
Make/Model- 43
Instrument- 28
Multi-Eng - 4
Last 24 Hrs - 4
Last 30 Days- UNK/NR
Last 90 Days- 70

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT HE HAD DESCENDED FROM 5500 FEET MSL TO 2000 FEET MSL WITH THE THROTTLE AT IDLE AND WITHOUT USING CARBURETOR HEAT. WHEN HE ADVANCED THE THROTTLE, THE ENGINE DID NOT RESPOND AND HE ATTEMPTED A FORCED LANDING. THE AIRPLANE IMPACTED TREES, THEN POWERLINES BEFORE IMPACTING THE GROUND. INVESTIGATION DID NOT REVEAL ANY REASON FOR THE ENGINE FAILURE. THIS AIRPLANE HAD AN STC FOR USE OF AUTOMOTIVE FUEL AND WAS USING AUTOMOTIVE FUEL AT THE TIME OF THE ACCIDENT. THE TEMPERATURE AND DEW POINT WAS OUTSIDE THE PROBABILITY RANGE FOR CARBURETOR ICE IF AVIATION FUEL WAS BEING USED BUT CAN NOT BE CALCULATED FOR AUTOMOTIVE FUEL.

Brief of Accident (Continued)

File No. - 155

3/22/86

NEOSHO,MO

A/C Reg. No. N1017X

Time (Lc1) - 1145 CST

Occurrence #1 LOSS OF POWER
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
2. TERRAIN CONDITION - NONE SUITABLE

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH

Finding(s)
3. OBJECT - TREE(S)
4. OBJECT - WIRE,TRANSMISSION(MARKED)

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)
5. TERRAIN CONDITION - GROUND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 170 4/12/86 ADVANCE,MO A/C Reg. No. N6609Q Time (Lcl) - 0930 CST

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage SUBSTANTIAL		Injuries			
Type of Operation -AERIAL APPLICATION	Fire	Crew	Fatal	Serious	Minor	None
Flight Conducted Under -14 CFR 137	NONE	Pass	0	0	0	1
Accident Occurred During -LANDING			0	0	0	0

-----Aircraft Information-----

Make/Model - GRUMMAN G164B	Eng Make/Model - P & W R-1340	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 6075	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 600 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	PLAINTON,MO	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 12.0 SM	Type of Flight Plan - NONE	Runway Surface - DIRT
Lowest Sky/Clouds - 10000 FT SCATTERED	Type of Clearance - NONE	Runway Status - WET
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
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)
ATP,CFI	Current - YES	Total - 8774
SE LAND,ME LAND	Months Since - 13	Last 24 Hrs - 2
GLIDER	Aircraft Type - PA-34	Make/Model- UNK/NR
		Last 30 Days- UNK/NR
		Instrument- 326
		Last 90 Days- 180
		Multi-Eng - 1284

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRPLANE WAS BEING OPERATED AS AN AGRICULTURAL AIRCRAFT WHEN THE ENGINE STARTED BACKFIRING AND THEN QUIT. DURING THE FORCED LANDING IN A PLOWED FIELD, THE AIRPLANE FLIPPED FORWARD TO THE INVERTED POSITION. INVESTIGATION REVEALED THE TEETH ON THE LEFT MAGNETO WERE ALL BROKEN OFF. A NEW MAGNETO AND A PROPELLER WERE INSTALLED AND AFTER GROUND RUN, THE ENGINE OPERATED NORMALLY. AFTER REPLACEMENT OF THE RUDDER, THE AIRPLANE WAS FLOWN OUT OF THE FIELD. AFTER REPLACEMENT OF THE ENGINE, THE AIRPLANE WILL BE RETURNED TO SERVICE.

Brief of Accident (Continued)

File No. - 170

4/12/86

ADVANCE,MO

A/C Reg. No. N6609Q

Time (Lc1) - 0930 CST

Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation MANEUVERING

Finding(s)

1. IGNITION SYSTEM,MAGNETO - FAILURE,TOTAL

Occurrence #2 FORCED LANDING
Phase of Operation MANEUVERING

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 132 1/06/86 CHARLOTTE, NC

A/C Reg. No. N47KB

Time (Lcl) - 2317 EST

-----Basic Information-----

Type Operating Certificate	ON-DEMAND AIR TAXI	Aircraft Damage						
Name of Carrier	-READI-AIR, INC.	SUBSTANTIAL						
Type of Operation	-NON SCHED, DOMESTIC, CARGO	Fire	Crew	Fatal	Injuries	Serious	Minor	None
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	0	1
Accident Occurred During	-LANDING			0	0	0	0	0

-----Aircraft Information-----

Make/Model	- PIPER PA-30	Eng Make/Model	- LYCOMING IO-320-B1A	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 3600	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 4	Rated Power	- 160 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	ATLANTA, GA	DOUGLAS-INTL
Wind Dir/Speed - 230/003 KTS	ATC/Airspace	Runway Ident - 18
Visibility - 15.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 7845/ 150
Lowest Sky/Clouds -	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - OVERCAST	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision - NONE		
Precipitation - NONE		
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)
COMMERCIAL, CFI	Current - YES	Total - 2161
SE LAND, ME LAND	Months Since - 4	Make/Model - 60
	Aircraft Type - UNK/NR	Instrument - 255
		Multi-Eng - 1004
		Last 24 Hrs - 3
		Last 30 Days - UNK/NR
		Last 90 Days - 38

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PLT REPORTED LOSS OF POWER ON THE RIGHT ENG AT ABOUT 20 FT ALT ON TAKEOFF. THE ACFT VEERED RIGHT, THE PLT ABORTED THE TAKEOFF AND TOUCHED DOWN ON THE RIGHT SIDE OF RWY. THE ACFT STRUCK A MOUND OF DIRT AND THE LDG GEAR COLLAPSED. THE TAKEOFF WAS INITIATED FROM AN INTERSECTION ON THE RWY RESULTING IN 3945 FT RWY FOR THE TAKEOFF. RWY LENGTH IS 7845 FT.

Brief of Accident (Continued)

File No. - 132

1/06/86

CHARLOTTE, NC

A/C Reg. No. N47KB

Time (Lc1) - 2317 EST

Occurrence #1 LOSS OF POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. MAINTENANCE - IMPROPER - COMPANY MAINTENANCE PSNL

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

2. ALL AVAILABLE RUNWAY - NOT USED - PILOT IN COMMAND
3. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - DIRT BANK

Occurrence #4 GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

5. LANDING GEAR, NOSE GEAR ASSEMBLY - OVERLOAD
6. LANDING GEAR, MAIN GEAR - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3,4,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 69 2/19/86 WASHINGTON, NC A/C Reg. No. N1975E Time (Lcl) - 1300 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage

SUBSTANTIAL

Fire
NONE

Fatal

Crew 0
Pass 0

Injuries

Serious Minor

0 0 0

None

1
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 SERIES

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 160 HP

ELT Installed/Activated - YES/NO

Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 005/005 KTS
Visibility - 5.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

WASHINGTON, NC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity

ON AIRPORT

Airport Data

WARREN FLD

Runway Ident - 23

Runway Lth/Wid - 5000/ 150

Runway Surface - ASPHALT

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 48

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - UNK/NR

Flight Time (Hours)

Total - 48 Last 24 Hrs - UNK/NR

Make/Model- 14 Last 30 Days- UNK/NR

Instrument- 0 Last 90 Days- 12

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT STATED THAT THE AIRCRAFT ENCOUNTERED A GUST OF WIND DURING LANDING FLARE CAUSING THE AIRCRAFT TO DRIFT TO THE LEFT UPON TOUCHDOWN. IN AN ATTEMPT TO CORRECT FOR THE DRIFT THE STUDENT PILOT APPLIED LEFT BRAKE PRESSURE AS WELL AS LEFT RUDDER PRESSURE AND THE AIRCRAFT ROLLED OFF THE LEFT SIDE OF THE RUNWAY AND NOSED OVER IN THE SOFT SOIL.

Brief of Accident (Continued)

File No. - 69

2/19/86

WASHINGTON, NC

A/C Reg. No. N1975E

Time (Lc1) - 1300 EST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND
 2. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
 3. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
 4. WEATHER CONDITION - GUSTS
 5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 6. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

7. TERRAIN CONDITION - SOFT
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,5,6

Factor(s) relating to this accident is/are finding(s) 4,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 30 3/11/86 YADKINVILLE, NC A/C Reg. No. N4752X Time (Lcl) - 1600 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Aircraft Damage
SUBSTANTIAL
Fire - NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 150
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1600
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200-A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - UNK/NR
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
ELKIN, NC
Destination
YADKINVILLE, NC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN
FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

YADKINVILLE
Runway Ident - N/A
Runway Lth/Wid - 1800/ 50
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
STUDENT

Age - 17
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 34
Make/Model- 32
Instrument- 6
Multi-Eng - UNK/NR
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 12
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS LANDED IMPROPERLY AND AFTER BOUNCING TWO OF THREE TIMES THE NOSE GEAR SEPARATED. THE ACFT THEN NOSED OVER AND SUFFERED FURTHER DAMAGE TO THE PROP, WINGS AND TAIL.

Brief of Accident (Continued)

File No. - 30

3/11/86

YADKINVILLE, NC

A/C Reg. No. N4752X

Time (Lc1) - 1600 EST

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

2. LANDING GEAR, NOSE GEAR ASSEMBLY - FAILURE, TOTAL
3. LANDING GEAR, NOSE GEAR ASSEMBLY - OVERLOAD

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

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. - 187 5/02/86 KENANSVILLE, NC A/C Reg. No. N5334N Time (Lcl) - 1230 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries				
Fatal	Serious	Minor	None	
0	0	0	1	
0	0	0	1	

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire Crew 0
NONE Pass 0

-----Aircraft Information-----

Make/Model - CESSNA 182A
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2800
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 230 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 270/015 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
CHESTERFIELD, VA
Destination
MYRTLE BEACH, SC

Airport Proximity
ON AIRPORT

Airport Data

P. B. RAIFORD
Runway Ident - 22
Runway Lth/Wid - 3700/ 100
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 40
Biennial Flight Review
Current - YES
Months Since - 18
Aircraft Type - C-182A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 279 Last 24 Hrs - UNK/NR
Make/Model- 15 Last 30 Days- UNK/NR
Instrument- 0 Last 90 Days- 15

Instrument Rating(s) - NONE

-----Narrative-----

DURING A LANDING ATTEMPT, THE PILOT FAILED TO MAINTAIN DIRECTIONAL CONTROL WITH A 15 KNOT RIGHT CROSSWIND. THE PILOT STATED THAT HE APPLIED RUDDER AND BRAKING, THE AIRCRAFT DRIFTED OF THE LEFT SIDE OF THE RUNWAY AND COLLIDED WITH A DITCH. THE PILOT DID NOT REPORT ANY SYSTEM MALFUNCTION.

Brief of Accident (Continued)

File No. - 187

5/02/86

KENANSVILLE, NC

A/C Reg. No. N5334N

Time (Lcl) - 1230 EDT

Occurrence #1 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

1. TERRAIN CONDITION - DITCH
 2. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
 3. WEATHER CONDITION - CROSSWIND
 4. COMPENSATION FOR WIND CONDITIONS - POOR - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

Factor(s) relating to this accident is/are finding(s) 1,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 39 1/06/86 SIDNEY, NE A/C Reg. No. N30535 Time (Lcl) - 1720 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Aircraft Damage

SUBSTANTIAL

Fire

NONE

Crew

Pass

Fatal

0

0

Injuries

Serious

0

0

Minor

0

0

None

1

1

-----Aircraft Information-----

Make/Model - CESSNA 177A
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2500
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A1F
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 060/010 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 1000 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
SAME AS ACC/INC

Destination

SCOTTSBLUFF, NE

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

SIDNEY MUNI
Runway Ident - 30
Runway Lth/Wid - 6600/ 100
Runway Surface - CONCRETE
Runway Status - SNOW - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND, ME LAND

Age - 50
Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - C-177

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	1361	Last 24 Hrs -	6
Make/Model-	836	Last 30 Days-	UNK/NR	
Instrument-	349	Last 90 Days-	33	
Multi-Eng -	25			

Instrument Rating(s) - AIRPLANE

-----Narrative-----

N30535 WAS MAKING A NIGHT TAKEOFF ON A RWY COVERED BY 3" DEEP SNOW. THERE WERE ALSO DRIFTS ALONG THE LT SIDE OF THE RWY WHICH WERE 8 TO 10 INCHES DEEP. DURING THE TAKEOFF ROLL MOISTURE BLEW ONTO THE WINDSHIELD AND THE ACFT DRIFTED TO THE LT. THE ACFT THEN ENCOUNTERED THE DEEPER DRIFTS ALONG THE SIDE OF THE RWY, SWERVED TO THE LT, HIT A SNOWBANK ALONG THE LT SIDE OF THE RWY AND NOSED OVER.

Brief of Accident (Continued)

File No. - 39

1/06/86

SIDNEY,NE

A/C Reg. No. N30535

Time (Lc1) - 1720 MST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. TERRAIN CONDITION - SNOW COVERED
 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 3. LIGHT CONDITION - DARK NIGHT
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

4. TERRAIN CONDITION - SNOWBANK
-

Occurrence #3 NOSE OVER
Phase of Operation TAKEOFF - GROUND RUN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 38 1/13/86 BASSETT,NE A/C Reg. No. N376B Time (Lcl) - 1330 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Aircraft Damage

SUBSTANTIAL

Fire

NONE

Crew

Pass

Fatal

0

0

Injuries

Serious

0

0

Minor

0

0

None

1

1

-----Aircraft Information-----

Make/Model - BEECH V35
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3400
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470-G

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 240 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- 290/015 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

COLUMBUS,NE

Destination

BASSETT,NE

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN

FULL STOP

Airport Proximity

ON AIRPORT

Airport Data

ROCK COUNTY

Runway Ident - 13

Runway Lth/Wid - 2800/ 50

Runway Surface - ASPHALT

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 55

Biennial Flight Review

Current - YES

Months Since - 3

Aircraft Type - H35

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 744

Make/Model- 256

Instrument- 2

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 6

Instrument Rating(s) - NONE

-----Narrative-----

WHILE LANDING HIS ACFT AT BASSETT, NEBRASKA THE PLT RPTD A GUST OF WIND HIT THE ACFT FM BEHIND AND HE LOST DIRECTIONAL CONTROL VEERING OFF INTO A SNOW BANK. THE PLT STATED THAT TWO WITNESSES WHO WERE WALKING NEAR THE RWY TOLD HIM NO WIND WAS BLOWING WHEN THE ACFT FIRST TOUCHED DOWN ON THE RWY. AFTER TOUCHING DOWN ON THE RWY, THE WITNESSES REPORTED A GUST OF WIND STRUCK THE REAR OF THE ACFT. WIND OBSERVATIONS OBTAINED FM THE NATIONAL WEATHER SERVICE OBSERVER LOCATED IN AINSWORTH, NEBRASKA 19 N.M. WEST OF BASSETT SHOWED WINDS FM 290 DEG. AT 15 KTS AT THE TIME OF THE ACCIDENT. THE PLT CHOSE TO LAND ON RWY 13 AFTER SEEING THE WINDSOCK HANGING DOWN. THE WITNESSES STATED THE WIND HAD BEEN BLOWING ERRATICALLY MOST OF THE DAY, POSSIBLY GIVING THE PLT A FALSE INDICATION OF WND CONDITIONS. THE ARPT TETRAHEDRON, ANOTHER SOURCE OF WND DIRECTION, SHOWED THE WND WAS BLOWING FM THE NW MAKING A LANDING TO RWY 31 THE APPROPRIATE CHOICE.

Brief of Accident (Continued)

File No. - 38

1/13/86

BASSETT,NE

A/C Reg. No. N376B

Time (Lcl) - 1330 CST

Occurrence #1 ON GROUND ENCOUNTER WITH WEATHER
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - TAILWIND
2. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
3. WEATHER CONDITION - GUSTS
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - SNOWBANK

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

Factor(s) relating to this accident is/are finding(s) 1,3,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 115 2/21/86 ALLIANCE,NE A/C Reg. No. N3400C Time (Lc1) - 1755 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 170B
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2050
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A1D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 260/014 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling -
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
ALLIANCE,NE
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - STRAIGHT-IN

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - DIRT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 42
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - C-170B

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 1200
Make/Model- 928
Instrument- 14
Multi-Eng - UNK/NR
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- 3
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT HAD JUST COMPLETED A BIENNIAL FLIGHT REVIEW IN ALLIANCE, NEBRASKA AND WAS RETURNING TO LAND ON HIS RANCH PROPERTY SOUTH OF ALLIANCE. WIND RPTS FM THE ALLIANCE AIRPORT, AND THE FAA FLIGHT SERVICE STATION IN SCOTTSBLUFF, INDICATED WINDS GENERALLY FM THE SOUTHWEST TO WEST AT SPEEDS FM 14 TO 26 KNOTS. THE PLT WAS AWARE OF THE WIND CONDITIONS IN THE AREA, BUT LANDED DOWNWIND ON A ROAD HE USES FOR A LANDING STRIP ON HIS RANCH PROPERTY. THE PLT LOST CONTROL DURING THE LANDING ROLL AND VEERED OFF THE SIDE OF THE ROAD INTO UNEVEN TERRAIN. THE WING STRUCK TERRAIN DURING THE DEPARTURE FM THE ROAD SUBSTANTIALLY DAMAGING THE AIRCRAFT.

Brief of Accident (Continued)

File No. - 115

2/21/86

ALLIANCE,NE

A/C Reg. No. N3400C

Time (Lc1) - 1755 CST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - TAILWIND
 2. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - ROUGH/UNEVEN
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 109 1/13/86 ATKINSON,NH

A/C Reg. No. N888EN

Time (Lcl) - 1638 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
DESTROYED
Fire ON GROUND

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

-----Aircraft Information-----

Make/Model - BELL 47J2A
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2900
No. of Seats - 4

Eng Make/Model - LYCOMING VO540B1B3
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 260 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- VARIABLE/012 KTS
Visibility - UNK/NR
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
LAWRENCE,MA
Destination
ATKINSON,NH

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 - TRAFFIC PATTERN

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND
HELICOPTER

Age - 39
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - G-5A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 750
Make/Model- 8
Instrument- 5
Last 24 Hrs - 2
Last 30 Days- UNK/NR
Last 90 Days- 100
Rotorcraft - 450

Instrument Rating(s) - NONE

-----Narrative-----

PILOT STATED HE WAS ATTEMPTING TO POSITION THE BELL 47 HELICOPTER ON A SMALL PAD. THIS PAD WAS TOO NARROW TO ACCOMMODATE THIS ACFT AND THE RIGHT SKID SLIPPED OFF THE PLATFORM. THE PILOT THEN REQUESTED HIS PASSENGER TO DEPLANE. AFTER THE PILOT DETERMINED THAT THERE WAS NO DAMAGE TO THE ACFT AN ATTEMPT WAS MADE TO REPOSITION THE ACFT. AT A HOVER OF APPROX 3 FT, THE ACFT STARTED TO ROTATE ABOUT ITS MAST AND HYDRAULIC ASSIST ON THE CYCLIC APPEARED TO HAVE BEEN LOST. THE PILOT ALSO LOST PEDAL CONTROL. THE PILOT THEN LANDED HARD, AND EXITED THE ACFT. SHORTLY THEREAFTER THE ACFT ERUPTED IN FLAMES AND WAS DESTROYED BY FIRE. NEITHER PILOT OR PASSENGER WERE INJURED.

Brief of Accident (Continued)

File No. - 109

1/13/86

ATKINSON,NH

A/C Reg. No. N888EN

Time (Lcl) - 1638 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

1. AIRPORT FACILITIES - INADEQUATE
 2. IMPROPER USE OF EQUIPMENT/AIRCRAFT - PILOT IN COMMAND
-

Occurrence #2 HARD LANDING
Phase of Operation HOVER

Occurrence #3 FIRE
Phase of Operation LANDING

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 16 1/19/86 LAS VEGAS,NV A/C Reg. No. N545PS Time (Lcl) - 1744 PST

-----Basic Information-----

Type Operating Certificate-AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage							
Name of Carrier -SKYBUS, INC.	NONE		Fatal		Serious		Minor	None
Type of Operation -NON SCHED,DOMESTIC,PASSENGER	Fire	Crew	0	0	0	0	8	
Flight Conducted Under -14 CFR 121	NONE	Pass	0	1	7	130		
Accident Occurred During -STANDING								

-----Aircraft Information-----

Make/Model - BOEING 727-214	Eng Make/Model - P&W JT8D-7	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 - 164	Rated Power - 14000 LBS THRUST	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	ON AIRPORT
Method - TELETYPE	LAS VEGAS,NV	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	MOLINE,IL	LAS VEGAS
Wind Dir/Speed- 080/005 KTS	ATC/Airspace	Runway Ident - 25
Visibility - 75.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 12634/ 150
Lowest Sky/CLOUDS -	Type of Clearance - IFR	Runway Surface - MACADAM
Lowest Ceiling - 25000 FT OVERCAST	Type Apch/Lndg - STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE	PRECAUTIONARY LANDIN	
Condition of Light - DUSK		

-----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 - 3775
SE LAND,ME LAND	Months Since - 5	Last 24 Hrs - 2
	Aircraft Type - B-727	Make/Model- 2400
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- 150
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER ACTIVATION OF NO 1 ENGINE FIRE WARNING SIGNALS A SECOND TIME, FLT CREW DECLARED EMERG AND RETURNED FOR LNDG. FUEL DUMP WAS SEEN BY SOME GRND OBSERVERS AS SMOKE TRAIL AND THIS WAS REPORTED TO FLT CREW. ACFT WAITING TAKEOFF REPORT THAT NO SMOKE OR FIRE WAS VISIBLE BUT FUEL DUMP STILL IN PROGRESS WAS OVERRIDDEN BY OTHER TRANSMISSIONS. EMERG EVACUATION VIA SLIDES WAS INITIATED AFTER ACFT CAME TO A STOP ON RUNWAY. EIGHT PASSENGERS SUSTAINED REPORTED INJURIES DURING EVACUATION. FIRE WARNING TRACED TO SHORT-CIRCUIT IN SYSTEM; ACFT RETURNED TO SERVICE.

