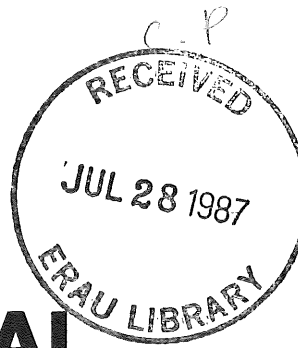
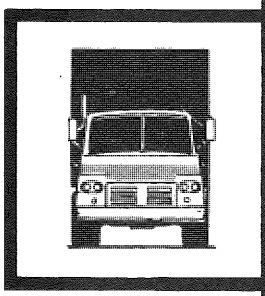
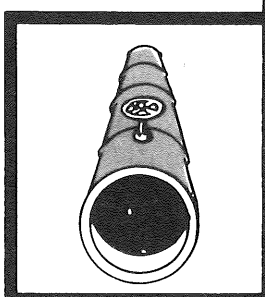
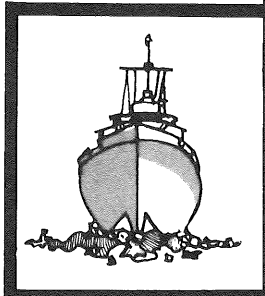
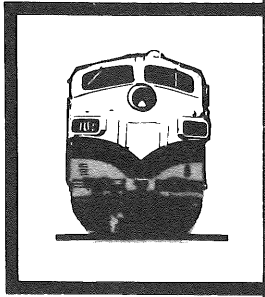
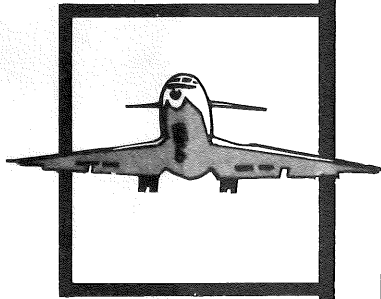


PB87-916904



# **NATIONAL TRANSPORTATION SAFETY BOARD**

WASHINGTON, D.C. 20594

## **AIRCRAFT ACCIDENT REPORTS**

**BRIEF FORMAT  
U.S. CIVIL AND FOREIGN AVIATION  
ISSUE NUMBER 2, 1986 ACCIDENTS**

**NTSB / AAB-87 / 04**

**UNITED STATES GOVERNMENT**



TECHNICAL REPORT DOCUMENTATION PAGE

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12. Sponsoring Agency Name and Address  NATIONAL TRANSPORTATION SAFETY BOARD Washington, D. C. 20594		14. Sponsoring Agency Code	
15. Supplementary Notes			
16. Abstract  This publication contains selected aircraft accident reports in Brief Format occurring in U.S. civil and foreign aviation operations during Calendar Year 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.  File Numbers: 0201 through 0400			
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 there own or rented aircraft for pleasure, or personal transportation not in furtherance of their occupation or company business.

##### Business

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

##### Corporate/Executive Operations

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

##### Instructional Flying

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

##### Other Flying

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

## 2. AIR CARRIER

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

### Airframe/Component/System Failure/Malfunction

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

### Powerplant - Loss of Power

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

### PHASE OF OPERATION

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

### CAUSES AND RELATED FACTORS

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

## BASIC WEATHER CONDITIONS

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

FILE ORDER LISTING

ISSUE NUMBER 2

CALENDAR YEAR 1986

## File Order Listing - Issue No. 2, 1986

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
201	7902F	051886	SAN ANTONIO, TX	CESSNA	150F	MINOR	338
202	4881V	041886	EL PASO, TX	BELLANCA	17-300	SERIOUS	326
203	6610Y	050886	TYLER, TX	CESSNA	210N	MINOR	332
204	7612L	010586	GRAND ISLE BL73, GM	SIKORSKY	S-76A	FATAL	162
205	340H	022186	WHITE SALMON, WA	NAVION	A	NONE	370
207	2037U	031686	ORCHARDS, WA	MAULE	M-4-180C	MINOR	374
208	840SM	022786	KETCHIKAN, AK	GULFSTREAM	690C	NONE	4
209	5055G	033086	ST. CHARLES, MO	BELLANCA	7GCBC	NONE	228
210	11JK	021686	LAKE LURE, NC	BEECH	V35B	NONE	252
211	5217C	031286	WHITE PLAINS, NY	CESSNA	T210N	NONE	270
212	106DC	033186	ST. LOUIS, MO	DONALD R. CA	SKYOTE	FATAL	230
213	5307V	040786	FALL RIVER, KS	HILLER	UH-12B	SERIOUS	196
214	61572	022786	SPRINGERVILLE, AZ	CESSNA	172M	NONE	70
215	80561	021686	UPLAND, CA	GLOBE	SWIFT GC-1	NONE	78
216	52628	031986	HAYWARD, CA	CESSNA	172P	NONE	82
217	6421E	011986	WOODLAND, CA	CESSNA	172	NONE	74
218	49420	032486	FRESNO, CA	CESSNA	C-152T	NONE	86
219	90475	031686	POTERVILLE, CA	HILLER	12E	NONE	80
220	22613	032586	TUCSON, AZ	CESSNA	150H	MINOR	72
221	1189S	040286	DILLINGHAM FLD, HI	SCHWIEZER	2-32	NONE	166
222	761AH	011786	TUCKER, GA	CESSNA	210M	SERIOUS	150
224	73SN	010486	LAKE CITY, FL	CESSNA	210L	FATAL	92
225	3423F	033186	BOISE, ID	CESSNA	T210C	NONE	172
226	4736Q	032986	WARDEN, WA	CESSNA	188-A	NONE	380
227	363JW	032686	VANCOUVER, WA	BOB WHITE	AJ1	NONE	378