Brief of Accident (Continued)

File No. - 16

1/19/86

LAS VEGAS, NV

A/C Reg. No. N545PS

Time (Lcl) - 1744 PST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. FIRE WARNING SYSTEM, POWERPLANT - FALSE INDICATION
2. EMERGENCY PROCEDURE - PERFORMED - PILOT IN COMMAND
3. FIRE WARNING SYSTEM, POWERPLANT - SHORTED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

4. LOAD JETTISON - PERFORMED - PILOT IN COMMAND
5. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND

Occurrence #3 MISCELLANEOUS/OTHER
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) 1,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 32 1/19/86 SLOAN,NV

A/C Reg. No. N41926

Time (Lcl) - 1218 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

		Injuries			
		Fatal	Serious	Minor	None
Fire	Crew	1	0	0	0
NONE	Pass	1	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -MANEUVERING

-----Aircraft Information-----

Make/Model - LUSCOMBE 8A
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1260
No. of Seats - 2

Eng Make/Model - CONTINENTAL A-65-9
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 65 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

Itinerary

Last Departure Point
LAS VEGAS,NV
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Wind Dir/Speed- 020/007 KTS
Visibility - 25.0 SM
Lowest Sky/Clouds - 25000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - UNK/NR
Condition of Light - DAYLIGHT

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND
GLIDER

Age - 30

Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - 8A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)

Total	- 294	Last 24 Hrs	- UNK/NR
Make/Model-	77	Last 30 Days-	2
Instrument-	UNK/NR	Last 90 Days-	3
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

ACFT WAS OBSERVED PERFORMING LOW-LEVEL AEROBATICS, FAILED TO COMPLETE PULL-OUT FROM SECOND CONSECUTIVE OVERHEAD MANEUVER, STRIKING GROUND IN 20-30 DEGREE NOSE-LOW ATTITUDE. NO EVIDENCE OF PRE-IMPACT MECHANICAL FAILURE OR MALFUNCTION FOUND IN ACFT STRUCTURE, POWER PLANT OR SYSTEMS.

Brief of Accident (Continued)

File No. - 32

1/19/86

SLOAN,NV

A/C Reg. No. N41926

Time (Lcl) - 1218 PST

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

Finding(s)

1. AEROBATICS - PERFORMED - PILOT IN COMMAND
2. PROPER ALTITUDE - NOT SELECTED - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
4. PULL-UP - NOT ATTAINED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 74 1/27/86 RENO,NV

A/C Reg. No. N2341S

Time (Lcl) - 1119 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage

DESTROYED

Fire
ON GROUND

Crew
Pass

Fatal
1
0

Injuries

Serious
0
0

Minor
0
0

None
0
0

-----Aircraft Information-----

Make/Model - CESSNA TR182RG
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3300
No. of Seats - 4

Eng Make/Model - LYCOMING O-540L3C5D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 235 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - IN PERSON
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 080/003 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - 6000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAWN

Itinerary

Last Departure Point
THERMAL,CA
Destination
RENO,NV

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - VFR
Type Apch/Lndg - STRAIGHT-IN

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

RENO CANNON INTERNATIONAL
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 50

Biennial Flight Review
Current - YES
Months Since - 18
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)
Total - 169
Make/Model- 67
Instrument- 6
Last 24 Hrs - 3
Last 30 Days- 8
Last 90 Days- 9

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS FLYING HIS CESSNA TR182RG BACK TO RENO CANNON AIRPORT, A FACILITY WITH A FREQUENT MIXTURE OF LIGHT GENERAL AVIATION AIRCRAFT AND HEAVY TURBINE AIR CARRIER OPERATIONS. THE PILOT HAD ACQUIRED THE MAJORITY OF HIS TERMINAL EXPERIENCE IN AND AROUND THE RENO CANNON AIRPORT. APPROACHING THE AIRPORT UNDER A VFR FLIGHT PLAN AND IN VISUAL METEOROLOGICAL CONDITIONS, THE PILOT WAS ISSUED TRAFFIC ADVISORIES ON 3 OCCASIONS REFERENCING A FRONTIER BOEING 737 AND TWICE CONFIRMED THE JET IN SIGHT. WITNESSES REPORTED OBSERVING THE AIRCRAFT ROLL RAPIDLY INTO A STEEP DESCENDING NOSE LOW ATTITUDE AND COLLIDE WITH THE TERRAIN WHILE IN CLOSE TRAIL BEHIND THE 737.

Brief of Accident (Continued)

File No. - 74

1/27/86

RENO,NV

A/C Reg. No. N2341S

Time (Lc1) - 1119 PST

Occurrence #1 VORTEX TURBULENCE ENCOUNTERED
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
2. IMPROPER DECISION, COMPLACENCY - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

3. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 24 2/12/86 FARMINGDALE, NY A/C Reg. No. N80827 Time (Lcl) - 1356 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under - 14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During - TAXI		Other 0	0	0	3

-----Aircraft Information-----

Make/Model - UNIVERSAL AIRCRAFT INDUS GC-1B	Eng Make/Model - FRANKLIN 6AS-350	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1710	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 220 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	SAME AS ACC/INC	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	LOCAL	REPUBLIC
Wind Dir/Speed- 300/015 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 - 57	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1216
SE LAND, ME LAND	Months Since - 9	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

PIPER ACFT WAS STANDING IN THE RUNUP AREA THAT IS ADJACENT TO TAXIWAY A5. THE PLT OF THE GLOBE ACFT TAXIED INTO THE RUNUP AREA AND BECAUSE THE SUN WAS IN HIS EYES AND THE PIPER WAS IN HIS BLIND SPOT HE RAN INTO THE PIPER.

Brief of Accident (Continued)

File No. - 24

2/12/86

FARMINGDALE, NY

A/C Reg. No. N80827

Time (Lc1) - 1356 EST

Occurrence ON GROUND COLLISION WITH OBJECT
Phase of Operation TAXI

Finding(s)

1. OBJECT - AIRCRAFT PARKED
2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
4. LIGHT CONDITION - SUNGLARE

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 24 2/12/86 FARMINGDALE, NY A/C Reg. No. N8298A Time (Lcl) - 1356 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - STANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	2
Other	0	0	0	1

-----Aircraft Information-----

Make/Model - PIPER PA-28RT-201T
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2750
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360-C
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 200 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 300/015 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
ITHACA, NY

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - UNK/NR
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

REPUBLIC
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 36
Biennial Flight Review
Current - YES
Months Since - 23
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total - 528	Last 24 Hrs - UNK/NR
Make/Model- 177	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 ACFT WAS STANDING IN THE RUNUP AREA THAT IS ADJACENT TO TAXIWAY A5. THE PLT OF THE GLOBE ACFT TAXIED INTO THE RUNUP AREA AND BECAUSE THE SUN WAS IN HIS EYES AND THE PIPER WAS IN HIS BLIND SPOT HE RAN INTO THE PIPER.

Brief of Accident (Continued)

File No. - 24

2/12/86

FARMINGDALE, NY

A/C Reg. No. N8298A

Time (Lc1) - 1356 EST

Occurrence ON GROUND COLLISION WITH OBJECT
Phase of Operation STANDING - ENGINE(S) OPERATING

Finding(s)

1. OBJECT - AIRCRAFT MOVING ON GROUND
2. REMEDIAL ACTION - NOT POSSIBLE - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 149 4/12/86 WAYNESVILLE, OH A/C Reg. No. N2760R Time (Lcl) - 1545 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 -LANDING			0	0	0	0

-----Aircraft Information-----

Make/Model - SCHWEIZER SGS 1-26A	Eng Make/Model - N/A	ELT Installed/Activated - NO	-N/A
Landing Gear - N/A	Number Engines - N/A	Stall Warning System - NO	
Max Gross Wt - 600	Engine Type - N/A		
No. of Seats - 1	Rated Power - N/A		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point WAYNESVILLE, OH	ON AIRPORT
Method - N/A	Destination LOCAL	Airport Data
Completeness - N/A	ATC/Airspace	WAYNESVILLE GLIDERPART
Basic Weather - VMC	Type of Flight Plan - NONE	Runway Ident - 36
Wind Dir/Speed- 200/010 KTS	Type of Clearance - NONE	Runway Lth/Wid - 3000 -UNK/NR
Visibility - 15.0 SM	Type Apch/Lndg - TRAFFIC PATTERN	Runway Surface - GRASS/TURF
Lowest Sky/Clouds - CLEAR	FULL STOP	Runway Status - DRY
Lowest Ceiling - NONE		
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 42	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 12
	Months Since - N/A	Last 24 Hrs - 1
GLIDER	Aircraft Type - N/A	Make/Model- UNK/NR
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 1

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT MISREAD HIS ALTIMETER AND MISJUDGED HIS ALTITUDE WHILE IN THE TRAFFIC PATTERN FOR LANDING AT THE PRIVATE GLIDERPORT. THE GLIDER COLLIDED WITH POWERLINES ON THE APPROACH END OF THE RUNWAY AND CRASHED SHORT OF THE RUNWAY SURFACE.

Brief of Accident (Continued)

File No. - 149

4/12/86

WAYNESVILLE, OH

A/C Reg. No. N2760R

Time (Lcl) - 1545 EST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. OBJECT - WIRE, TRANSMISSION
 2. PLANNED APPROACH - POOR - PILOT IN COMMAND
 3. ALTITUDE - MISJUDGED - PILOT IN COMMAND
-

Occurrence #2 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) 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. - 98 1/07/86 TULSA,OK

A/C Reg. No. N67102

Time (Lcl) - 0930 CST

-----Basic Information-----

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-ROCKY MOUNTAIN HELICOPTER	SUBSTANTIAL					
Type of Operation	-NON SCHED,DOMESTIC,PASSENGER	Fire	Crew	Fatal	0	0	1
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	1
Accident Occurred During	-TAKEOFF						

-----Aircraft Information-----

Make/Model	- AEROSPATIALE SA319B	Eng Make/Model	- TURBOMECA ASTAZOU XIVB	ELT Installed/Activated	- NO	-N/A
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- NO	
Max Gross Wt	- 4960	Engine Type	- TURBOSHAFT			
No. of Seats	- 7	Rated Power	- 858 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	MCALESTER,OK		HILLCREST MEDICAL CENTER	
Wind Dir/Speed	- 315/008 KTS	ATC/Airspace		Runway Ident	- UNK/NR
Visibility	- UNK/NR	Type of Flight Plan	- NONE	Runway Lth/Wid	- UNK/NR
Lowest Sky/Clouds	- UNK/NR	Type of Clearance	- NONE	Runway Surface	- CONCRETE
Lowest Ceiling	- UNK/NR	Type Apch/Lndg	- FORCED LANDING	Runway Status	- DRY
Obstructions to Vision	- UNK/NR				
Precipitation	- UNK/NR				
Condition of Light	- DAYLIGHT				

-----Personnel Information-----

Pilot-In-Command	Age - 40	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL,CFI	Current	- YES	Total
SE LAND,ME LAND	Months Since	- UNK/NR	200
HELICOPTER	Aircraft Type	- UNK/NR	Instrument
			Multi-Eng
			300
			Last 24 Hrs
			- UNK/NR
			Last 30 Days
			- UNK/NR
			Last 90 Days
			- UNK/NR
			Rotorcraft
			- 6000

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE MAIN ROTOR BLADES STRUCK THE TAIL BOOM AFTER LIFTOFF AND VIBRATION WAS VIOLENT. WHEN THE PLT HEARD METAL CONTACT HE PULLED OFF THE THROTTLE AND MADE AN AUTOROTATION LANDING FROM ABOUT 4 FT AGL.

Brief of Accident (Continued)

File No. - 98

1/07/86

TULSA,OK

A/C Reg. No. N67102

Time (Lc1) - 0930 CST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. ROTOR SYSTEM,MAIN ROTOR HUB DAMPER - FAILURE,PARTIAL
2. ROTOR SYSTEM,MAIN ROTOR BLADE - VIBRATION

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

3. AUTOROTATION - PERFORMED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 4 1/18/86 YUKON,OK

A/C Reg. No. N4935N

Time (Lcl) - 1533 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
Crew 0	0	0	1
Pass 0	0	0	1

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - BOEING A75N1
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2717
No. of Seats - 2

Eng Make/Model - CONTINENTAL W670-6A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - UNK/NR

ELT Installed/Activated - YES/YES
Stall Warning System - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 010/014 KTS
Visibility - 1.000 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

Airport Proximity
ON AIRPORT

Airport Data
PAGE

Runway Ident - UNK/NR
Runway Lth/Wid - 5000 -UNK/NR
Runway Surface - CONCRETE
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN
FULL STOP

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 55
Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 376
Make/Model- 154
Instrument- 0
Multi-Eng - 13
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- 33

Instrument Rating(s) - NONE

-----Narrative-----

THE LEFT BRAKE LOCKED AFTER THE AIRCRAFT ROLLED A SHORT DISTANCE DURING LANDING. AIRCRAFT SLOWED UNTIL ABOUT 20 MPH FORWARD SPEED AND THEN FLIPPED INVERTED AND STOPPED. POST ACCIDENT EXAMINATION REVEALED THE BRAKE SHOE RETURN SPRING ON THE LEFT BRAKE WAS BROKEN. REASON FOR THE SPRING FAILURE WAS NOT DETERMINED.

Brief of Accident (Continued)

File No. - 4 1/18/86 YUKON,OK

A/C Reg. No. N4935N

Time (Lcl) - 1533 CST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation LANDING - ROLL

Finding(s)

1. LANDING GEAR,NORMAL BRAKE SYSTEM - FAILURE,TOTAL

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 159 2/01/86 OWASSO,OK

A/C Reg. No. N106TD

Time (Lcl) - 1720 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

DESTROYED
Fire
NONE

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - STEPHENSON TEENIE TWO
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - UNK/NR
No. of Seats - 1

Eng Make/Model - VOLKSWAGEN 1500
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 40 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 170/011 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - 2500 FT THIN BKN

Lowest Ceiling - 2500 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DUSK

Itinerary

Last Departure Point

OWASSO,OK

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

OWASSO

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND, ME LAND

HELICOPTER

Age - 40

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - EXPIRED

Flight Time (Hours)

Total - 1000

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 ACFT DESCENDED TO GROUND IMPACT IN A STEEP TURN WHILE PRACTICING LAZY EIGHT MANEUVERS. THE LAST TURN WAS VERY STEEP AT LOW ALT AND THE ACFT DISAPPEARED BEHIND TREES. THE PLT WAS REPORTEDLY CHECKING THE ACFT'S STABILITY FOR THE OWNER. THE GROUND IMPACT ANGLE WAS 65-85 DEGREES AND THE ACFT ONLY MOVED ABOUT 4 FT AFTER IMPACT

Brief of Accident (Continued)

File No. - 159

2/01/86

OWASSO,OK

A/C Reg. No. N106TD

Time (Lcl) - 1720 CST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

1. AEROBATICS - PERFORMED - PILOT IN COMMAND
 2. ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
 3. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
 4. SPIRAL - NOT CORRECTED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

5. TERRAIN CONDITION - OPEN FIELD
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 105 3/29/86 SALLISAW,OK A/C Reg. No. N7341A Time (Lcl) - 1230 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -APPROACH

Aircraft Damage
SUBSTANTIAL
Fire NONE
Crew 0
Pass 0

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	0	1

-----Aircraft Information-----

Make/Model - CESSNA 172
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2075
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-300-A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 145 HP

ELT Installed/Activated - YES/NO
Stall Warning System - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 230/015 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
GREENVILLE, TX
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity
ON AIRPORT

Airport Data
SALLISAW

Runway Ident - 31
Runway Lth/Wid - 2600/ 100
Runway Surface - DIRT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 35
Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - UNK/NR Last 24 Hrs - UNK/NR
Make/Model- 245 Last 30 Days- UNK/NR
Instrument- UNK/NR Last 90 Days- UNK/NR
Multi-Eng - UNK/NR Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT ON APPROACH INTO AN UNFAMILIAR AIRSTRIP HE ENCOUNTERED TURBULENCE AND A TAIL WIND. HE ATTEMPTED A GO-AROUND AT A LOW ALTITUDE WITH FULL FLAPS. BEFORE SUFFICIENT AIRSPEED COULD BE REACHED AND FLAPS RETRACTED, THE AIRCRAFT COLLIDED WITH TREES ALONG THE RUNWAY, CAUSING SUBSTANTIAL DAMAGE TO THE AIRCRAFT.

Brief of Accident (Continued)

File No. - 105

3/29/86

SALLISAW,OK

A/C Reg. No. N7341A

Time (Lc1) - 1230 CST

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

1. OBJECT - TREE(S)
2. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND
4. JUDGEMENT - POOR - PILOT IN COMMAND
5. GO-AROUND - ATTEMPTED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

Factor(s) relating to this accident is/are finding(s) 3,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 104 3/31/86 BRISTOW, OK A/C Reg. No. N2826L Time (Lcl) - 1215 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - TAXI

Fire NONE
Crew Pass

-----Aircraft Information-----

Make/Model - CESSNA 172H
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2150
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-300-D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 145 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 190/023 KTS
Visibility - 12.0 SM
Lowest Sky/Clouds - 6000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

JONES MEMORIAL
Runway Ident - 35
Runway Lth/Wid - 3375/ 50
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 36
Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 386	Last 24 Hrs	- UNK/NR
Make/Model-	386	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	56

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED ENCOUNTERING STRONG GUSTY WINDS WHILE TAXIING FOR DEPARTURE AT JONES MEMORIAL AIRPORT, BRISTOW, OK. AS A RESULT HIS AIRCRAFT WAS FLIPPED UPSIDE DOWN AND SUBSTANTIALLY DAMAGED. THE PILOT WAS NOT INJURED.

Brief of Accident (Continued)

File No. - 104

3/31/86

BRISTOW,OK

A/C Reg. No. N2826L

Time (Lc1) - 1215 CST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAXI

Finding(s)

1. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND

Occurrence #2 MISCELLANEOUS/OTHER
Phase of Operation TAXI

----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. - 17 1/05/86 IONE,OR A/C Reg. No. N1920V Time (Lcl) - 1350 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL

Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 140
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1500
No. of Seats - 2

Eng Make/Model - CONTINENTAL C-90-12F
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 90 HP

ELT Installed/Activated - YES/NO
Stall Warning System - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- CALM

Visibility - 5.0 SM

Lowest Sky/Clouds -

Lowest Ceiling - 500 FT OVERCAST

Obstructions to Vision- FOG

Precipitation - FREEZING RAIN

Condition of Light - DAWN

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

Age - 26

Biennial Flight Review

Current - YES

Months Since - 24

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 670

Make/Model- 19

Instrument- 45

Last 24 Hrs - 1

Last 30 Days- UNK/NR

Last 90 Days- 25

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT ATTEMPTED TO FLY HIS NEWLY PURCHASED AIRCRAFT A DISTANCE OF 3 MILES FROM ONE LOCAL AIRSTRIIP TO ANOTHER FOR THE PURPOSE OF HANGARING IT. A CEILING OF 500 FEET OVERCAST WITH 5 MILES VISIBILITY FOG AND FREEZING RAIN WERE PRESENT. THE WINDSCREEN ICED UP AND A FORCED LANDING WAS MADE CAUSING SUBSTANTIAL DAMAGE.

Brief of Accident (Continued)

File No. - 17 1/05/86 IONE,OR

A/C Reg. No. N1920V

Time (Lcl) - 1350 PDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE

Finding(s)

1. WEATHER CONDITION - FOG
 2. WEATHER EVALUATION - DISREGARDED - PILOT IN COMMAND
 3. WEATHER CONDITION - ICING CONDITIONS
 4. FLIGHT INTO KNOWN ADVERSE WEATHER - SELECTED - PILOT IN COMMAND
 5. WEATHER CONDITION - LOW CEILING
-

Occurrence #2 FORCED LANDING
Phase of Operation CRUISE

Occurrence #3 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

Factor(s) relating to this accident is/are finding(s) 1,3,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. 137 1/16/86 HORTON,OR A/C Reg. No. N40290 Time (Lcl) - 1238 PST

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Type of Operation -AERIAL APPLICATION
Flight Conducted Under -14 CFR 137
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 - HILLER/SOLOY UH-12E
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3100
No. of Seats - 3

Eng Make/Model - ALLISON 250-020
Number Engines - 1
Engine Type - TURBOSHAFT
Rated Power - 305 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 - IMC
Wind Dir/Speed- 160/019 KTS
Visibility - 2.000 SM
Lowest Sky/Clouds -
Lowest Ceiling - 1200 FT BROKEN
Obstructions to Vision- FOG
Precipitation - RAIN
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
HORTON,OR
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 - 37

Biennial Flight Review

Current - YES
Months Since - 12
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 4733	Last 24 Hrs	- 4
Make/Model	- 3100	Last 30 Days	- UNK/NR
Instrument	- UNK/NR	Last 90 Days	- 120
Multi-Eng	- UNK/NR	Rotorcraft	- 4500

Instrument Rating(s) - NONE

-----Narrative-----

THE FORK CONNECTING THE ROTORCRAFT'S BLUE BLADE TO THE MAIN ROTOR HUB SEPARATED AFTER A LONG TERM FATIGUE CRACK HAD SPREAD THROUGH MORE THAN 60% OF THE FORK CIRCUMFERENCE. THE OPERATOR FAILED TO CARRY OUT THE APPROPRIATE INSPECTION OF THE FORK UNIT AS DELINEATED IN THE FAA AIRWORTHINESS DIRECTIVE DUE IN PART TO CONFUSION OVER THE WORDING OF THE AD COUPLED WITH THE MISPERCEPTION THAT THE FORK REQUIRED ONLY A VISUAL INSPECTION RATHER THAN A DYE PENETRANT CHECK. THE MISPERCEPTION OF THE TYPE OF INSPECTION WAS BORN OUT OF A BELIEF THAT THE ORIGINAL BLADE FORK WITH ITS TEN THOUSAND SERIES SERIAL NUMBER REQUIRED ONLY A VISUAL CHECK. THE INSTALLED BLADE FORK SERIAL NUMBER WAS NO LONGER EVIDENT ON THE PART AND MANUFACTURER RECORDS HAD BEEN LOST THUS PREVENTING THE OPERATOR FROM VERIFYING THE SERIAL NUMBER AND INSTITUTING THE NECESSARY INSPECTION. STRONG GUSTY WINDS EXISTED AT THE ACCIDENT SITE ASSOCIATED WITH FRONTAL PASSAGE AT THE TIME OF THE ACCIDENT.

Brief of Accident (Continued)

File No. - 137

1/16/86

HORTON,OR

A/C Reg. No. N40290

Time (Lcl) - 1238 PST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation MANEUVERING

Finding(s)

1. ROTOR SYSTEM,MAIN ROTOR HUB GRIP(SLEEVE) - FATIGUE
2. MAINTENANCE,INSPECTION OF AIRCRAFT - INADEQUATE - COMPANY MAINTENANCE PSNL
3. IMPROPER USE OF PROCEDURE,INFORMATION INSUFFICIENT - COMPANY MAINTENANCE PSNL
4. INSUFFICIENT STANDARDS/REQUIREMENTS - FAA(ORGANIZATION)
5. MAINTENANCE,RECORDKEEPING - POOR - MANUFACTURER
6. WEATHER CONDITION - GUSTS

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation DESCENT - UNCONTROLLED

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3,4,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 40 1/30/86 CASCADE LOCKS,OR A/C Reg. No. N1TF Time (Lcl) - 1555 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew		0	0	0	1
Pass		0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA T210-H
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3400
No. of Seats - 6

Eng Make/Model - CONTINENTAL TS10-520-H
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 - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC

Wind Dir/Speed- 090/010 KTS
Visibility - 30.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 4000 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
PORTLAND,OR
Destination
CASCADE LOCKS,OR

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

CASCADE LOCKS
Runway Ident - 06
Runway Lth/Wid - 1800/ 30
Runway Surface - ASPHALT
Runway Status - WET

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND,ME LAND

Age - UNK/NR
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 1111 Last 24 Hrs - UNK/NR
Make/Model- 563 Last 30 Days- UNK/NR
Instrument- 208 Last 90 Days- 7
Multi-Eng - 134

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING LANDING ROLL ON THE 1800 FOOT LONG 30 FOOT WIDE WET RUNWAY, THE AIRCRAFT VEERED RIGHT OFF THE RUNWAY AND THEN NOSED OVER. THE PILOT APPLIED BRAKES TWICE WITH NO EFFECT AND THE THIRD TIME THEY GRABBED. NO MALFUNCTIONS WERE FOUND DURING INSPECTION OR EXAMINATION. HYDROPLANING PROBABLY OCCURRED.

Brief of Accident (Continued)

File No. - 40

1/30/86

CASCADE LOCKS,OR

A/C Reg. No. N1TF

Time (Lcl) - 1555 PST

Occurrence #1 LOSS OF CONTROL - ON GROUND

Phase of Operation LANDING - ROLL

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND
3. BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND
4. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - WET

Occurrence #2 NOSE OVER

Phase of Operation LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - WET
6. TERRAIN CONDITION - SOFT

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 42 1/31/86 SANDY, OR A/C Reg. No. N2085R Time (Lcl) - 1700 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation - PERSONAL	Fire	Crew 0	Serious 0	Minor 1	None 0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	1	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 182	Eng Make/Model - CONTINENTAL O-470-R	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3100	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 230 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELETYPE	YAKIMA, WA	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	CRESSWELL, OR	Runway Ident - N/A
Wind Dir/Speed- 120/014 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 40.0 SM	Type of Flight Plan - IFR	Runway Surface - N/A
Lowest Sky/Clouds -	Type of Clearance - IFR	Runway Status - N/A
Lowest Ceiling - 9000 FT BROKEN	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 39	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1911
SE LAND	Months Since - 21	Last 24 Hrs - 4
	Aircraft Type - UNK/NR	Make/Model- 1374
		Last 30 Days- UNK/NR
		Instrument- 302
		Last 90 Days- 45
		Multi-Eng - 7

Instrument Rating(s) - AIRPLANE

-----Narrative-----

A TOTAL LOSS OF POWER OCCURRED DUE TO A COMPLETE LOSS OF OIL. DURING ENGINE TEARDOWN IT WAS FOUND THAT THE OIL FILTER ADAPTER HAD SLIPPED PAST THE THREADS IN THE OIL PUMP HOUSING. THE AIRCRAFT HAD THE OIL FILTER ADAPTER REPLACED AS WELL AS THE O RING ON 12-11-85. THE MECHANIC TOLD THE AIRCRAFT OWNER VIA A WRITTEN WORK ORDER THAT THE THREADS ON THE ADAPTER WERE WORN AND BROKEN. DUE TO UNSUITABLE LANDING AREAS AVAILABLE A NOSE OVER OCCURRED DURING LANDING ON THE GRASS FIELD.

Brief of Accident (Continued)

File No. - 42

1/31/86

SANDY,OR

A/C Reg. No. N2085R

Time (Lcl) - 1700 PST

Occurrence #1 LOSS OF POWER
Phase of Operation DESCENT - NORMAL

Finding(s)

1. MISCELLANEOUS - LOOSE
2. MAINTENANCE,INSTALLATION - IMPROPER - OTHER MAINTENANCE PSNL
3. FLUID,OIL - STARVATION
4. INSTRUCTIONS,WRITTEN/VERBAL - DISREGARDED - PILOT IN COMMAND

Occurrence #2 NOSE DOWN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. TERRAIN CONDITION - RISING
6. TERRAIN CONDITION - SOFT

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

Factor(s) relating to this accident is/are finding(s) 5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 33 2/12/86 WOODBURN,OR A/C Reg. No. N5632F Time (Lcl) - 1550 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Aircraft Damage
SUBSTANTIAL
Fire NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - ALON A2
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1450
No. of Seats - 2

Eng Make/Model - CONTINENTAL C-90-12F
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 90 HP

ELT Installed/Activated - YES/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 - 25.0 SM
Lowest Sky/Clouds - 2000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
WOODBURN,OR
Destination
CANBY,OR

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRSTRIP

Airport Data

Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - GRASS/TURF
Runway Status - DRY
ICE COVERED

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 40
Biennial Flight Review
Current - YES
Months Since - 5
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 239
Make/Model- 40
Instrument- 7
Multi-Eng - UNK/NR
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 39
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS ATTEMPTING TO DEPART THE SOD 1300 FOOT RUNWAY AND DUE TO POOR SOFT FIELD TECHNIQUE FAILED TO CLEAR A FENCE.

Brief of Accident (Continued)

File No. - 33

2/12/86

WOODBURN, OR

A/C Reg. No. N5632F

Time (Lc1) - 1550 PST

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SOFT
2. PLANNING-DECISION - POOR - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 23 2/19/86 BURNS,OR A/C Reg. No. N7774Q Time (Lcl) - 1220 PST

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier -AAR WESTERN SKYWAYS, INC.	SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation -NON SCHED,DOMESTIC,CARGO	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 135	NONE	Pass	0	0	0	0
Accident Occurred During -LANDING						

-----Aircraft Information-----

Make/Model - CESSNA 340	Eng Make/Model - CONTINENTAL TS10-520N	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 5975	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 310 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - IN PERSON	REDMOND,OR	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	BURNS,OR	BURNS MUNICIPAL
Wind Dir/Speed- 300/004 KTS	ATC/Airspace	Runway Ident - 30
Visibility - 5.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 1500/ 150
Lowest Sky/Clouds -	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - 1200 FT OVERCAST	Type Apch/Lndg - VOR/TVOR	Runway Status - WET
Obstructions to Vision- FOG	FULL STOP	
Precipitation - SNOW		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 28	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 2990
SE LAND,ME LAND	Months Since - 9	Last 24 Hrs - 5
	Aircraft Type - UNK/NR	Make/Model- 112
		Last 30 Days- UNK/NR
		Instrument- 287
		Last 90 Days- 217
		Rotorcraft - UNK/NR
		Multi-Eng - 388

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT ENCOUNTERED AIRFRAME ICING ON A DESCENT FOR A VOR APPROACH. 1/8 TO 1/4 INCH OF ICE WAS PRESENT DURING LANDING. THE PILOT ALLOWED A STALL TO OCCUR PRIOR TO TOUCH DOWN WITH A HARD LANDING RESULTING.

Brief of Accident (Continued)

File No. - 23

2/19/86

BURNS,OR

A/C Reg. No. N7774Q

Time (Lc1) - 1220 PST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation DESCENT - NORMAL

Finding(s)

1. WEATHER CONDITION - ICING CONDITIONS
 2. WEATHER CONDITION - SNOW
-

Occurrence #2 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
 4. FLARE - IMPROPER - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 134

2/25/86

ANTELOPE,OR

A/C Reg. No. N8305C

Time (Lcl) - 1855 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

Injuries			
Fatal	Serious	Minor	None
1	0	0	0
1	0	0	0

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Fire
ON GROUND

Crew
Pass

-----Aircraft Information-----

Make/Model - PIPER PA34-200T
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 4570
No. of Seats - 7

Eng Make/Model - CONTINENTAL L-TS10-360-E
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 200 HP
ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 080/004 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds -
Lowest Ceiling - 4000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - DRIZZLE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
PORTLAND,OR
Destination
RAJNEESHPURAM,OR

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 - VFR ON TOP
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL
SE LAND,ME LAND,SE SEA,ME SEA

Age - 43

Biennial Flight Review

Current - YES
Months Since - 4
Aircraft Type - BN-2

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	5743	Last 24 Hrs	-	2
Make/Model	-	20	Last 30 Days	-	UNK/NR
Instrument	-	335	Last 90 Days	-	50
Multi-Eng	-	1760	Rotorcraft	-	UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PLT WAS OPERATING VFR ON TOP AT 11000 FEET, COMMENCED DESCENT TO DESTINATION 34 MILES OUT. PLT RPTED FIELD IN SIGHT 16 MILES OUT, PASSING 6500 FT, CANCELLED FLIGHT PLAN. ACFT IMPACTED RIDGE AT 4100 FEET MSL 7 MILES FROM DESTINATION. DARK NIGHT CONDS EXISTED, WITH OVERCAST ABOVE BROKEN CLOUDS. RESIDENTS REPORTED MODERATE DRIZZLE IN AREA AT TIME OF CRASH. FORECAST INCLUDED MODERATE TURBULENCE BELOW 15000 FEET WITH STRONG UP AND DOWN DRAFTS NEAR MOUNTAINS, MOUNTAINS OBSCURED IN CLOUDS AND PRECIPITATION. RADAR TRACK SHOWED ACFT SPD DURING DESCENT IN EXCESS OF 200 KTS, RATE OF DESCENT UP TO 1200 FEET PER MINUTE. WRECKAGE INDICATES ACFT STRUCK STEEP ROCKY SLOPE IN NOSE-HIGH ATTITUDE WITH POWER ON.

Brief of Accident (Continued)

File No. - 134

2/25/86

ANTELOPE,OR

A/C Reg. No. N8305C

Time (Lc1) - 1855 PST

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT

Finding(s)

1. ALTITUDE - MISJUDGED - PILOT IN COMMAND
2. CLEARANCE - MISJUDGED - PILOT IN COMMAND
3. TERRAIN CONDITION - RISING
4. LIGHT CONDITION - DARK NIGHT
5. WEATHER CONDITION - RAIN
6. WEATHER CONDITION - TURBULENCE
7. WEATHER CONDITION - DOWNDRAFT

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3,4,5,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 19 3/03/86 GOLD HILL,OR A/C Reg. No. N35PH Time (Lcl) - 1330 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL					
Type of Operation - PERSONAL	Fire	Crew	Fatal	Injuries		
Flight Conducted Under -14 CFR 91	NONE	Pass	0	Serious	Minor	None
Accident Occurred During -LANDING			0	0	0	1
			0	0	0	0

-----Aircraft Information-----

Make/Model - PATRICK HENRY FOKKER DR. 1	Eng Make/Model - LYCOMING O-320	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - UNK/NR	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	GRANTS PASS,OR	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 320/003 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Surface - GRASS/TURF
Lowest Sky/Clouds - 25000 FT THIN BKN	Type of Clearance - NONE	Runway Status - SOFT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	
Obstructions to Vision- NONE	TOUCH AND GO	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 42	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 481
SE LAND	Months Since - 8	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 136
		Last 30 Days- UNK/NR
		Instrument- 2
		Last 90 Days- 9

Instrument Rating(s) - NONE

-----Narrative-----

PLT ATTEMPTED SPUR OF THE MOMENT LANDING IN OPEN FIELD. ACFT WHEELS SANK INTO SOFT TERRAIN AFTER TOUCHDOWN AND ACFT NOSED OVER.

Brief of Accident (Continued)

File No. - 19

3/03/86

GOLD HILL,OR

A/C Reg. No. N35PH

Time (Lc1) - 1330 PST

Occurrence #1 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

1. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
 2. TERRAIN CONDITION - SOFT
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 68 2/09/86 COLUMBIA, SC A/C Reg. No. N3773F Time (Lcl) - 1430 EST

-----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	ON GROUND	Pass	0	0	0	1
Accident Occurred During - LANDING			0	0	0	1

-----Aircraft Information-----

Make/Model - GREAT LAKES 2T-1A-2	Eng Make/Model - LYCOMING AEIO-360-B196	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 1580	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 2	Rated Power - 180 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point COLUMBIA, SC	OFF AIRPORT/STRIP
Method - N/A	Destination LOCAL	
Completeness - N/A		Airport Data
Basic Weather - VMC	ATC/Airspace	OWENS FIELD
Wind Dir/Speed- 072/005 KTS	Type of Flight Plan - NONE	Runway Ident - N/A
Visibility - 6.0 SM	Type of Clearance - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 3000 FT SCATTERED	Type Apch/Lndg - FORCED LANDING	Runway Surface - N/A
Lowest Ceiling - 9000 FT BROKEN		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)
PRIVATE	Current - UNK/NR	Total - 4365
SE LAND	Months Since - UNK/NR	Make/Model- 5
GLIDER	Aircraft Type - UNK/NR	Instrument- 57
		Multi-Eng - 3250
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 34

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE ON CROSSWIND FOLLOWING TAKEOFF THE ENGINE LOST TOTAL POWER AFTER CLIMBING TO 500 FEET AGL. THE PILOT INITIATED A TURN TOWARD A FIELD AND COLLIDED WITH TREES ON THE APPROACH END OF THE FIELD. POST-CRASH EXAMINATION OF THE AIRCRAFT REVEALED THAT THE INDUCTION AIR HOSE HAD COLLAPSED AND WAS DRAWN INTO THE INDUCTION SYSTEM, RESTRICTING THE FLOW OF INDUCTION AIR TO THE ENGINE.

Brief of Accident (Continued)

File No. - 68

2/09/86

COLUMBIA, SC

A/C Reg. No. N3773F

Time (Lcl) - 1430 EST

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. INDUCTION AIR CONTROL - BLOCKED(TOTAL)

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

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. - 71 2/09/86 CHARLESTON, SC A/C Reg. No. N39663 Time (Lcl) - 1700 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

-----Aircraft Information-----

Make/Model - PIPER PA-28-181
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1416
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A4M
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL

Basic Weather - VMC

Wind Dir/Speed- 120/007 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - 8500 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
OCEAN CITY, NJ
Destination
CHARLESTON, SC

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

CHARLESTON INTER.
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND

Age - 40

Biennial Flight Review

Current - YES
Months Since - 21
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 404	Last 24 Hrs	- UNK/NR
Make/Model-	16	Last 30 Days-	UNK/NR
Instrument-	17	Last 90 Days-	16

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ON A PERSONAL CROSS-COUNTRY FLIGHT THE AIRCRAFT EXPERIENCED A COMPLETE LOSS OF POWER AND MADE AN EMERGENCY LANDING ON A ROAD 2.5 MILES EAST OF THE AIRPORT. THE PILOT STATED THAT THE AIRCRAFT RAN OUT OF FUEL.

Brief of Accident (Continued)

File No. - 71

2/09/86

CHARLESTON, SC

A/C Reg. No. N39663

Time (Lc1) - 1700 EST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FLUID, FUEL - EXHAUSTION
 2. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
 3. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND
 4. REFUELING - NOT PERFORMED - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 158 4/13/86 ORANGEBURG, SC A/C Reg. No. N714DC Time (Lcl) - 1310 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL					
Type of Operation -PERSONAL	Fire	Crew	Fatal	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	1	0
Accident Occurred During -LANDING			0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 150	Eng Make/Model - CONTINENTAL O-200-A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	ORANGEBURG, SC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	ORANGEBURG
Wind Dir/Speed- 120/008 KTS	ATC/Airspace	Runway Ident - 04
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4500/ 100
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 48	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 19
	Months Since - N/A	Last 24 Hrs - 2
	Aircraft Type - N/A	Make/Model- 19
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 13

Instrument Rating(s) - NONE

-----Narrative-----

DURING LANDING THE STUDENT PILOT LOST DIRECTIONAL CONTROL OF THE AIRCRAFT IN A CROSSWIND AND RAN OFF THE SIDE OF THE RUNWAY AND INTO A DRAINAGE DITCH.

Brief of Accident (Continued)

File No. - 158

4/13/86

ORANGEBURG, SC

A/C Reg. No. N714DC

Time (Lc1) - 1310 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
4. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - DITCH

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 58 1/20/86 JASPER, TN

A/C Reg. No. N5904Z

Time (Lcl) - 1700 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

	Fatal	Serious	Minor	None
Injuries				
Crew	0	1	0	0
Pass	0	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Fire
NONE

-----Aircraft Information-----

Make/Model - PIPER PA-22
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1650
No. of Seats - 2

Eng Make/Model - LYCOMING IO-320
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 108 HP

ELT Installed/Activated - YES/YES
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
BLACKSBURG, VA
Destination
HUNTSVILLE, AL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

MARION COUNTY
Runway Ident - 21
Runway Lth/Wid - 3500/ 75
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
ATP
SE LAND, ME LAND

Age - 55
Biennial Flight Review
Current - YES
Months Since - 16
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 11500
Make/Model- 18
Instrument- 2002
Multi-Eng - 10000
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR
Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT CRASHED INTO A HOUSE BEFORE STRIKING THE GROUND IN AN UNCONTROLLED DESCENT. THE ACFT WAS APPROACHING MARION ARPT FOR A LANDING WHEN THE PLT LOST CONTROL. THE PLT SAID THAT THE STABILIZER ADJUSTMENT "STRIPPED". THE PILOT WAS USING THE TRIM TAB WHEN THE ACFT NOSED UP VIOLENTLY DURING FINAL APPROACH.

Brief of Accident (Continued)

File No. - 58

1/20/86

JASPER, TN

A/C Reg. No. N5904Z

Time (Lcl) - 1700 CST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. UNDETERMINED

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

2. PROPER GLIDEPATH - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

3. OBJECT - RESIDENCE

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 168 3/16/86 LAFAYETTE, TN A/C Reg. No. N2618J Time (Lc1) - 1905 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	1
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - CESSNA 150	Eng Make/Model - CONTINENTAL O-200	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1640	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	LAFAYETTE
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - 18
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - 4000/ 75
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - UNK/NR		
Condition of Light - DUSK		

-----Personnel Information-----

Pilot-In-Command	Age - 32	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, ATP, CFI	Current - YES	Total - 6848
SE LAND, ME LAND	Months Since - 4	Last 24 Hrs - 1
	Aircraft Type - PA31	Make/Model- 257
		Instrument- 660
		Last 30 Days- UNK/NR
		Last 90 Days- 42
		Multi-Eng - 3490

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT HE HAD COMPLETED A TOUCHDOWN AND WAS ON ROLLOUT WHEN HE NOTICED A DEER ON THE RUNWAY. HE INCREASED THE POWER ENOUGH TO AVOID COLLIDING WITH THE DEER, BUT STALLED THE AIRCRAFT AND COLLIDED WITH THE RUNWAY SURFACE FAILING THE NOSE GEAR. THE AIRCRAFT FLIPPED INVERTED AND SKIDDED OF THE LEFT SIDE OF THE PAVED SURFACE. RECEIVING SUBSTANTIAL DAMAGE. THE PILOT & PASSENGER WERE NOT INJURED. THE FLIGHT DEPARTED LAFAYETTE AT 1900 HOURS. THE PILOT REPORTED DURING A TELEPHONE INTERVIEW THAT AFTER THE INITIAL CLIMB, HE NOTICED THAT THE AIRCRAFT LIGHTS WERE DIMMING AND FELT THAT THE FLIGHT COULD NOT BE CONTINUED. HE STATED THAT THE TRAFFIC PATTERN AND LANDING WAS MADE WITHOUT USING THE LANDING LIGHTS. DURING THE LANDING ROLL, THE PILOT SAID HE SAW A DEER ON THE RUNWAY. HE THEN PROCEEDED TO INCREASE POWER TO GO AROUND. THE AIRCRAFT CLIMBED HIGH ENOUGH TO AVOID A COLLISION WITH THE DEER, BUT SETTLED BACK TO THE GROUND. THE NOSE GEAR FAILED AND THE ACFT FLIPPED OVER ON ITS BACK.

Brief of Accident (Continued)

File No. - 168

3/16/86

LAFAYETTE, TN

A/C Reg. No. N2618J

Time (Lc1) - 1905 CST

Occurrence #1 ABRUPT MANEUVER
Phase of Operation LANDING - ROLL

Finding(s)

1. LIGHT CONDITION - DUSK
2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
3. OBJECT - ANIMAL(S)
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

6. STALL - UNCONTROLLED - PILOT IN COMMAND
7. THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

8. TERRAIN CONDITION - RUNWAY
9. LANDING GEAR, NOSE GEAR - FAILURE, TOTAL
10. LANDING GEAR, NOSE GEAR - OVERLOAD

Occurrence #4 NOSE OVER
Phase of Operation OTHER

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,5,6,7

Factor(s) relating to this accident is/are finding(s) 1,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 189 3/21/86 MEMPHIS, TN A/C Reg. No. N4276H Time (Lcl) - 0630 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	0
Pass	0	0	0	0	0
Other	0	0	0	0	1

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - TAXI

Fire
NONE

-----Aircraft Information-----

Make/Model - PIPER PA-14
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1700
No. of Seats - 4

Eng Make/Model - LYCOMING O-320
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES/NO
Stall Warning System - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed - UNK/NR
Visibility - UNK/NR
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision - NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
UNK/NR
Destination
UNK/NR

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

MEMPHIS
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 - 48

Biennial Flight Review

Current - YES
Months Since - 5
Aircraft Type - PA-14

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 1800	Last 24 Hrs	- UNK/NR
Make/Model	- 520	Last 30 Days	- UNK/NR
Instrument	- UNK/NR	Last 90 Days	- 7
Multi-Eng	- 1000	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH AN AIR COMPRESSOR AND A HANGAR DOOR DURING TAXI AFTER THE PLT HAND-PROPPED THE UNOCCUPIED ACFT. THE PTL SAID THAT HE THOUGHT THE "SWITCHES WERE OFF". HE WAS PULLING THE PROP TO "LOOSEN" THE OIL WHEN THE ENG STARTED AND THE ACFT STARTED TO ROLL.

Brief of Accident (Continued)

File No. - 189

3/21/86

MEMPHIS, TN

A/C Reg. No. N4276H

Time (Lcl) - 0630 CST

Occurrence #1 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAXI

Finding(s)

1. STARTING PROCEDURE - IMPROPER - PILOT IN COMMAND
2. JUDGEMENT - POOR - PILOT IN COMMAND
3. AIRCRAFT UNATTENDED/ENGINE(S) RUNNING - IMPROPER - PILOT IN COMMAND
4. OBJECT - AIRPORT FACILITY
5. OBJECT - BUILDING(NONRESIDENTIAL)
6. 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) 1,2,3,6

Factor(s) relating to this accident is/are finding(s) 4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 87 3/25/86 SMITHVILLE, TN A/C Reg. No. N3951X Time (Lcl) - 0845 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Aircraft Damage

SUBSTANTIAL

Fire

NONE

Fatal

0

Crew

0

Pass

0

Injuries

Serious

0

Minor

0

None

1

0

-----Aircraft Information-----

Make/Model - PIPER PA-34
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 4300
No. of Seats - 6

Eng Make/Model - CONTINENTAL TS10-360-E

Number Engines - 2

Engine Type - RECIP-FUEL INJECTED

Rated Power - 210 HP

ELT Installed/Activated - YES/NO

Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- UNK/NR

Visibility - UNK/NR

Lowest Sky/Clouds - UNK/NR

Lowest Ceiling - UNK/NR

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

MURFREESBORO, TN

Destination

SMITHVILLE, TN

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FULL STOP

Airport Proximity

ON AIRPORT

Airport Data

SMITHVILLE

Runway Ident - N/A

Runway Lth/Wid - 3400/ 75

Runway Surface - ASPHALT

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND, ME LAND

Age - 25

Biennial Flight Review

Current - YES

Months Since - 4

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - UNK/NR

Last 24 Hrs - UNK/NR

Make/Model- UNK/NR

Last 30 Days- UNK/NR

Instrument- UNK/NR

Last 90 Days- UNK/NR

Multi-Eng - UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT RAN OFF THE DEPARTURE END OF THE RWY DURING LANDING. THE ACFT REPORTEDLY LANDED 1/2 WAY DOWN THE 3400 FT RWY. THE PLT STATED IN A POST ACC INTERVIEW THAT HE WAS "TOO HIGH TOO FAST AND TOO LONG."

Brief of Accident (Continued)

File No. - 87

3/25/86

SMITHVILLE, TN

A/C Reg. No. N3951X

Time (Lcl) - 0845 CDT

Occurrence OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. AIRSPEED - EXCEEDED - PILOT IN COMMAND
2. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
3. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
4. WEATHER CONDITION - TAILWIND
5. WRONG RUNWAY - SELECTED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,5

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 140 4/03/86 MURFREESBORO, TN A/C Reg. No. N93589 Time (Lcl) - 1700 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA 152
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1670
No. of Seats - 2

Eng Make/Model - LYCOMING O-235
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 110 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed - 180/008 KTS
Visibility - 12.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision - NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
MURFREESBORO, TN
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN
FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

MURFREESBORO MUNI
Runway Ident - UNK/NR
Runway Lth/Wid - 3900/ 100
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
STUDENT

Age - 18

Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total - 15	Last 24 Hrs - UNK/NR
Make/Model - 15	Last 30 Days - UNK/NR
Instrument - 0	Last 90 Days - 14

Instrument Rating(s) - NONE

-----Narrative-----

DURING LANDING ROLL THE STUDENT PILOT LOST DIRECTIONAL CONTROL OF THE AIRCRAFT AND COLLIDED WITH A TREE ADJACENT TO THE RUNWAY.

Brief of Accident (Continued)

File No. - 140

4/03/86

MURFREESBORO, TN

A/C Reg. No. N93589

Time (Lc1) - 1700 EST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
4. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

5. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 167 4/18/86 LAKE CITY, TN

A/C Reg. No. N63636

Time (Lcl) - 1530 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -AERIAL OBSERVATION
Flight Conducted Under -14 CFR 91
Accident Occurred During -MANEUVERING

Aircraft Damage
DESTROYED

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries
Serious Minor
0 1
0 0

None
0
0

-----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- 360/005 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds -
Lowest Ceiling - 3000 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
JACKSBORO, TN
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL,CFI
SE LAND

Age - 40

Biennial Flight Review

Current - YES
Months Since - 4
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 1183 Last 24 Hrs - 4
Make/Model- 52 Last 30 Days- UNK/NR
Instrument- 61 Last 90 Days- 5
Multi-Eng - 4 Rotorcraft - 1051

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE FILMING FOR KING KONG PRODUCTIONS, A CESSNA 150, FLOWN BY THE PRODUCTION PILOT COLLIDED WITH BOWEL MOUNTAIN NEAR LAKE CITY, TN THE PILOT WAS FLYING LOW OVER THE TERRAIN WHEN THE AIRCRAFT FAILED TO CLIMB AS FAST AS THE PILOT ANTICIPATED. THE AIRCRAFT SUSTAINED SUBSTANTIAL DAMAGE. THERE WERE NO REPORTED AIRCRAFT MALFUNCTIONS.

Brief of Accident (Continued)

File No. - 167

4/18/86

LAKE CITY, TN

A/C Reg. No. N63636

Time (Lc1) - 1530 EST

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

Finding(s)

1. OBJECT - TREE(S)
 2. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
 3. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 55 1/05/86 SARATOGA, TX

A/C Reg. No. N8267U

Time (Lcl) - 1745 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

Injuries			
Fatal	Serious	Minor	None
Crew 0	0	0	1
Pass 0	0	0	2

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA 172F
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2400
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-300
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 145 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NWS
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling -
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAN MARCUS, TX
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - DIRT
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 42
Biennial Flight Review
Current - YES
Months Since - 0
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 800
Make/Model- 150
Instrument- 10
Multi-Eng - 300
Last 24 Hrs - UNK/NR
Last 30 Days- 1
Last 90 Days- 1
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

PILOT WAS ENROUTE FROM ROCKSPRINGS, TX. TO HARDIN COUNTY AIRPORT NEAR KOUNTZ, TX. AS PILOT APPROACHED SARATOGA, TX., THE ENGINE QUIT DUE TO FUEL EXHAUSTION. PILOT LANDED IN FIELD NEAR SARATOGA CAUSING SUBSTANTIAL DAMAGE TO THE AIRCRAFT. NO INJURIES WERE REPORTED BY PILOT.

Brief of Accident (Continued)

File No. - 55

1/05/86

SARATOGA, TX

A/C Reg. No. N8267U

Time (Lc1) - 1745 CST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FLUID, FUEL - EXHAUSTION
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. REFUELING - NOT PERFORMED - PILOT IN COMMAND
4. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
5. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

6. OBJECT - TREE(S)
7. OBJECT - WIRE, TRANSMISSION

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5

Factor(s) relating to this accident is/are finding(s) 6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 99 1/11/86 SAGINAW, TX A/C Reg. No. N82072 Time (Lcl) - 1130 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
Type of Operation	-PERSONAL	SUBSTANTIAL	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew 0	0	0	1
Accident Occurred During	-LANDING	NONE	Pass 0	0	0	2

-----Aircraft Information-----

Make/Model	- PIPER PA-32-300T	Eng Make/Model	- LYCOMING T10-540 SPAD	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3200	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 5	Rated Power	- 300 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- 220/018 KTS</p> <p>Visibility - 7.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- SMOKE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>BIG SPRING, TX</p> <p>Destination</p> <p>SAGINAW, TX</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN</p> <p>FULL STOP</p>	<p>Airport Proximity</p> <p>OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>SAGINAW</p> <p>Runway Ident - 17</p> <p>Runway Lth/Wid - 2600/ 20</p> <p>Runway Surface - MACADAM</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND</p>	<p>Age - 52</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 7</p> <p>Aircraft Type - C-172</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - UNK/NR</p> <p>Make/Model- UNK/NR</p> <p>Instrument- UNK/NR</p> <p>Multi-Eng - UNK/NR</p> <p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- UNK/NR</p> <p>Rotorcraft - UNK/NR</p>
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Instrument Rating(s) - NONE

-----Narrative-----

PILOT LONG DEPARTED BIG SPRING, TEXAS WITH TWO PASSENGERS VFR TO SAGINAW AIRPORT, SAGINAW, TEXAS. THE PILOT WAS FLYING TO MWL, VOR 065 RADIAL, DESCENDING TO PATTERN ALTITUDE AT SAGINAW AIRPORT. THE PILOT SAID HE HAD NOT BEEN TO THAT AIRPORT PREVIOUSLY. HEAVY SMOKE FROM A GRASS FIRE BURNOFF WAS OBSCURING A LARGE AREA TO THE NORTH AND EAST OF THE SAGINAW AIRPORT RUNWAY. PILOT LONG ENTERED THE SMOKE AREA, IDENTIFIED WHAT APPEARED TO BE A RUNWAY AND LANDED. THE AIRPLANE LANDED ON A STREET APPROXIMATELY 3/4 MILE EAST OF SAGINAW AIRPORT AND STRUCK A TWO-INCH PIPE WARNING SIGN RESULTING IN SUBSTANTIAL DAMAGE TO THE RIGHT WING. THERE WAS NO FIRE AND NO INJURIES. THE ELT WAS NOT ACTIVATED. THE FAA INVESTIGATOR WAS AT THE TAKEOFF END OF THE SAGINAW AIRPORT AT THE TIME OF THIS ACCIDENT AND OBSERVED THE HEAVY GRASS FIRE SMOKE OBSCURING A LARGE AREA ACROSS THE APPROACH END TO SAGINAW AIRPORT AND THE ILS FINAL APPROACH COURSE TO MEACHAM FIELD. PILOT LONG IS BLIND IN HIS LEFT EYE.

Brief of Accident (Continued)

File No. - 99

1/11/86

SAGINAW, TX

A/C Reg. No. N82072

Time (Lcl) - 1130 CST

Occurrence ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

1. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE, VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
3. PLANNED APPROACH - NOT ATTAINED - PILOT IN COMMAND
4. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
5. OBJECT - OBJECT

-----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. - 56 1/15/86 BREMOND, TX A/C Reg. No. N8805M Time (Lcl) - 1045 CST

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage DESTROYED					
Type of Operation -AERIAL APPLICATION	Fire	Crew	Fatal	Injuries		
Flight Conducted Under -14 CFR 137	NONE	Pass	0	Serious	Minor	None
Accident Occurred During -DESCENT			0	0	1	0
			0	0	0	0

-----Aircraft Information-----

Make/Model - EAGLE AIRCRAFT DW-1	Eng Make/Model - LYCOMING IO-540-M1B5	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 4000	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 1	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	MARLIN, TX	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed - CALM	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 .SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - 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 - 26	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 5780
SE LAND, ME LAND	Months Since - 5	Make/Model - 123
	Aircraft Type - C-180	Instrument - 21
		Multi-Eng - 27
		Last 24 Hrs - 4
		Last 30 Days - UNK/NR
		Last 90 Days - 25
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE PILOT, THE AIRCRAFT WAS BEING OPERATED BY THOMPSON FLYERS OF GARWOOD, INC., RT 1, BOX 214, MARLIN, TX. IN AGRICULTURAL AIRCRAFT OPERATIONS UNDER FAA AG OPERATION CERTIFICATE NO. SW-HOU-97-AG. THE AIRCRAFT HAD COMPLETED ITS LAST SWATH RUN APPLYING RYE GRASS SEEDS. THE PILOT INITIATED A LEFT CLIMBING TURN TO THE NORTH AND LOST CONTROL OF THE AIRCRAFT AS IT CONTINUED TO ROLL TO THE LEFT. THE AIRCRAFT COLLIDED WITH THE GROUND IN A NOSE DOWN ALTITUDE. THERE WAS NO FIRE. THE AIRCRAFT WAS DESTROYED. THE PILOT SUFFERED A BRUISED SHOULDER.

Brief of Accident (Continued)

File No. - 56

1/15/86

BREMOND, TX

A/C Reg. No. N8805M

Time (Lcl) - 1045 CST

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

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. - 41 1/21/86 FLYNN, TX

A/C Reg. No. N714UU

Time (Lcl) - 1300 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA 152
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1670
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 110 HP

ELT Installed/Activated - UNK/NR
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
TEAGUE, TX
Destination
NORMANGEE, TX

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 50
Biennial Flight Review
Current - YES
Months Since - 4
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 127
Make/Model- 14
Instrument- 0
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 7

Instrument Rating(s) - NONE

-----Narrative-----

THE ENGINE LOST POWER WHILE IN CRUISE FLIGHT ABOUT 9 MILES SHORT OF THE PILOT'S PLANNED DESTINATION. HE MADE A FORCED LANDING IN AN OPEN FIELD. AFTER ROLLING ABOUT 75 FEET THE AIRPLANE WHEELS BOGGED IN AND IT FLIPPED INVERTED. THE OWNER OF THE AIRCRAFT, MR. JERRELL CROSBY, STATED HE SUSPECTED THE AIRCRAFT'S FUEL SUPPLY WAS EXHAUSTED WHEN THE CRASH OCCURRED. HE WAS CONTACTED AGAIN, AFTER THE AIRCRAFT WAS RECOVERED, TO SEE IF ANY MECHANICAL PROBLEMS WERE FOUND. AT THIS TIME HE STATED HIS EARLIER SUSPICIONS WERE CONFIRMED AND THAT THERE WERE NO MECHANICAL PROBLEMS INVOLVED IN THE ACCIDENT.

Brief of Accident (Continued)

File No. - 41

1/21/86

FLYNN, TX

A/C Reg. No. N714UU

Time (Lcl) - 1300 CST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 2. REFUELING - NOT PERFORMED - PILOT IN COMMAND
 3. FLUID, FUEL - EXHAUSTION
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - WET
 5. TERRAIN CONDITION - SOFT
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 6 1/21/86 BRENHAM, TX A/C Reg. No. N355RA Time (Lcl) - 1214 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation -BUSINESS	Fire	Crew 0	Serious 0	Minor 0	None 1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - S.O.C.A.T.A. MS RALLYE 235C	Eng Make/Model - LYCOMING O-540-B4B5	ELT Installed/Activated - YES/YES
Landing Gear - UNK/NR	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 2645	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 235 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	BENCHLEY, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	BRENHAM
Wind Dir/Speed- 015 KTS	ATC/Airspace	Runway Ident - 16
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4000/ 75
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE	GO AROUND	
Precipitation - NONE	FULL STOP	
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)
PRIVATE	Current - YES	Total - 440
SE LAND	Months Since - 8	Last 24 Hrs - 8
	Aircraft Type - UNK/NR	Make/Model- 30
		Instrument- 3
		Last 30 Days- UNK/NR
		Last 90 Days- 30

Instrument Rating(s) - NONE

-----Narrative-----

THE RIGHT FLAP PUSH ROD EXPERIENCED A PROGRESSIVE TYPE FAILURE FROM REPEATED EXCESSIVE FORCE BEING APPLIED BY THE FLAP DRIVE MOTOR. THE EXCESSIVE FORCE WAS CAUSED BY THE FLAP ROLLERS BEING NEGLECTED DURING MAINTENANCE TO THE EXTENT THAT THEY BECAME DRY AND SLID ON THE FLAP TRACK INSTEAD OF ROTATING. THE FLAP TRACK ALSO CONTAINED NOTICABLE WEAR ALTHOUGH THE LAST ANNUAL INSPECTION WAS COMPLETED ONLY THREE MONTHS PRIOR TO THE ACCIDENT. THE AIRCRAFT BECAME UNCONTROLLABLE DUE TO SPLIT FLAPS DURING THE FINAL PORTION OF ITS FINAL APPROACH FOR LANDING. THE AIRCRAFT TOUCHED DOWN BUT WAS VEERING LEFT. IN ORDER TO PREVENT A COLLISION WITH PARKED AIRCRAFT THE PILOT ADVANCED THE THROTTLE AND BECAME AIRBORNE. AFTER CLEARING THE PARKED AIRCRAFT THE PILOT ATTEMPTED A FORCED LANDING WHICH TERMINATED IN A GROUP OF TREES ON THE EDGE OF THE AIRPORT.

Brief of Accident (Continued)

File No. - 6

1/21/86

BRENHAM, TX

A/C Reg. No. N355RA

Time (Lcl) - 1214 CST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. FLT CONTROL SYST, WING FLAP CONTROL - FAILURE, TOTAL
2. MAINTENANCE, ANNUAL INSPECTION - INADEQUATE - OTHER MAINTENANCE PSNL
3. FLIGHT CONTROL, FLAP - JAMMED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 2,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 5 1/21/86 SPRING, TX

A/C Reg. No. N3373B

Time (Lcl) - 0330 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 172G
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2150
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-300-D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 145 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - ACFT RADIO
Completeness - WEATHER NOT PERTINENT
Basic Weather - IMC

Wind Dir/Speed- 220/004 KTS
Visibility - 1.000 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 200 FT OVERCAST
Obstructions to Vision- FOG
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
MOBILE, AL
Destination
TOM BALL, TX

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

HOUSTON
Runway Ident - N/A
Runway Lth/Wid - 12000/ 150
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL
SE LAND, ME LAND

Age - 44

Biennial Flight Review

Current - YES
Months Since - 17
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 3091	Last 24 Hrs	- 14
Make/Model-	557	Last 30 Days-	UNK/NR
Instrument-	270	Last 90 Days-	28
Multi-Eng	- 45		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT CONTINUED VFR FLIGHT INTO IFR WEATHER CONDITIONS WHICH HE HAD ENCOUNTERED NEAR HIS DESTINATION DURING THE LAST FEW MOMENTS OF HIS APPROXIMATE FOUR HOUR, NIGHT, CROSS-COUNTRY FLIGHT. HE THEN TURNED BACK TO HOUSTON INTERCONTINENTAL AIRPORT TO LAND. HE WAS LOW ON FUEL. HIS ENGINE STOPPED ABOUT THREE MILES FROM THE INTENDED POINT OF TOUCHDOWN. HE DESCENDED THROUGH THE FOG AND SPOTTED A ROAD ON WHICH HE MADE A FORCED LANDING. DURING ROLLOUT THE AIRCRAFT IMPACTED MAIL BOXES AND CAME TO REST IN THE FRONT OF A RESIDENCE.

Brief of Accident (Continued)

File No. - 5 1/21/86 SPRING, TX

A/C Reg. No. N3373B

Time (Lc1) - 0330 CST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND

Occurrence #2 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - IAF TO FAF/OUTER MARKER (IFR)

Finding(s)

2. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND
3. FLUID, FUEL - EXHAUSTION
4. REFUELING - NOT PERFORMED - PILOT IN COMMAND

Occurrence #3 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

5. LIGHT CONDITION - DARK NIGHT

Occurrence #4 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

6. OBJECT - UTILITY POLE

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 77 1/24/86 TOMBALL, TX

A/C Reg. No. N98523

Time (Lc1) - 0930 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -INSTRUCTIONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 172
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2300
No. of Seats - 4

Eng Make/Model - LYCOMING O-320D2J
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 5.0 SM
Lowest Sky/Clouds -
Lowest Ceiling - 4000 FT OVERCAST
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN
TOUCH AND GO

Airport Proximity
ON AIRPORT

Airport Data

DAVID WAYNE HOOKS
Runway Ident - 17L
Runway Lth/Wid - 4000/ 45
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
STUDENT

Age - 35
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

	Flight Time (Hours)	
Total	33	Last 24 Hrs - 0
Make/Model-	33	Last 30 Days- UNK/NR
Instrument-	0	Last 90 Days- 18

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT VEERED OFF THE LEFT SIDE OF THE RWY DURING LANDING. THE NOSE WHEEL DUG INTO MUD AND THE ACFT NOSED OVER.
THE PLT SAID HE WAS UNABLE TO CORRECT THE VIOLENT TURN TO THE LEFT.

Brief of Accident (Continued)

File No. - 77

1/24/86

TOMBALL, TX

A/C Reg. No. N98523

Time (Lc1) - 0930 CST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 2. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - SOFT
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 50 2/03/86 LAKE JACKSON, TX A/C Reg. No. N52768 Time (Lcl) - 0100 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	DESTROYED					
Type of Operation - PERSONAL	Fire	Crew	Fatal	Injuries		
Flight Conducted Under -14 CFR 91	NONE	Pass	0	Serious	Minor	None
Accident Occurred During -LANDING			0	2	0	0

-----Aircraft Information-----

Make/Model - CESSNA 172P	Eng Make/Model - LYCOMING O-320-D2J	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	OFF AIRPORT/STRIP
Method - TELEPHONE	NEW BRAUNFELS, TX	
Completeness - FULL	Destination	Airport Data
Basic Weather - UNK/NR	LAKE JACKSON, TX	BRAZORIA CO.
Wind Dir/Speed- 140/011 KTS	ATC/Airspace	Runway Ident - 17
Visibility - 4.000 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 6001/ 75
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - CONCRETE
Lowest Ceiling - 300 FT OVERCAST	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- FOG	FORCED LANDING	
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 19	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 198
SE LAND	Months Since - 4	Make/Model- 182
	Aircraft Type - C-172	Instrument- 24
		Multi-Eng - UNK/NR
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 26
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CRASHED DURING FORCED LANDING AFTER A POWER LOSS. THE ACFT ENG QUIT, AFTER A 4 HR X-COUNTRY, DURING THE LNDG APPROACH. THE ACFT HAD BEEN FLOWN LOCALLY OVER AN HOUR BY ANOTHER PLT (CREW). THIS MADE A CUMULATIVE FLT TIME ON THE ACFT OF OVER 5 HRS SINCE REFUELING. THE ACFT HELD 40 USABLE GALLONS OF FUEL AND BURNED 8 OR MORE GALS OF FUEL AN HR DEPENDING ON CIRCUMSTANCES OF OPERATION. THE ACFT WAS EXAMINED FOR FUEL AFTER THE ACC AND A LITTLE FUEL WAS FOUND IN THE TANKS AND CARBURETOR FLOAT BOWL BUT NONE IN THE GASCOLATOR OR RELATED FUEL LINES. THE REFUELED ENG WAS RUN SUCCESSFULLY ON A TEST STAND AFTER THE ACC. ONE OF THE PASSENGERS SAID HE AND THE PLT NOTED THE FUEL GAUGES AT A LOW FUEL STATE NEAR THE END OF THE FLT.

Brief of Accident (Continued)

File No. - 50

2/03/86

LAKE JACKSON, TX

A/C Reg. No. N52768

Time (Lcl) - 0100 CST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. FLUID, FUEL - EXHAUSTION
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
4. REFUELING - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 110 2/22/86 ALVORD, TX A/C Reg. No. N8155Q Time (Lcl) - 1440 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - FERRY	Fire	Crew 0	1	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 421	Eng Make/Model - CONTINENTAL GTSIO-520-H	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 7450	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 8	Rated Power - 375 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	DALLAS, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	WICHITA FALLS, TX	Runway Ident - N/A
Wind Dir/Speed- 330/015 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - DIRT
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - DRY
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 44	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 10917
SE LAND, ME LAND	Months Since - UNK/NR	Last 24 Hrs - 5
	Aircraft Type - BA-3100	Make/Model- 402
		Instrument- 2424
		Last 30 Days- 120
		Last 90 Days- 321
		Multi-Eng - 5950

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH TREE TOPS AND SHEARED THE LANDING GEAR DURING A FORCED LANDING OFF ARPT. THE LEFT ENG HAD BEEN FEATHERED DUE TO LOSS OF OIL FROM A RUPTURED OIL HOSE BETWEEN THE OIL PUMP & FILTER. THE RT ENG WAS NOT DEVELOPING FULL POWER BECAUSE OF AN AIR DUCT BEING SEPARATED FROM THE THROTTLE ASSEMBLY. A CLAMP HAD LOOSENED AND FELL OFF. THE ACFT WAS BEING FEERIED FOR MAINTENANCE. ITS LAST ANNUAL WAS ON 7/6/84. THERE IS NO RECORD OF A FERRY PERMIT BEING ISSUED FOR THIS FLT.

Brief of Accident (Continued)

File No. - 110

2/22/86

ALVORD, TX

A/C Reg. No. N8155Q

Time (Lcl) - 1440 CST

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FLUID, OIL - LOSS, TOTAL
 2. LUBRICATING SYSTEM, OIL HOSE - BURST
 3. FLUID, OIL - LEAK
 4. INDUCTION AIR CONTROL, LINKAGE - SEPARATION
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. OBJECT - TREE(S)
 6. OBJECT - FENCE
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

Factor(s) relating to this accident is/are finding(s) 5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 160 2/22/86 PLAINVIEW, TX

A/C Reg. No. N4605N

Time (Lcl) - 1830 CST

-----Basic Information-----

Type Operating Certificate-AIR CARRIER - FLAG/DOMESTIC

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

Fire
NONE

Crew
Pass

Accident Occurred During -LANDING

-----Aircraft Information-----

Make/Model - CESSNA 402B

Landing Gear - TRICYCLE-RETRACTABLE

Max Gross Wt - 6300

No. of Seats - 3

Eng Make/Model - CONTINENTAL TS10-520-E

Number Engines - 2

Engine Type - RECIP-FUEL INJECTED

Rated Power - 300 HP

ELT Installed/Activated - YES/YES

Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - IN PERSON
Completeness - FULL

Basic Weather - VMC

Wind Dir/Speed- 210/012 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DUSK

Itinerary

Last Departure Point

LUBBOCK, TX

Destination

SAME AS ACC/INC

Airport Proximity
ON AIRPORT

Airport Data

HALE CO.

Runway Ident - 04

Runway Lth/Wid - 5197/ 100

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - COMPANY (VFR)

Type of Clearance - NONE

Type Apch/Lndg - STRAIGHT-IN
GO AROUND

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

ATP

SE LAND, ME LAND

Age - 27

Biennial Flight Review

Current - YES

Months Since - 3

Aircraft Type - C-210

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 4302 Last 24 Hrs - 5

Make/Model- 1090 Last 30 Days- UNK/NR

Instrument- 605 Last 90 Days- 195

Multi-Eng - 1231

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT LANDED GEAR UP AFTER A PRACTICE SINGLE-ENG PROCEDURE. THE PLT ATTEMPTED A GO-AROUND WHEN THE LANDING WAS ABORTED DUE TO AN IMPROPER APPROACH. WHEN THE APPROACH PROCEEDED TO THIS POINT WITH AN INTENTIONALLY INOPERATIVE ENG THE GO-AROUND WAS NOT A PRACTICAL SOLUTION. WHEN THE PLT REALIZED THIS HE CONCLUDED THE FLT BY LANDING GEAR-UP ON THE ARPT.

Brief of Accident (Continued)

File No. - 160

2/22/86

PLAINVIEW, TX

A/C Reg. No. N4605N

Time (Lc1) - 1830 CST

Occurrence #1 LOSS OF POWER
Phase of Operation MANEUVERING

Finding(s)

1. EMERGENCY PROCEDURE - SIMULATED - PILOT IN COMMAND
2. PROCEDURES/DIRECTIVES - IMPROPER - PILOT IN COMMAND
3. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

4. GO-AROUND - ATTEMPTED - PILOT IN COMMAND
5. AIRCRAFT PERFORMANCE, CLIMB CAPABILITY - EXCEEDED
6. PROPELLER FEATHERING - NOT CORRECTED - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

7. WHEELS UP LANDING - PERFORMED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5,6,7

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 97 2/22/86 DECATUR, TX A/C Reg. No. N4071D Time (Lcl) - 1608 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
Crew 0	0	0	1
Pass 0	0	0	1

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - MANEUVERING

Fire NONE
Crew
Pass

-----Aircraft Information-----

Make/Model - CESSNA 182A
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2650
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470-L
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 230 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 320/008 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
FORT WORTH, TX
Destination
FORT WORTH, TX

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 33
Biennial Flight Review
Current - YES
Months Since - 19
Aircraft Type - C-182

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 390
Last 24 Hrs - 2
Make/Model- 390
Last 30 Days- UNK/NR
Instrument- 90
Last 90 Days- 12

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS DAMAGED IN A COLLISION WITH A POWER LINE DURING A LOW PASS OVER A FIELD. THE ACFT WAS LANDED OFF ARPT IN A FIELD AFTER THE COLLISION WITH THE WIRES. HALF THE RUDDER AND VERT FIN WERE SEPARATED, THE WING WAS TORN AND THE PROP NICKED DURING THE COLLISION.

Brief of Accident (Continued)

File No. - 97 2/22/86 DECATUR, TX

A/C Reg. No. N4071D

Time (Lc1) - 1608 CST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)

1. OBJECT - WIRE, TRANSMISSION
2. LOW PASS - PERFORMED - PILOT IN COMMAND
3. LIGHT CONDITION - SUNGLARE
4. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
5. FLIGHT CONTROL, RUDDER - SEPARATION

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

6. PRECAUTIONARY LANDING - 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) 2,4,6

Factor(s) relating to this accident is/are finding(s) 1,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 53 2/23/86 KELLER, TX A/C Reg. No. N2269H Time (Lcl) - 0815 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage SUBSTANTIAL		Injuries			
Type of Operation	-BUSINESS	Fire	Crew	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	1	0
Accident Occurred During	-LANDING			0	1	1	0

-----Aircraft Information-----

Make/Model	- BALLOON WORKS FIRE FLY 7	Eng Make/Model	- N/A	ELT Installed/Activated	- NO -N/A
Landing Gear	- UNK/NR	Number Engines	- N/A	Stall Warning System	- NO
Max Gross Wt	- 600	Engine Type	- N/A		
No. of Seats	- UNK/NR	Rated Power	- N/A		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - TELEPHONE</p> <p>Completeness - FULL</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 200/007 KTS</p> <p>Visibility - 15.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point FORTH WORTH, TX</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - STRAIGHT-IN</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 38	Medical Certificate - NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 520
	Months Since - 6	Make/Model- 520
FREE BALLOON	Aircraft Type - FF-7	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 5
		Last 30 Days- 4
		Last 90 Days- 12
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE BALLOON DESCENDED INTO A POWER LINE DURING LANDING AT A MOBILE HOME PARK. THE PLT SAID THAT HE DID NOT SEE THE WIRES UNTIL THEY WERE SILHOUETTED AGAINST THE HORIZON. HE THEN TRIED TO EXPEDITE THE VENTING OF HOT AIR FROM THE ENVELOPE TO GO UNDER THE WIRES. THE ENVELOPE WAS TOO CLOSE AND AS CONTACT OCCURRED THE BASKET FELL TO THE GROUND. THE BALLOON ENVELOPE WAS MELTED AND TORN BY THE COLLISION.

Brief of Accident (Continued)

File No. - 53

2/23/86

KELLER, TX

A/C Reg. No. N2269H

Time (Lc1) - 0815 CST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. PLANNED APPROACH - INADEQUATE - PILOT IN COMMAND
2. VISUAL LOOKOUT - POOR - PILOT IN COMMAND
3. OBJECT - WIRE, TRANSMISSION
4. EMERGENCY PROCEDURE - ATTEMPTED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 54 2/24/86 EL PASO, TX A/C Reg. No. N67888 Time (Lcl) - 1155 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation - INSTRUCTIONAL	Fire	Crew 0	Serious 0	Minor 1	None 0
Flight Conducted Under - 14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During - TAKEOFF					

-----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 - 1600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 115 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	EL PASO, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	EL PASO, TX	EL PASO INTERNATIONAL
Wind Dir/Speed- 310/003 KTS	ATC/Airspace	Runway Ident - 08L
Visibility - 70.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5493/ 75
Lowest Sky/Clouds - 25000 FT SCATTERED	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 - 41	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 28
	Months Since - N/A	Make/Model - 28
	Aircraft Type - N/A	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 27
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WENT OFF THE RWY AND NOSED OVER IN THE ROUGH SAND. THE PLT SAID THAT SHE LOOKED INTO THE COCKPIT TO LOCATE THE FLAP SWITCH TO RAISE THE FLAPS FOR A RUNNING TAKEOFF. POWER HAD ALREADY BEEN ADDED AND THE ACFT STARTED TO THE LEFT BY THE TIME THE PLT LOOKED UP AGAIN. CORRECTIVE ACTION ATTEMPTED WAS NOT EFFECTIVE AND THE USE OF POWER TO GO OVER A DITCH AND UP A SANDY MOUND ENDED IN A NOSE OVER AT THE BASE OF THE ELEVATION.

Brief of Accident (Continued)

File No. - 54

2/24/86

EL PASO, TX

A/C Reg. No. N67888

Time (Lc1) - 1155 MST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
4. TOUCH-AND-GO LANDING - INITIATED - PILOT IN COMMAND
5. IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION - PILOT IN COMMAND
6. PROCEDURES/DIRECTIVES - IMPROPER - PILOT IN COMMAND
7. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND

Occurrence #2 NOSE OVER
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

8. TERRAIN CONDITION - SOFT
9. TERRAIN CONDITION - LOOSE GRAVEL/SANDY

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5,6,7

Factor(s) relating to this accident is/are finding(s) 8,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 95 2/27/86 UVALDE, TX A/C Reg. No. N6798A Time (Lcl) - 1630 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries			
Type of Operation - PERSONAL	Fire	Crew	Fatal	Serious	Minor	None
Flight Conducted Under - 14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During - LANDING			0	0	0	1

-----Aircraft Information-----

Make/Model - PIPER PA-18	Eng Make/Model - LYCOMING O-320-A2B	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 1300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 135/005 KTS Visibility - UNK/NR Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Point SAME AS ACC/INC Destination LOCAL ATC/Airspace Type of Flight Plan - NONE Type of Clearance - NONE Type Apch/Lndg - FULL STOP	Airport Proximity ON AIRSTRIP Airport Data DAVISON RANCH Runway Ident - 60 Runway Lth/Wid - 1300/ 50 Runway Surface - GRASS/TURF Runway Status - DRY
--	--	---

-----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 - 230	Last 24 Hrs - 1	
SE LAND	Months Since - 20	Make/Model- 12	Last 30 Days- UNK/NR	
	Aircraft Type - UNK/NR	Instrument- 26	Last 90 Days- 36	

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH MESQUITE BRUSH DURING A LANDING ON A RANCH AIRSTRIP. THE PLT OVERCORRECTED AND THE ACFT TOUCHED DOWN IN A CRAB TO THE RIGHT. THE PLT APPLIED THE BRAKES & THE ACFT NOSED OVER.

Brief of Accident (Continued)

File No. - 95

2/27/86

UVALDE, TX

A/C Reg. No. N6798A

Time (Lcl) - 1630 CST

Occurrence #1 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. OBJECT - TREE(S)
2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
3. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

4. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

5. BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 72 2/28/86 MULESHOE, TX

A/C Reg. No. N57878

Time (Lcl) - 1100 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
Crew 0	0	0	1
Pass 0	0	0	0

Type of Operation - AERIAL OBSERVATION
Flight Conducted Under - 14 CFR 137
Accident Occurred During - DESCENT

Fire
NONE

-----Aircraft Information-----

Make/Model - PIPER PA-36-300
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 4400
No. of Seats - 1

Eng Make/Model - LYCOMING TIO-540-KIG5
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
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- 260/003 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
MULESHOE, TX
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

LOCKER BROTHERS
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - DIRT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND

Age - 28
Biennial Flight Review
Current - YES
Months Since - 20
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 2213
Make/Model- 1138
Instrument- 11
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- 23

Instrument Rating(s) - NONE

-----Narrative-----

THE AG ACFT WAS CLIMBING AFTER A PASS TO CLEAR POWER LINES AT THE NORTH END OF THE FIELD. THE MAIN LNDG GEAR CONTACTED THE TOP WIRE AS THE ACFT STARTED LEVELING OFF. THE WIRE DID NOT BREAK AND THE ACFT DESCENDED TO GROUND IMPACT. THE LNDG GEAR SNAPPED OFF AND THE ACFT SLID ON ITS BELLY ABOUT 30 FT BEFORE STOPPING.

Brief of Accident (Continued)

File No. - 72

2/28/86

MULESHOE, TX

A/C Reg. No. N57878

Time (Lcl) - 1100 CDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. CLIMB - MISJUDGED - PILOT IN COMMAND
 2. CLEARANCE - NOT OBTAINED - PILOT IN COMMAND
 3. OBJECT - WIRE, TRANSMISSION
 4. LEVEL OFF - PREMATURE - 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) 1,2,4

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 125 3/01/86 ROUND ROCK, TX A/C Reg. No. N74176 Time (Lcl) - 1000 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew		0	0	1	0
Pass		0	0	3	0

-----Aircraft Information-----

Make/Model - BALLOON WORKS 8B
Landing Gear - N/A
Max Gross Wt - 1600
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 - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 180/015 KTS
Visibility - UNK/NR
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
AUSTIN, TX
Destination
UNK/NR

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - GRAVEL
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - STRAIGHT-IN
VALLEY/TERRAIN FOLLOWING
FULL STOP

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL

FREE BALLOON

Age - 30

Biennial Flight Review

Current - YES
Months Since - 8
Aircraft Type - S-60A

Medical Certificate - UNK/NR

Flight Time (Hours)

Total	-	930	Last 24 Hrs -	0
Make/Model-	2		Last 30 Days-	UNK/NR
Instrument-	0		Last 90 Days-	15

Instrument Rating(s) - NONE

-----Narrative-----

THE BALLOON WAS DAMAGED DURING LANDING IN A WIND OF 15 KTS GUSTING TO 40 KTS. THE PLT SAID THAT THE SURFACE WIND INCREASED DURING THE FLT. THE BALLOON WAS BLOWN ABOUT 900 YDS WHILE DRAGGING THE BASKET ACROSS A GRASS FIELD DURING THE LANDING.

Brief of Accident (Continued)

File No. - 125

3/01/86

ROUND ROCK, TX

A/C Reg. No. N74176

Time (Lc1) - 1000 CST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. WIND INFORMATION - INADEQUATE - PILOT IN COMMAND
 2. WEATHER CONDITION - HIGH WIND
 3. WEATHER EVALUATION - INACCURATE - PILOT IN COMMAND
-

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 100 3/05/86 MCALLEN, TX A/C Reg. No. N8502Q Time (Lcl) - 0854 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
DESTROYED
Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA U206F
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3600
No. of Seats - 4

Eng Make/Model - CONTINENTAL IO-520F
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 285 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed - 140/010 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling -
Obstructions to Vision - NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
UNK/NR

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - TRAFFIC ADVISORY
Type Apch/Lndg - STRAIGHT-IN
FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

MILLER INTERNATIONAL
Runway Ident - 13
Runway Lth/Wid - 7103/ 150
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 41
Biennial Flight Review
Current - YES
Months Since - 8
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 288
Make/Model- 47
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

ON 03-05-86 AT 0854 CST A CESSNA U206F, N8502Q, WAS SUBSTANTIALLY DAMAGED ON LANDING ROLLOUT AT MILLER INTERNATIONAL AIRPORT IN MCALLEN, TEXAS. THERE WAS NO FIRE AND THE PILOT RECEIVED MINOR INJURIES WHEN THE ELECTRONICS CARGO FELL UPON HIM AS THE AIRCRAFT FLIPPED OVER ON ITS BACK. PERSONNEL OF MCALLEN CONTROL TOWER REPORTED THAT THE AIRCRAFT APPEARED TO PORPOISE ON ROLLOUT. THE NOSE LANDING WHEEL AND FORK ASSEMBLY WERE SHEARED OFF. THE AIRCRAFT LEFT THE RUNWAY AND FLIPPED OVER ON ITS BACK APPROXIMATELY 2500 FT. FROM THE APPROACH END OF RUNWAY 13.

Brief of Accident (Continued)

File No. - 100

3/05/86

MCALLEN, TX

A/C Reg. No. N8502Q

Time (Lcl) - 0854 CST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - MISJUDGED - PILOT IN COMMAND
 2. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 4. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND
-

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

5. LANDING GEAR, NOSE GEAR ASSEMBLY - OVERLOAD
-

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 106 3/29/86 HOUSTON, TX A/C Reg. No. N71611 Time (Lcl) - 0930 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL				
Type of Operation -INSTRUCTIONAL	Fire	Crew	Fatal	Injuries	
Flight Conducted Under -14 CFR 91	NONE	Pass	0	Serious	Minor
Accident Occurred During -TAKEOFF			0	0	0
					None
					2
					0

-----Aircraft Information-----

Make/Model - LUSCOMBE 8A	Eng Make/Model - CONTINENTAL A-65-8	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 1200	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 115 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	WEISER
Wind Dir/Speed- 180/003 KTS	ATC/Airspace	Runway Ident - 10
Visibility - 12.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2000/ 100
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - UNK/NR
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 58	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 10290
SE LAND,ME LAND	Months Since - 13	Make/Model- 20
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 875
		Multi-Eng - 400
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 200
		Rotorcraft - 90

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

A FLIGHT INSTRUCTOR WAS SHOWING HIS STUDENT HOW TO TAKEOFF FROM A CRASS STRIP WHEN HE NOTICED ANOTHER AIRCRAFT TAKING OFF ON AN INTERSECTING RUNWAY. HE ELECTED TO ABORT THE TAKEOFF, AND THE AIRCRAFT COLLIDED WITH A DITCH, DAMAGING THE MAIN GEAR, LEFT WING AND PROPELLER.

Brief of Accident (Continued)

File No. - 106

3/29/86

HOUSTON, TX

A/C Reg. No. N71611

Time (Lc1) - 0930 CST

Occurrence ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAKEOFF

Finding(s)

1. ABORTED TAKEOFF - INITIATED - PILOT IN COMMAND
 2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
 3. EMERGENCY PROCEDURE - PERFORMED - PILOT IN COMMAND
 4. JUDGEMENT - POOR - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 124 4/01/86 WEST,TX

A/C Reg. No. N56366

Time (Lcl) - 1105 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
Crew 0	0	0	1
Pass 0	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - MAULE M-5-235C
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2300
No. of Seats - 4

Eng Make/Model - LYCOMING O-540-J1A50
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 235 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- 150/011 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 2500 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
MCALLEN,TX
Destination
DALLAS,TX

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

WACO
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - DIRT
Runway Status - DRY
ROUGH

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 57
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total - 899	Last 24 Hrs - UNK/NR
Make/Model- UNK/NR	Last 30 Days- UNK/NR
Instrument- UNK/NR	Last 90 Days- UNK/NR
Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED HAVING AN ENGINE FAILURE AT 2,500 FEET WHILE ENROUTE TO DALLAS, TX FROM MCALLEN, TX. HE WAS UNABLE TO RESTART THE ENGINE AND HAD TO MAKE AN EMERGENCY LANDING IN A FIELD THREE MILES WEST OF WEST, TX. THE AIRCRAFT RECEIVED SUBSTANTIAL DAMAGE TO THE MAIN GEAR AND PROPELLER. THE CAUSE OF THE ENGINE FAILURE IS UNDETERMINED. THE PILOT/OPERATOR FORM 6120.1 HAS NOT BEEN RECEIVED AS OF THE DATE OF THIS REPORT.

Brief of Accident (Continued)

File No. - 124

4/01/86

WEST, TX

A/C Reg. No. N56366

Time (Lcl) - 1105 CST

Occurrence #1 LOSS OF POWER
Phase of Operation CRUISE

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)
2. EMERGENCY PROCEDURE - PERFORMED - PILOT IN COMMAND

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

Factor(s) relating to this accident is/are finding(s) 2

Brief of Accident

File No. - 102 4/04/86 SPRINGTOWN, TX A/C Reg. No. N9019W Time (Lcl) - 1845 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL					
Type of Operation -PERSONAL	Fire	Crew	Fatal	Injuries Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -LANDING			0	0	0	1

-----Aircraft Information-----

Make/Model - PIPER PA-28-235	Eng Make/Model - LYCOMING O-540-B4B5	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2900	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 235 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SNYDER, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SPRINGTOWN, TX	KEZER
Wind Dir/Speed- 120/012 KTS	ATC/Airspace	Runway Ident - 34
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2200/ 20
Lowest Sky/Clouds - 4000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 42	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 82
SE LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 69
		Instrument- 3
		Last 30 Days- UNK/NR
		Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED COLLIDING WITH A FENCE AT THE END OF THE RUNWAY WHEN HE LANDED SHORT WHILE ON FINAL APPROACH INTO KEZER AIRPORT NEAR SPRINGTOWN, TX. HIS AIRCRAFT SUSTAINED SUBSTANTIAL DAMAGE TO THE LEFT WING, NOSE GEAR AND PROPELLER AFTER TRAVELLING 200 FT. FROM INITIAL TOUCHDOWN TO WHERE IT FINALLY STOPPED ON THE RUNWAY.

Brief of Accident (Continued)

File No. - 102

4/04/86

SPRINGTOWN, TX

A/C Reg. No. N9019W

Time (Lc1) - 1845 CST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
 2. PROPER TOUCHDOWN POINT - MISJUDGED - PILOT IN COMMAND
-

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation LANDING

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 122

4/08/86

DEL RIO, TX

A/C Reg. No. N2360B

Time (Lcl) - 1700 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	-INSTRUCTIONAL	0	0	0	2
Flight Conducted Under	-14 CFR 91	0	0	0	0
Accident Occurred During	-LANDING	0	0	0	0

Fire Crew
NONE Pass

-----Aircraft Information-----

Make/Model - TEMCO SWIFT GC-1B
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1710
No. of Seats - 2

Eng Make/Model - CONTINENTAL C-125-2
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 125 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- 005/001 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity
ON AIRPORT

Airport Data

DEL RIO
Runway Ident - 31
Runway Lth/Wid - 5105/ 75
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL, ATP, CFI
SE LAND, ME LAND

Age - 35
Biennial Flight Review
Current - YES
Months Since - 9
Aircraft Type - SWIFT

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 6300
Make/Model- 50
Instrument- 485
Multi-Eng - 3800
Last 24 Hrs - 6
Last 30 Days- UNK/NR
Last 90 Days- 240
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT WAS BEING INSTRUCTED IN THE LANDING OF A TAIL DRAGGER AIRCRAFT, WHEN HE LOST CONTROL OF THE AIRCRAFT AT TOUCHDOWN. THE INSTRUCTOR FAILED TO TAKE CORRECTIVE ACTION WHEN THE STUDENT PILOT INADVERTENTLY APPLIED LEFT BRAKE, CAUSING THE AIRCRAFT TO GROUND LOOP TO THE LEFT AND SLIDE 200 FEET DOWN THE RUNWAY, DAMAGING THE MAIN GEAR AND FUSELAGE.

Brief of Accident (Continued)

File No. - 122

4/08/86

DEL RIO, TX

A/C Reg. No. N2360B

Time (Lc1) - 1700 CST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. BRAKES(NORMAL) - IMPROPER USE OF - DUAL STUDENT
 2. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
 3. DIRECTIONAL CONTROL - NOT MAINTAINED - DUAL STUDENT
 4. GROUND LOOP/SWERVE - UNCONTROLLED - DUAL STUDENT
 5. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND(CFI)
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 121 4/09/86 EL PASO, TX A/C Reg. No. N69054 Time (Lcl) - 1755 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation -PERSONAL	Fire	Crew 0	Serious 0	Minor 0	None 1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -APPROACH					

-----Aircraft Information-----

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 110 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	EL PASO
Wind Dir/Speed- 270/008 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4100/ 30
Lowest Sky/Clouds - 25000 FT THIN OVC	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - GO AROUND	Runway Status - DRY
Obstructions to Vision- NONE	TOUCH AND GO	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 21	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 20
	Months Since - N/A	Make/Model- 23
	Aircraft Type - N/A	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 5
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

A STUDENT PILOT, PRACTICING TOUCH AND GO LANDINGS, ATTEMPTED A GO-AROUND. THE PILOT DID NOT MAINTAIN SUFFICIENT AIRSPEED BEFORE THE AIRCRAFT STALLED AND COLLIDED WITH THE RUNWAY.

Brief of Accident (Continued)

File No. - 121

4/09/86

EL PASO, TX

A/C Reg. No. N69054

Time (Lc1) - 1755 CST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 161 4/12/86 GRAHAM, TX A/C Reg. No. N50639 Time (Lcl) - 1600 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
SUBSTANTIAL
Fire NONE

	Fatal	Serious	Minor	None
Injuries				
Crew	0	1	0	0
Pass	0	1	0	0

-----Aircraft Information-----

Make/Model - TAYLORCRAFT L-2
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1300
No. of Seats - 2

Eng Make/Model - CONTINENTAL A-65-7
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 65 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC

Wind Dir/Speed- 040/006 KTS

Visibility - 10.0 SM

Lowest Sky/Clouds - 3000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

GRAHAM

Runway Ident - UNK/NR

Runway Lth/Wid - UNK/NR

Runway Surface - ASPHALT

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 39

Biennial Flight Review

Current - YES

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 126

Make/Model- 126

Instrument- 0

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WITNESSES STATED THE AIRCRAFT STALLED DURING A SHARP RIGHT BANK AT APPROXIMATELY 150 FEET. THE PROPELLER EXHIBITED NO SIGNS OF ROTATION AT IMPACT. THE ENGINE WAS DISSASSEMBLED IN AN ATTEMPT TO DETERMINE THE APPARENT FAILURE. NO EVIDENCE OF PRE-IMPACT FAILURE OR MALFUNCTION OF THE ENGINE OR ITS COMPONENTS WAS FOUND. THE AIRCRAFT WAS PERFORMING IN AN AIRSHOW AT THE TIME OF THE ACCIDENT.

Brief of Accident (Continued)

File No. - 161

4/12/86

GRAHAM, TX

A/C Reg. No. N50639

Time (Lc1) - 1600 CST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - VFR PATTERN - DOWNWIND

Finding(s)

1. ENGINE ASSEMBLY - FAILURE, TOTAL
2. STALL/SPIN - INADVERTENT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

3. STALL/SPIN - NOT CORRECTED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 123 4/16/86 MT. VERNON, TX A/C Reg. No. N2122L Time (Lcl) - 1845 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation - PERSONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -LANDING			0	0	0
					None
					1
					0

-----Aircraft Information-----

Make/Model - PIPER PA-28-181	Eng Make/Model - LYCOMING O-360-A4M	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2450	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	REDBIRD, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	PRIVATE
Wind Dir/Speed- 200/003 KTS	ATC/Airspace	Runway Ident - 18
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2200/ 180
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
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)
PRIVATE	Current - YES	Total - 117
SE LAND	Months Since - 3	Last 24 Hrs - 2
	Aircraft Type - PA-28	Make/Model- 117
		Last 30 Days- UNK/NR
		Instrument- 1
		Last 90 Days- 36
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED LANDING AT ABOVE NORMAL SPEED, WHEN HE LOST CONTROL OF THE AIRCRAFT AT TOUCHDOWN. THE AIRCRAFT THEN VEERED OFF THE RUNWAY ONTO WET GRASS. DO TO THE SLIPPERY CONDITIONS, THE AIRCRAFT BEGAN SLIDING UNTIL IT COLLIDED WITH A FENCE 100 FEET FROM THE END OF THE RUNWAY. A FENCE POST CAUGHT THE RIGHT WING, CAUSING THE RIGHT WING TO DISLODGE FROM THE FUSELAGE.

Brief of Accident (Continued)

File No. - 123

4/16/86

MT. VERNON, TX

A/C Reg. No. N2122L

Time (Lcl) - 1845 CST

Occurrence #1 LOSS OF CONTROL - ON GROUND

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. AIRSPEED - IMPROPER - PILOT IN COMMAND

2. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH OBJECT

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. OBJECT - FENCE

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 163 4/20/86 KELLER, TX

A/C Reg. No. N8376R

Time (Lcl) - 1825 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-28
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2050
No. of Seats - 2

Eng Make/Model - LYCOMING O-320-E2A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 300/010 KTS

Visibility - 7.0 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

SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity
ON AIRPORT

Airport Data

GOODE ARPT

Runway Ident - 36

Runway Lth/Wid - 2600/ 75

Runway Surface - ASPHALT

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 26

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 21 Last 24 Hrs - 1

Make/Model- 21 Last 30 Days- UNK/NR

Instrument- 0 Last 90 Days- 5

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED COLLIDING WITH A DITCH ALONG SIDE THE RUNWAY AT GOODE AIRPORT IN KELLER, TX, WHEN HE FAILED TO MAINTAIN DIRECTIONAL CONTROL ON LANDING. THERE WAS SUBSTANTIAL DAMAGE TO THE AIRCRAFT WHEN THE IMPACT TORE OFF THE LEFT STRUT, CAUSING THE LEFT WING TO DIP AND COLLIDE WITH THE GROUND.

Brief of Accident (Continued)

File No. - 163

4/20/86

KELLER, TX

A/C Reg. No. N8376R

Time (Lcl) - 1825 CST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 2. JUDGEMENT - POOR - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

3. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
 4. TERRAIN CONDITION - DITCH
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s). 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 162 4/20/86 LUBBOCK, TX A/C Reg. No. N29612 Time (Lcl) - 1621 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
Type of Operation	-PERSONAL	SUBSTANTIAL	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew 0	0	0	1
Accident Occurred During	-APPROACH	NONE	Pass 0	0	1	1

-----Aircraft Information-----

Make/Model	- CESSNA 177	Eng Make/Model	- LYCOMING O-320-E2D	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2275	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 150 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 330/010 KTS</p> <p>Visibility - 15.0 SM</p> <p>Lowest Sky/Clouds - 25000 FT 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</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - GO AROUND</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRPORT</p> <p>Airport Data</p> <p style="padding-left: 20px;">LUBBOCK INDUSTRIAL</p> <p>Runway Ident - 17</p> <p>Runway Lth/Wid - 2600/ 30</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
---	--	---

-----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 - 41</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - YES</p> <p style="padding-left: 20px;">Months Since - 4</p> <p style="padding-left: 20px;">Aircraft Type - C-177</p>	<p>Medical Certificate - UNK/NR</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total - 68</td> <td>Last 24 Hrs - UNK/NR</td> </tr> <tr> <td>Make/Model- 8</td> <td>Last 30 Days- UNK/NR</td> </tr> <tr> <td>Instrument- 2</td> <td>Last 90 Days- 6</td> </tr> </table>	Total - 68	Last 24 Hrs - UNK/NR	Make/Model- 8	Last 30 Days- UNK/NR	Instrument- 2	Last 90 Days- 6
Total - 68	Last 24 Hrs - UNK/NR							
Make/Model- 8	Last 30 Days- UNK/NR							
Instrument- 2	Last 90 Days- 6							

Instrument Rating(s) - NONE

-----Narrative-----

DURING AN ATTEMPTED GO-AROUND, AFTER TOUCHING DOWN PAST THE RUNWAY MID-POINT, THE PILOT STATED HE WAS UNABLE TO OBTAIN SUFFICIENT POWER DURING THE GO-AROUND. THE AIRCRAFT CRASHED 200 FEET OFF THE END OF THE RUNWAY. FAA INSPECTORS ON THE SCENE STATED THAT THEY COULD FIND NO EVIDENCE OF PRE-IMPACT FAILURE OR MALFUNCTION AND THAT AN AIR FORCE INSTRUCTOR PILOT HAD INFORMED THEM THAT THE PILOT USED IMPROPER FLYING TECHNIQUES, WHICH RESULTED IN THE ACCIDENT. PILOT ATTEMPTED LANDING WITH A TEN KNOT TAIL WIND.

Brief of Accident (Continued)

File No. - 162

4/20/86

LUBBOCK, TX

A/C Reg. No. N29612

Time (Lcl) - 1621 CST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

1. GO-AROUND - ATTEMPTED - PILOT IN COMMAND
2. AIRSPEED - NOT OBTAINED - PILOT IN COMMAND
3. JUDGEMENT - POOR - PILOT IN COMMAND
4. PROPER ALTITUDE - NOT ATTAINED - PILOT IN COMMAND
5. WRONG RUNWAY - SELECTED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - GO-AROUND (VFR)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,5

Factor(s) relating to this accident is/are finding(s) 1,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 164

4/21/86

TOMBALL, TX

A/C Reg. No. N6272Z

Time (Lcl) - 1810 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	1

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - CESSNA TU206G
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3600
No. of Seats - 6

Eng Make/Model - CONTINENTAL TS10-520-M
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 310 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 360/011 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
AUSTIN MILLER, TX
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity
ON AIRPORT

Airport Data
TOMBALL

Runway Ident - 18
Runway Lth/Wid - 2400/ 80
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 44

Biennial Flight Review
Current - YES
Months Since - 4
Aircraft Type - C-206

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total - 512	Last 24 Hrs - 33
Make/Model- 13	Last 30 Days- UNK/NR
Instrument- 106	Last 90 Days- 15

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT HE FAILED TO FLARE THE AIRCRAFT WHEN HE TOUCHED DOWN DURING LANDING AT TOMBALL, TX.
THE AIRCRAFT BOUNCED TWICE AND THE NOSEWHEEL DUG INTO THE DIRT STRIP CAUSING THE AIRCRAFT TO NOSEOVER.

Brief of Accident (Continued)

File No. - 164

4/21/86

TOMBALL, TX

A/C Reg. No. N6272Z

Time (Lc1) - 1810 CST

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. FLARE - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2 NOSE OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
2. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SOFT
3. RECOVERY FROM BOUNCED LANDING - POOR - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 200 5/08/86 EDINBERG, TX A/C Reg. No. N337D Time (Lcl) - 1930 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Aircraft Damage
SUBSTANTIAL

Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 337D
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 4400
No. of Seats - 5

Eng Make/Model - CONTINENTAL IO-360-C/D
Number Engines - 2
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 210 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 100/004 KTS
Visibility - 6.0 SM
Lowest Sky/Clouds - 2500 FT THIN BKN
Lowest Ceiling - 5000 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
UNK/NR
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

EDINBURG
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - DIRT
Runway Status - DRY
ROUGH

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 22
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - C-337

Medical Certificate - UNK/NR

Flight Time (Hours)

Total	- 200	Last 24 Hrs -	UNK/NR
Make/Model-	75	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	50
Multi-Eng -	75		

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED HE LOST BOTH ENGINES WHILE IN CRUISE FLIGHT. HOWEVER, NO EVIDENCE OF ENGINE MALFUNCTION WAS FOUND DURING THE INVESTIGATION. THE PILOT IS UNDER INVESTIGATION FOR ILLEGAL DRUG TRAFFICKING. A DEA AGENT SUSPECTS THE PILOT HAD UNLOADED HIS CARGO AND WAS TAKING OFF FROM A DIRT ROAD, WHEN HE ENCOUNTERED A CROSSWIND AND LOST DIRECTIONAL CONTROL, COLLIDING WITH A DITCH ALONGSIDE THE ROAD.

Brief of Accident (Continued)

File No. - 200

5/08/86

EDINBERG, TX

A/C Reg. No. N337D

Time (Lcl) - 1930 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
3. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
4. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

5. TERRAIN CONDITION - DITCH

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

Factor(s) relating to this accident is/are finding(s) 1,2,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1 1/06/86 LEESBURG,VA

A/C Reg. No. N6375T

Time (Lcl) - 1025 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire NONE

	Fatal	Injuries			None
		Serious	Minor		
Crew	0	0	0	2	
Pass	0	0	0	2	

-----Aircraft Information-----

Make/Model - CESSNA R182
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3100
No. of Seats - 4

Eng Make/Model - LYCOMING O-540-J3C5D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 235 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - VRS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 220/009 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - 10000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
WASHINGTON,DC
Destination
LEESBURG,VA

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN
FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

LEESBURG MUNICIPAL
Runway Ident - 17
Runway Lth/Wid - 3500/ 75
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
ATP
ME LAND

Age - 41
Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - C-182

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 5312
Make/Model- 643
Instrument- 998
Multi-Eng - 2156
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- 86

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT DPTD DCA WITH 4508,70GAL FUEL,AND 43LBS EQUIPMT ON BOARD WHICH COMPUTED OUT TO BE 26LBS OVER MAX GROSS. IT WAS FLOWN DIRECTLY TO LEESBURG,VA WHERE THE WINDS WERE GENERALLY OUT OF THE WEST AND THERE WAS THE POTENTIAL FOR WINDSHEAR W/I 2000AGL. BOTH PLT AND CO-PLT REMEMBER CROSSING OVR THE RWY #'S BETWEEN 20 AND 30 FT AGL BETWEEN 65 AND 68KTS. APPROX 500-700FT DOWN THE RWY THE NOSE OF THE ACFT WAS OVSVD BY A WITNESS TO ASCEND SLIGHTLY AND THE ACFT LOST FLYING SPEED AND FELL ONTO THE RWY. IT THEN BOUNCED BACK UP INTO THE AIR,STILL IN A NOSE HIGH ATTITUDE, AND SANK AGAIN BACK ONTO THE RWY. IT WAS THEN OBSVD TO VEER OFF TO THE LEFT AND NOSE OVER BEFORE COMING TO REST IN FRONT OF THE PARKING APRON JUST SOUTH OF THE FSS. A WITNESS SAW THE WINDSOCK INDICATING A 90 DEGREE X-WIND & STANDING APRX"STRAIGHT OUT." ANOTHE R WITNESS SAW A"HEAVY EXTENSION OF FLAPS" & A NOSE HIGH ATTITUDE. BOTH OBSERVATIONS OCCURRED AS THE ACFT FLEW LEVEL FOR APRX 500-700 FT ABOUT 20FT AGL. A ROAR OF PWR WAS HEARD AT TIME OF IMPACT.

Brief of Accident (Continued)

File No. - 1 1/06/86 LEESBURG,VA A/C Reg. No. N6375T Time (Lcl) - 1025 EST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. LOWERING OF FLAPS - MISJUDGED - COPILOT
 3. WEATHER CONDITION - WINDSHEAR
 4. SUPERVISION - INADEQUATE - PILOT IN COMMAND
 5. PROCEDURES/DIRECTIVES - NOT FOLLOWED - COPILOT
 6. PROPER DESCENT RATE - NOT MAINTAINED - COPILOT
 7. THROTTLE/POWER CONTROL - DELAYED - COPILOT
 8. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND
 9. STALL/MUSH - UNCONTROLLED - PILOT IN COMMAND
-

Occurrence #2 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

10. RECOVERY FROM BOUNCED LANDING - NOT ATTAINED - PILOT IN COMMAND
 11. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
-

Occurrence #3 NOSE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

12. LANDING GEAR, NOSE GEAR ASSEMBLY - OVERLOAD
-

Occurrence #4 NOSE OVER
Phase of Operation LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5,6,7,8,9,10,11

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. - 70 2/23/86 GORDONSVILLE, VA A/C Reg. No. N7191Q Time (Lcl) - 1621 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		Injuries			
		DESTROYED		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire		0	0	1	0
Flight Conducted Under	-14 CFR 91	NONE		0	0	0	0
Accident Occurred During	-DESCENT						

-----Aircraft Information-----

Make/Model	- CESSNA 172L	Eng Make/Model	- LYCOMING O-320-E-2D	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2300	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 150 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 310/006 KTS</p> <p>Visibility - 15.0 SM</p> <p>Lowest Sky/Clouds - 20000 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 CHARLOTTESVILLE, VA</p> <p>Destination ORANGE, VA</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FORCED LANDING</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>GORDONSVILLE</p> <p>Runway Ident - 04</p> <p>Runway Lth/Wid - 2300/ 40</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>STUDENT</p>	<p>Age - 41</p> <p>Biennial Flight Review</p> <p>Current - N/A</p> <p>Months Since - N/A</p> <p>Aircraft Type - N/A</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 39</p> <p>Make/Model- 39</p> <p>Instrument- UNK/NR</p> <p>Multi-Eng - UNK/NR</p>	<p>Last 24 Hrs - 1</p> <p>Last 30 Days- 1</p> <p>Last 90 Days- 1</p> <p>Rotorcraft - UNK/NR</p>
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Instrument Rating(s) - NONE

-----Narrative-----

ON FEBRUARY 23, 1986, AT 1621 EST, A CESSNA 172L, N7191Q COLLIDED WITH A TREE DURING AN ATTEMPTED GO-AROUND AT GORDONSVILLE AIRPORT, GORDONSVILLE, VA., WHILE ON A PLEASURE FLIGHT. VISUAL METEOROLOGICAL CONDITIONS PREVAILED AT THE TIME AND NO FLIGHT PLAN WAS FILED. THE AIRCRAFT WAS SUBSTANTIALLY DAMAGED AND THE STUDENT PILOT RECEIVED MINOR INJURIES. THE FLIGHT ORIGINATED FROM CHARLOTTESVILLE, VA, ON FEBRUARY 23, 1986. A WITNESS, JAMES CHUMM, STATED THAT THE APPROACH WAS HIGH AND FAST AS THE POWER WAS INCREASED FOR WHAT HE ASSUMED WAS A GO-AROUND THE ENGINE WAS HEARD TO BACK-FIRE SEVERAL TIMES. HE THEN OBSERVED THE AIRCRAFT DESCENDING INTO A FIELD DURING WHICH THE LEFT WING COLLIDED WITH A TREE AND THE AIRCRAFT FLIPPED OVER AND CAME TO REST INVERTED.

Brief of Accident (Continued)

File No. - 70

2/23/86

GORDONSVILLE,VA

A/C Reg. No. N7191Q

Time (Lcl) - 1621 EST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND
2. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
3. POWERPLANT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
4. IMPROPER USE OF PROCEDURE,LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - EMERGENCY

Finding(s)

5. OBJECT - TREE(S)

Occurrence #4 NOSE OVER
Phase of Operation LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4

Factor(s) relating to this accident is/are finding(s) 2,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 73 2/27/86 WAKEFIELD, VA A/C Reg. No. N1QV Time (Lcl) - 0900 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -BUSINESS	Fire	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	0	0	0	2
Accident Occurred During -LANDING	Crew Pass				

-----Aircraft Information-----

Make/Model - BEECHCRAFT BE65	Eng Make/Model - LYCOMING IGS0480A1E6	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 7700	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 7	Rated Power - 340 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NWS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	GLOUCESTER, VA	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	WAKEFIELD, VA	WAKEFIELD
Wind Dir/Speed- 360/008 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 4500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 10000 FT BROKEN	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 55	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 9783
SE LAND, ME LAND	Months Since - 4	Make/Model- 100
	Aircraft Type - UNK/NR	Instrument- 976
		Multi-Eng - 2006
		Last 24 Hrs - 6
		Last 30 Days- 6
		Last 90 Days- 6

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT LANDED SHORT OF THE RWY AFTER LOSS OF POWER ON BOTH ENGINES. CONTACT WITH A DIRT BANK SHEARED THE LANDING GEAR AND THE ACFT SLID ONTO & DOWN THE RWY FOR ABOUT 436 FT BEFORE STOPPING. THE PLT SAID THE FUEL GAUGES WERE 1/4 ON MAINS AND 1/8 ON AVG TANKS. THE PLT HAD MADE 3 SHORT TRIPS BEFORE THIS FLT WITHOUT REFUELING. DURING POST ACC INVEST NO FUEL WAS FOUND IN THE LINES OR TANKS. UPON ADDITION OF FUEL BOTH ENGINES RAN NORMALLY.

Brief of Accident (Continued)

File No. - 73

2/27/86

WAKEFIELD,VA

A/C Reg. No. N1QV

Time (Lc1) - 0900 EST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH

Finding(s)

1. FLUID,FUEL - EXHAUSTION
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. REFUELING - NOT PERFORMED - PILOT IN COMMAND
4. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

5. PROPELLER FEATHERING - NOT PERFORMED - PILOT IN COMMAND

Occurrence #3 UNDERSHOOT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

6. TERRAIN CONDITION - DIRT BANK

Occurrence #4 COMPLETE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

7. LANDING GEAR,MAIN GEAR ATTACHMENT - OVERLOAD
8. LANDING GEAR,NOSE GEAR ASSEMBLY - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

Factor(s) relating to this accident is/are finding(s) 7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 15 1/05/86 KELSO, WA A/C Reg. No. N43552 Time (Lcl) - 1310 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 1	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass 1	0	0	0
Accident Occurred During -MANEUVERING					

-----Aircraft Information-----

Make/Model - PIPER PA28-151	Eng Make/Model - LYCOMING O-320-E3D	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2325	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	KELSO, WA	
Completeness - PARTIAL, LMTD BY PILOT	Destination	Airport Data
Basic Weather - IMC	TROUTDALE, OR	Runway Ident - N/A
Wind Dir/Speed- 130/017 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 2.000 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds -	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - OVERCAST	Type Apch/Lndg - NONE	
Obstructions to Vision- FOG		
Precipitation - RAIN		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 26	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 136
SE LAND	Months Since - 10	Last 24 Hrs - 3
	Aircraft Type - C-150	Make/Model- 6
		Last 30 Days- 12
		Instrument- 5
		Last 90 Days- 43

Instrument Rating(s) - NONE

-----Narrative-----

ENROUTE TO DEST. PLT DIVERTED TO NEARBY AIRFIELD DUE DETERIORATING WEATHER. ONE HR LATER, TELEPHONE WEATHER BRIEF FOR CONTINUED FLT TO DEST WAS VFR NOT RECOMMENDED. LESS THAN 2 HRS. LATER, WITH NO FURTHER BRIEF, ACFT DEPARTED. A FOLLOWING ACFT REVSD COURSE AND RE-LANDED, REPTNG CLG 800 FT, VIS 2 MILES, WITH CLG RAPIDLY LOWERING TO 500 FT AFTER TAKEOFF. MISHAP ACFT FOUND BY SAR NEXT DAY AT 800 FT LEVEL OF RISING TERRAIN 11 MILES FROM TAKEOFF. TOX POSITIVE FOR MARIJUANA IN BOTH OCCUPANTS.

Brief of Accident (Continued)

File No. - 15

1/05/86

KELSO, WA

A/C Reg. No. N43552

Time (Lc1) - 1310 PST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
2. PREFLIGHT BRIEFING SERVICE - DISREGARDED - PILOT IN COMMAND
3. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND
4. IMPROPER DECISION, SELF-INDUCED PRESSURE - PILOT IN COMMAND
5. WEATHER CONDITION - LOW CEILING
6. WEATHER CONDITION - FOG
7. WEATHER CONDITION - RAIN

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

Factor(s) relating to this accident is/are finding(s) 1,2,4,5,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 14 1/11/86 GIG HARBOR, WA A/C Reg. No. N6989G Time (Lcl) - 1426 PST

-----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		0	0	0	1

-----Aircraft Information-----

Make/Model - CESSNA 150-L
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1650
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-UNK/NR
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 350/008 KTS
Visibility - 50.0 SM
Lowest Sky/Clouds - 2000 FT SCATTERED
Lowest Ceiling -
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
TACOMA, WA
Destination
TACOMA, WA

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

TACOMA NARROWS
Runway Ident - 35
Runway Lth/Wid - 5000/ 150
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN
FULL STOP
SIMULATED FORCED LAN

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 51
Biennial Flight Review
Current - YES
Months Since - 15
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 687
Make/Model- 168
Instrument- 2
Last 24 Hrs - 2
Last 30 Days- UNK/NR
Last 90 Days- 9

Instrument Rating(s) - NONE

-----Narrative-----

A TOTAL LOSS OF POWER OCCURRED DUE TO FUEL EXHAUSTION WHILE IN AN EXTENDED TRAFFIC PATTERN DUE TO LANDING TRAFFIC. AN INADVERTENT STALL OCCURRED PRIOR TO TOUCHDOWN. THE LEFT WING STRUCK A PILE OF DIRT WHICH SPUN THE AIRCRAFT AROUND. THE LANDING WAS ACCOMPLISHED UPHILL.

Brief of Accident (Continued)

File No. - 14

1/11/86

GIG HARBOR, WA

A/C Reg. No. N6989G

Time (Lcl) - 1426 PST

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 - INACCURATE - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING

Finding(s)

3. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - UPHILL
4. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

5. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - NONE SUITABLE
6. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - ROUGH/UNEVEN

Occurrence #4 GEAR COLLAPSED
Phase of Operation LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4

Factor(s) relating to this accident is/are finding(s) 3,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 45 1/14/86 MEAD,WA

A/C Reg. No. N714AQ

Time (Lcl) - 1455 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL				
Flight Conducted Under	-14 CFR 91				
Accident Occurred During	-LANDING				
		Crew			
		Pass			
		0	0	0	1
		0	0	0	1

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire NONE
Crew Pass

-----Aircraft Information-----

Make/Model - CESSNA 150-M
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1670
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200-A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 30.0 SM
Lowest Sky/Clouds -
Lowest Ceiling - 12000 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
COLVILLE,WA
Destination
MEAD,WA

Airport Proximity
ON AIRPORT

Airport Data

MEAD AIRPORT
Runway Ident - 40
Runway Lth/Wid - 2550/ 30
Runway Surface - ASPHALT
Runway Status - SNOW - CRUSTED

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - STRAIGHT-IN
FULL STOP

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE,CFI
SE LAND

Age - 28

Biennial Flight Review

Current - YES
Months Since - 24
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	607	Last 24 Hrs -	UNK/NR
Make/Model-	355	Last 30 Days-	UNK/NR	
Instrument-	73	Last 90 Days-	38	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT WAS ATTEMPTING TO LAND ON THE RUNWAY WHICH WAS COVERED WITH 11 INCHES OF SNOW. THE MAIN GEAR DUG INTO THE SNOW AND THE RIGHT WING TIP CAUGHT TURNING THE AIRCRAFT SIDEWAYS.

Brief of Accident (Continued)

File No. - 45

1/14/86

MEAD,WA

A/C Reg. No. N714AQ

Time (Lcl) - 1455 PDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - SNOW COVERED
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 75 1/15/86 NORTH BEND,WA

A/C Reg. No. N414CB

Time (Lcl) - 1016 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -BUSINESS
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	2

-----Aircraft Information-----

Make/Model - CESSNA 501
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 11850
No. of Seats - 8

Eng Make/Model - P&W JT15D-1B
Number Engines - 2
Engine Type - TURBOFAN
Rated Power - 2200 LBS THRUST

ELT Installed/Activated - YES-UNK/NR
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 190/015 KTS
Visibility - 5.0 SM
Lowest Sky/Clouds -
Lowest Ceiling - 1400 FT BROKEN
Obstructions to Vision- FOG
Precipitation - RAIN
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
VISALIA,CA
Destination
NORTH BEND,OR

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - ILS-COMPLETE
GO AROUND

Airport Proximity
ON AIRPORT

Airport Data

NORTH BEND MUNICIPAL
Runway Ident - 04
Runway Lth/Wid - 4613/ 150
Runway Surface - ASPHALT
Runway Status - WET

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
ME LAND

Age - UNK/NR
Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 5500
Make/Model- UNK/NR
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 35
Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE ON FINAL THE FSS GAVE THE PILOT THE CURRENT WINDS AND THE FAVORED RUNWAY. THE PILOT WAS ATTEMPTING TO LAND THE AIRCRAFT ON RUNWAY 04 WITH A RIGHT GUSTING QUARTERING TAIL WIND AND WET RUNWAY. HYDROPLANING OCCURRED AND THE PILOT ELECTED TO GO-AROUND WHEN THE AIRCRAFT WAS MORE THAN 1/2 WAY DOWN THE RUNWAY. DURING CLIMB OUT LOCALIZER ANTENNAS WERE STRUCK. THE PILOT THEN LANDED ON RWY 13.

Brief of Accident (Continued)

File No. - 75

1/15/86

NORTH BEND, WA

A/C Reg. No. N414CB

Time (Lcl) - 1016 PST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - WET
2. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
3. WEATHER CONDITION - GUSTS
4. WIND INFORMATION - NOT UNDERSTOOD - PILOT IN COMMAND
5. WEATHER CONDITION - TAILWIND
6. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
7. GO-AROUND - PERFORMED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation CLIMB

Finding(s)

8. OBJECT - AIRPORT FACILITY

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,6

Factor(s) relating to this accident is/are finding(s) 1,3,5,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 35 1/19/86 ELLENSBURG,WA

A/C Reg. No. N5338Z

Time (Lcl) - 1630 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

-----Aircraft Information-----

Make/Model - PIPER PA-22-108
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1650
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-C1B
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 108 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - IN PERSON
Completeness - FULL

Basic Weather - VMC

Wind Dir/Speed- 300/015 KTS

Visibility - 30.0 SM

Lowest Sky/Clouds -

Lowest Ceiling - 10000 FT OVERCAST

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

WENATCHEE,WA

Destination

ELLENSBURG,WA

Airport Proximity
ON AIRSTRIP

Airport Data

VALLEY AVIATION

Runway Ident - UNK/NR

Runway Lth/Wid - 3500 -UNK/NR

Runway Surface - GRAVEL

Runway Status - WET

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FULL STOP

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 46

Biennial Flight Review

Current - YES

Months Since - 10

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 112 Last 24 Hrs - 1

Make/Model- 61 Last 30 Days- UNK/NR

Instrument- 0 Last 90 Days- 7

Multi-Eng - 6

Instrument Rating(s) - NONE

-----Narrative-----

A GUST OF WIND OCCURRED ON SHORT FINAL AND A LOSS OF AIRSPEED RESULTED AT ABOUT 15 FEET A.G.L THE PILOT FAILED TO ADD POWER BUT RAISED THE AIRCRAFT'S NOSE TO AN ATTITUDE WHERE HE COULD NO LONGER SEE THE RUNWAY. LANDING WAS ACCOMPLISHED TO THE LEFT OF THE RUNWAY ONTO 1 FOOT DEEP SNOW. THE AIRCRAFT CAME TO REST INVERTED DURING LANDING ROLL.

Brief of Accident (Continued)

File No. - 35

1/19/86

ELLENSBURG, WA

A/C Reg. No. N5338Z

Time (Lcl) - 1630 PST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. WEATHER EVALUATION - NOT UNDERSTOOD - PILOT IN COMMAND
3. WEATHER CONDITION - GUSTS

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. FLARE - IMPROPER - PILOT IN COMMAND
5. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
6. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,5,6

Factor(s) relating to this accident is/are finding(s) 1,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 34 1/24/86 WENATCHEE, WA

A/C Reg. No. N8785Q

Time (Lcl) - 2200 PST

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Crew	0	0	0	1
Pass	0	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA 206
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3300
No. of Seats - 6

Eng Make/Model - CONTINENTAL TSIO-520-M
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 285 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 50.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
SEATTLE, WA
Destination
WENATCHEE, WA

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

FANCHER
Runway Ident - UNK/NR
Runway Lth/Wid - 3340/ 50
Runway Surface - ASPHALT
Runway Status - SNOW - CRUSTED

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL, ATP
SE LAND, ME LAND

Age - 58

Biennial Flight Review

Current - YES
Months Since - 12
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 16211	Last 24 Hrs	- 3
Make/Model	- 3510	Last 30 Days	- UNK/NR
Instrument	- 930	Last 90 Days	- 145
Multi-Eng	- 211		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT DIVERTED FROM HIS INTENDED DESTINATION OF PANGBORN FIELD TO A LOCAL PRIVATE AIRSTRIP DUE TO LOCAL FOG. 8" OF CRUSTED SNOW WAS PRESENT ON THE RUNWAY AND THE AIRCRAFT NOSED OVER ON LANDING ROLL.

Brief of Accident (Continued)

File No. - 34

1/24/86

WENATCHEE, WA

A/C Reg. No. N8785Q

Time (Lcl) - 2200 PST

Occurrence NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

1. TERRAIN CONDITION - SNOW COVERED
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 31 1/25/86 VANCOUVER,WA

A/C Reg. No. N74461

Time (Lcl) - 1215 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

Fatal

Injuries

Serious

Minor

None

Type of Operation -INSTRUCTIONAL

Fire

Crew

0

0

2

0

Flight Conducted Under -14 CFR 91

NONE

Pass

0

0

0

0

Accident Occurred During -LANDING

-----Aircraft Information-----

Make/Model - BELLANCA 1413-2

Eng Make/Model - FRANKLIN 6A4-150-B3

ELT Installed/Activated - YES/YES

Landing Gear - TAILWHEEL-RETRACTABLE MAINS

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 2100

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 4

Rated Power - 180 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 100/018 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

TILLAMOOK,OR

Destination

VANCOUVER,WA

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

EVERGREEN AIRPARK

Runway Ident - 10

Runway Lth/Wid - 2400/ 42

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE,CFI

SE LAND

Age - 66

Biennial Flight Review

Current - YES

Months Since - 12

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 4481

Make/Model- 9

Instrument- 14

Last 24 Hrs - 1

Last 30 Days- UNK/NR

Last 90 Days- 45

Instrument Rating(s) - NONE

-----Narrative-----

A TOTAL LOSS OF POWER OCCURRED DUE TO A PREVIOUSLY BURNT FLEX HOSE WHICH BLOCKED AIR FROM COMING INTO THE INDUCTION SYSTEM. THE AIRCRAFT WAS UNABLE TO REACH THE RUNWAY AND STRUCK TREES BEFORE IT CAME TO REST ON THE ROOF TOP OF A RESIDENCE.

Brief of Accident (Continued)

File No. - 31

1/25/86

VANCOUVER,WA

A/C Reg. No. N74461

Time (Lcl) - 1215 PST

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION

Phase of Operation APPROACH - VFR PATTERN - BASE TURN

Finding(s)

1. INDUCTION AIR CONTROL - BLOCKED(TOTAL)

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT

Phase of Operation LANDING - FLARE/TOUCHDOWN

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. - 135 2/09/86 RENTON,WA

A/C Reg. No. N738XX

Time (Lcl) - 1150 PST

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage
DESTROYED

	Fatal	Serious	Minor	None
Injuries				
Crew	0	1	0	0
Pass	0	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Fire
ON GROUND

-----Aircraft Information-----

Make/Model - 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-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
SEATTLE,WA
Destination
LOCAL

Airport Proximity
ON AIRPORT

Airport Data

RENTON MUNICIPAL
Runway Ident - 12
Runway Lth/Wid - 5379/ 200
Runway Surface - ASPHALT
Runway Status - DRY

Wind Dir/Speed- 320/008 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 3000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - VFR
Type Apch/Lndg - TRAFFIC PATTERN

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 46

Biennial Flight Review

Current - YES
Months Since - 10
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 105	Last 24 Hrs	- 1
Make/Model-	14	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 RECENTLY CERTIFICATED PRIVATE PILOT WAS ENGAGED IN PRACTICE TOUCH AND GO LANDINGS. SOMETIME AFTER THE SECOND APPROACH THE THROTTLE CONTROL ROD BECAME DISCONNECTED FROM THE THROTTLE CABLE AND THE PILOT WAS UNABLE TO RETARD THE THROTTLE FROM A FULL POWER CONDITION. THE PILOT SUBSEQUENTLY MANEUVERED THE AIRCRAFT BACK TOWARDS THE AIRPORT IN A HIGH SPEED, CLEAN, DESCENDING PROFILE AND OVERSHOT THE FINAL APPROACH EVENTUALLY COLLIDING WITH TREES AND A FENCE SLIGHTLY NORTHWEST OF MIDFIELD. THERE WAS NO APPARENT ATTEMPT BY THE PILOT TO EXECUTE THE STUCK THROTTLE PROCEDURES WHICH HER FLIGHT INSTRUCTOR HAD PREVIOUSLY PROVIDED TO HER WHILE UNDER TRAINING.

Brief of Accident (Continued)

File No. - 135

2/09/86 RENTON, WA

A/C Reg. No. N738XX

Time (Lc1) - 1150 PST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation APPROACH - VFR PATTERN - DOWNWIND

Finding(s)

1. THROTTLE/POWER LEVER, PUSH/PULL ROD - DISCONNECTED

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)

2. OBJECT - TREE(S)
3. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
4. OBJECT - FENCE
5. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
6. IMPROPER DECISION, PANIC - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 2,4,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 22 2/12/86 RENTON,WA

A/C Reg. No. N739UW

Time (Lcl) - 1525 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Fire	0	0	0	1
Crew	0	0	0	0
Pass	0	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Fire NONE

-----Aircraft Information-----

Make/Model - CESSNA 172
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2300
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-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- 320/015 KTS
Visibility - 90.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
RENTON,WA
Destination
KENT,WA

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

RENTON MUNI
Runway Ident - 33
Runway Lth/Wid - 5379/ 200
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
STUDENT

Age - 24

Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)

Total	- UNK/NR	Last 24 Hrs	- UNK/NR
Make/Model-	1	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	UNK/NR
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT FAILED TO MAINTAIN DIRECTIONAL CONTROL DURING TAKEOFF. ALTHOUGH A CROSSWIND FROM THE LEFT WAS PRESENT THE PILOT LOST CONTROL FOR UNKNOWN REASONS TO THE LEFT, CROSSING THE TAXIWAY AND THEN STRIKING A PARKED VEHICLE AND BUILDING. NO MECHANICAL REASON FOR CONTROL LOSS COULD BE FOUND.

Brief of Accident (Continued)

File No. - 22 2/12/86 RENTON,WA

A/C Reg. No. N739UW

Time (Lcl) - 1525 PST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

2. OBJECT - VEHICLE
3. OBJECT - BUILDING(NONRESIDENTIAL)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 76 2/19/86 MOUNT ST.HELENS,WA A/C Reg. No. N4521H Time (Lcl) - 1730 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -MANEUVERING

Aircraft Damage
DESTROYED
Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	1	0	0
Pass	0	0	1	0

-----Aircraft Information-----

Make/Model - PIPER PA-15
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1100
No. of Seats - 2

Eng Make/Model - CONTINENTAL A-75
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 75 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 - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
KELSO,WA
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 36
Biennial Flight Review
Current - NO
Months Since - 68
Aircraft Type - UNK/NR

Medical Certificate - EXPIRED
Flight Time (Hours)

Total	- 75	Last 24 Hrs -	2
Make/Model-	2	Last 30 Days-	UNK/NR
Instrument-	1	Last 90 Days-	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS ATTEMPTING TO FLY INSIDE A VOLCANIC CRATER AROUND THE LAVA DOME ABOVE 6000 FEET M.S.L.. THE AIRCRAFT HAS A 75 HORSEPOWER ENGINE. HIGH WINDS ENTERING THE CRATER FROM THE NORTHEAST FLOWING ACROSS THE LAVA DOME CREATED A DOWNDRAFT THAT THE AIRCRAFT COULD NOT OUTCLIMB. BOTH OCCUPANTS WERE RESCUED THE FOLLOWING DAY.

Brief of Accident (Continued)

File No. - 76

2/19/86

MOUNT ST.HELENS,WA

A/C Reg. No. N4521H

Time (Lcl) - 1730 PST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation MANEUVERING

Finding(s)

1. WEATHER CONDITION - HIGH WIND
 2. WIND INFORMATION - NOT UNDERSTOOD - PILOT IN COMMAND
 3. WEATHER CONDITION - GUSTS
 4. JUDGEMENT - POOR - PILOT IN COMMAND
 5. AIRCRAFT PERFORMANCE,CLIMB CAPABILITY - EXCEEDED
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 26 2/21/86 ODESSA, WA A/C Reg. No. N8542F Time (Lcl) - 0930 PST

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Type of Operation - OTHER WORK USE
Flight Conducted Under - 14 CFR 133
Accident Occurred During - MANEUVERING

Aircraft Damage

DESTROYED

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries

Serious Minor
0 0
0 0

None
1
0

-----Aircraft Information-----

Make/Model - HILLER UH-12E
Landing Gear - SKID
Max Gross Wt - 3100
No. of Seats - 2

Eng Make/Model - LYCOMING IVO-540-B1A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 305 HP

ELT Installed/Activated - YES/YES
Stall Warning System - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 50.0 SM
Lowest Sky/Clouds - 20000 FT SCATTERED
Lowest Ceiling -
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
ODESSA, WA
Destination
ODESSA, WA

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

NONE
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL, CFI
SE LAND, SE SEA
HELICOPTER, GLIDER

Age - 41
Biennial Flight Review
Current - YES
Months Since - 11
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 4686
Make/Model- 2853
Instrument- 44
Multi-Eng - UNK/NR
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- 55
Rotorcraft - 3175

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING AN EXTERNAL LOAD OPERATION TO REMOVE GROUNDWIRE OFF CROSSARMS, THE CABLE SPLICE JAMMED IN THE PULLEY FRAME. THE HELICOPTERS FORWARD MOTION STOPPED AND IT THEN STRUCK THE GROUND. THE PILOT SAID THE CARGO HOOK RELEASE DIDN'T WORK BUT NO FAILURES WERE FOUND IN POST ACCIDENT TESTING.

Brief of Accident (Continued)

File No. - 26

2/21/86

ODESSA,WA

A/C Reg. No. N8542F

Time (Lc1) - 0930 PST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation MANEUVERING

Finding(s)

1. AIRCRAFT/EQUIPMENT,INADEQUATE DESIGN(STANDARD/REQUIREMENT),EQUIPMENT INTERFERENCE - OTHER PERSONNEL

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 126 3/02/86 CONCRETE,WA A/C Reg. No. N734LQ Time (Lcl) - 1530 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -CRUISE

Fire NONE
Crew Pass

-----Aircraft Information-----

Make/Model - CESSNA 172
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- CALM
Visibility - 50.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
CONCRETE,WA
Destination
SNOHOMISH,WA

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 - TRAFFIC PATTERN

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 23
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 - 129 Last 24 Hrs - 2
Make/Model- 77 Last 30 Days- UNK/NR
Instrument- 0 Last 90 Days- 17

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS FLYING ONLY 50 FEET AGL WHEN THE AIRCRAFT STRUCK POWER LINES. A SUCCESSFUL LANDING WAS THEN ACCOMPLISHED AT AN AIRPORT.

Brief of Accident (Continued)

File No. - 126

3/02/86

CONCRETE,WA

A/C Reg. No. N734LQ

Time (Lcl) - 1530 PST

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation CRUISE

Finding(s)

1. PROPER ALTITUDE - NOT SELECTED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 166 3/10/86 EAST SOUND, WA A/C Reg. No. N84842 Time (Lcl) - 1500 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

-----Aircraft Information-----

Make/Model - AERONCA 7AC
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1300
No. of Seats - 2

Eng Make/Model - CONTINENTAL A65-8F
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 65 HP

ELT Installed/Activated - YES/YES
Stall Warning System - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC

Wind Dir/Speed- 120/005 KTS
Visibility - 40.0 SM
Lowest Sky/Clouds - 6000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SNOHOMISH, WA
Destination
EAST SOUND, WA

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

ORCAS ISLAND
Runway Ident - 16
Runway Lth/Wid - 2900/ 60
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 21
Biennial Flight Review
Current - YES
Months Since - 8
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 152	Last 24 Hrs	- 2
Make/Model-	25	Last 30 Days-	UNK/NR
Instrument-	1	Last 90 Days-	34

Instrument Rating(s) - NONE

-----Narrative-----

UPON ROLLOUT, A LOSS OF DIRECTIONAL CONTROL OCCURRED DURING A WIND GUST. THE PILOT ELECTED TO GO-AROUND. SHORTLY AFTER LIFT OFF, THE MAIN GEAR OF THE AIRCRAFT STRUCK VASI LIGHTS. THE AIRCRAFT THEN STRUCK THE GROUND.

Brief of Accident (Continued)

File No. - 166

3/10/86

EAST SOUND, WA

A/C Reg. No. N84842

Time (Lc1) - 1500 PST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 2. WEATHER CONDITION - GUSTS
-

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

3. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - GO-AROUND (VFR)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 165 3/10/86 LA CONNER,WA A/C Reg. No. N388C Time (Lcl) - 1820 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	1	0	0	0
Pass	0	0	0	0	0
Other	0	1	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Fire
NONE

-----Aircraft Information-----

Make/Model - STINSON 108-2
Landing Gear - FLOAT
Max Gross Wt - 2400
No. of Seats - 4

Eng Make/Model - FRANKLIN 6A4-165-B3
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 165 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 - 10.0 SM
Lowest Sky/Clouds - 5000 FT SCATTERED
Lowest Ceiling - 8000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DUSK

Itinerary

Last Departure Point
KENMORE,WA
Destination
SAME AS ACC/INC

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 - NONE
Type of Clearance - NONE
Type Apch/Lndg - STRAIGHT-IN

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,ATP
SE LAND,ME LAND,SE SEA,ME SEA

Age - 41

Biennial Flight Review

Current - YES
Months Since - 10
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 4861	Last 24 Hrs	- 7
Make/Model-	9	Last 30 Days-	9
Instrument-	317	Last 90 Days-	9
Multi-Eng	- 2153		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PLT WAS ON APPROACH FOR WATER LANDING IN A CANAL USED DURING PREVIOUS SUMMER FOR FLOATPLANE OPS AT DUSK. PLT WAS LOOKING FOR A SPECIFIC BOAT MOORED IN CANAL AS LANDING MARK, EXTENDED APPROACH PATH BEYOND NORMAL TOUCHDOWN POINT. ACFT STRUCK TELEPHONE CABLE SPANNING CANAL SEVERING VERTICAL TAIL AND THROWING ACFT OUT OF CONTROL. ACFT CONTACTED WATER SURFACE IN AGGRAVATED SKID, BOUNCED ONTO SHORELINE, STRIKING BYSTANDER.

Brief of Accident (Continued)

File No. - 165

3/10/86

LA CONNER,WA

A/C Reg. No. N388C

Time (Lc1) - 1820 PST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND
 2. IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION - PILOT IN COMMAND
 3. LIGHT CONDITION - DUSK
 4. OBJECT - WIRE, TRANSMISSION(MARKED)
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 128 3/10/86 SEATTLE, WA A/C Reg. No. N926T Time (Lcl) - 2006 PST

-----Basic Information-----

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-METHOW AVIATION	SUBSTANTIAL					
Type of Operation	-NON SCHED, DOMESTIC, PASSENGER	Fire		Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 135	NONE	Crew	0	0	0	1
Accident Occurred During	-TAKEOFF		Pass	0	0	0	1

-----Aircraft Information-----

Make/Model	- BEECH 18	Eng Make/Model	- P & W PT6-27	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL-RETRACTABLE MAINS	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 9900	Engine Type	- TURBOPROP		
No. of Seats	- 11	Rated Power	- 680 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	BOISE, ID		SEATTLE-TACOMA INTER'L	
Wind Dir/Speed	- 120/010 KTS	ATC/Airspace		Runway Ident	- 16
Visibility	- 10.0 SM	Type of Flight Plan	- IFR	Runway Lth/Wid	- 11900/ 150
Lowest Sky/Clouds	- 5000 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	- NIGHT(DARK)				

-----Personnel Information-----

Pilot-In-Command	Age - 36	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL, ATP	Current - YES	Total - 4178	Last 24 Hrs - 4
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model - 20	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 493	Last 90 Days - 203
		Multi-Eng - 2590	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT LOST CONTROL OF THE AIRCRAFT ON TAKEOFF AND A SUBSEQUENT GROUNDLOOP OCCURRED. ALTHOUGH THE PILOT HAS A DC-3 TYPE RATING, HE HAD ONLY 20 HOURS IN THIS AIRCRAFT.

Brief of Accident (Continued)

File No. - 128

3/10/86

SEATTLE,WA

A/C Reg. No. N926T

Time (Lc1) - 2006 PST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

2. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 89 1/23/86 KENOSHA, WI A/C Reg. No. N48149 Time (Lc1) - 1240 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage SUBSTANTIAL	Injuries			
Type of Operation	-PERSONAL	Fire	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	NONE	Crew 0	0	0	1
Accident Occurred During	-DESCENT		Pass 0	0	0	1

-----Aircraft Information-----

Make/Model	- CESSNA L-19	Eng Make/Model	- CONTINENTAL O-300	ELT Installed/Activated	- YES/YES
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- UNK/NR
Max Gross Wt	- 2430	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 145 HP		

-----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- CALM</p> <p>Visibility - 10.0 SM</p> <p>Lowest Sky/Clouds - 2500 FT SCATTERED</p> <p>Lowest Ceiling - BROKEN</p> <p>Obstructions to Vision- HAZE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point SAME AS ACC/INC</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FORCED LANDING</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - DIRT</p> <p>Runway Status - HIGH VEGETATION</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND</p> <p>GLIDER</p>	<p>Age - 42</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 9</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - UNK/NR</p> <p>Flight Time (Hours)</p> <p>Total - 632</p> <p>Make/Model- 4</p> <p>Instrument- 10</p> <p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 14</p>
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Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT DRAINED THE FUEL TANKS UNTIL NO EVIDENCE OF WATER WAS PRESENT. ALCOHOL & 100LL WAS ADDED PRIOR TO TAKEOFF. IN THE TRAFFIC PATTERN ENGINE POWER WAS LOST. THE RUNWAY WAS OVER FLOWN & A COLLISION WITH A FENCE INSUED DURING THE FORCED LANDING. WATER WAS FOUND IN FUEL LINES & THE CARBURETOR. THE ENGINE WAS TEST RUN WITH NO PROBLEMS NOTED.

Brief of Accident (Continued)

File No. - 89

1/23/86

KENOSHA, WI

A/C Reg. No. N48149

Time (Lcl) - 1240 CST

Occurrence #1 LOSS OF POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation APPROACH - VFR PATTERN - DOWNWIND

Finding(s)

1. FLUID, FUEL - WATER
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - EMERGENCY

Finding(s)

3. OBJECT - FENCE
4. PLANNED APPROACH - INADEQUATE - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 156 2/26/86 JANESVILLE, WI A/C Reg. No. N723T Time (Lcl) - 0516 CST

-----Basic Information-----

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage				
Name of Carrier	-RICHARD J. WIXOM	DESTROYED				
Type of Operation	-NON SCHED, DOMESTIC, CARGO	Fire	Crew	Fatal	Serious	Injuries
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	1	Minor
Accident Occurred During	-APPROACH			0	0	None
					0	0

-----Aircraft Information-----

Make/Model	- BEECH G18S	Eng Make/Model	- P & W R-985-AN	ELT Installed/Activated	- YES/YES
Landing Gear	- TAILWHEEL-ALL RETRACTABLE	Number Engines	- 2	Stall Warning System	- UNK/NR
Max Gross Wt	- 10100	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 450 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- FSS	Last Departure Point		ON AIRPORT	
Method	- UNK/NR	DETROIT, MI			
Completeness	- UNK/NR	Destination		Airport Data	
Basic Weather	- IMC	SAME AS ACC/INC		JANESVILLE/ROCK CO.	
Wind Dir/Speed	- 160/004 KTS			Runway Ident	- 04
Visibility	- 1.000 SM	ATC/Airspace		Runway Lth/Wid	- 6701/ 150
Lowest Sky/Clouds	-	Type of Flight Plan	- IFR	Runway Surface	- ASPHALT
Lowest Ceiling	- 200 FT OBSCURED	Type of Clearance	- IFR	Runway Status	- SNOW - DRY
Obstructions to Vision	- FOG	Type Apch/Lndg	- ILS-COMPLETE		
Precipitation	- UNK/NR				
Condition of Light	- DAWN				

-----Personnel Information-----

Pilot-In-Command	Age - 60	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - YES	Total - 15000	Last 24 Hrs - UNK/NR
SE LAND, ME LAND	Months Since - 2	Make/Model - 5700	Last 30 Days - 50
	Aircraft Type - UNK/NR	Instrument - 1608	Last 90 Days - UNK/NR
		Multi-Eng - 13000	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT IMPACTED THE GROUND ABOUT 1,000 FT TO THE LEFT OF THE RUNWAY. THE PILOT STATED THAT HE DID NOT HAVE VISUAL CONTACT WITH THE GROUND & REMEMBERS ATTEMPTING TO MAKE A MISSED APPROACH. CONDITIONS WERE IMC.

Brief of Accident (Continued)

File No. - 156

2/26/86

JANESVILLE, WI

A/C Reg. No. N723T

Time (Lcl) - 0516 CST

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - MISSED APPROACH (IFR)

Finding(s)

1. DECISION HEIGHT - BELOW - PILOT IN COMMAND
2. MISSED APPROACH - DELAYED - PILOT IN COMMAND
3. IMPROPER DECISION, MOTIVATION - PILOT IN COMMAND
4. WEATHER CONDITION - OBSCURATION
5. WEATHER CONDITION - LOW CEILING
6. LIGHT CONDITION - DAWN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 4,5

EMBRY-RIDDLE AERO.U. DAYTONA BEACH



3 1745 00065 7430

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