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228	6355G	032686	LAS VEGAS, NV	CESSNA	150K	NONE	262
229	714AY	011386	SUMMERFIELD, FL	CESSNA	150M	FATAL	94
231	1175	030386	GILLETTE, WY	MILLER	SIEVERS SP	MINOR	394
232	89339	051386	NATURAL BRIDGE, AL	CESSNA	152	NONE	54
233	8866F	010886	BREWTON, AL	HUGHES	269A	MINOR	46
234	3942U	033086	CANTON, GA	JOACHIM HOEH	PAZMANY PL	MINOR	154
235	973JM	012086	CARTHAGE, MS	CESSNA	182Q	NONE	238
236	7576G	031586	MARIETTA, OK	CESSNA	172N	NONE	290
237	2275B	031786	BEAUMONT, TX	BELL	47G	NONE	322
238	6633T	031786	GOLIAD, TX	CESSNA	TU206F	FATAL	324
239	3181Y	032686	GULF OF MEXICO, GM	BELL	206BIII	NONE	164
240	6422Q	010586	WEST CHICAGO, IL	CESSNA	152	NONE	180
241	49643	032286	HUNTINGTON BCH, CA	BELL	206B	NONE	84
242	9747	060586	ANCHORAGE, AK	CESSNA	172	NONE	18
243	1661V	052686	BRADLEY SKI, AK	CESSNA	140	NONE	16
244	52189	052286	ILIAMNA, AK	CESSNA	180	FATAL	10
245	6190V	052486	LAKE CLARK, AK	LAKE	LA-4-200	FATAL	12
246	8671V	052486	VALDEZ, AK	BELLANCA	7GCBC	NONE	14
247	737DR	032586	ADVANCE, NC	CESSNA	172N	NONE	254
248	2115Z	051586	TOCCOA, GA	PIPER	PA-28RT-20	NONE	156
249	1949V	050486	RIVERTON, WY	CESSNA	140	NONE	396
250	2894C	033086	COLUMBIA STAT., OH	CESSNA	170B	MINOR	282
251	8178N	041086	PERRY, IA	PIPER	PA-32R-301	NONE	168
252	5564X	041186	JACKSON, MO	AERO COMMAND	S2R	NONE	232
253	3XX	050186	FULTON, MO	PIPER	PA-12	NONE	234

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254	8470H	011186	SCHAUMBURG, IL	PIPER	PA-28-236	NONE	182
255	68PC	011786	CANTON, OH	BEECH	BE-90C	NONE	276
256	1573F	012086	ST. IGNACE, MI	CESSNA	185	NONE	214
257	8288W	022086	STATESBORO, GA	PIPER	PA-28-180	SERIOUS	152
258	22370	040686	FORT DEPOSIT, AL	PIPER	PA-32R-300	NONE	52
259	53615	011786	BLAIRSVILLE, GA	CESSNA	337G	FATAL	148
260	2407S	010386	TALLADEGA, AL	CESSNA	T337B	FATAL	44
261	2285Y	042686	CANTON, IL	CESSNA	177	MINOR	190
262	295MM	032986	WINONA, MN	MONNETT	MONI	MINOR	226
263	12DS	012386	OPA LOCKA, FL	CESSNA	310J	NONE	96
264	6110X	030186	VEGA, TX	BEECHCRAFT	C23	NONE	318
265	19271	030186	HOUSTON, TX	CESSNA	150L	SERIOUS	320
266	20379	060486	TIMBALIER, LA	CESSNA	180K	MINOR	204
267	6079G	060286	EAGLE PASS, TX	CESSNA	150K	NONE	342
268	13731	050386	DALLAS, TX	CESSNA	172M	NONE	328
269	102PM	050486	GEORGETOWN, TX	CESSNA	A185F	NONE	330
270	4491Q	050986	BERINO, NM	CESSNA	A188B	NONE	260
271	103SM	052086	SWANSBORO, NC	BEECH	A36	NONE	256
272	513HC	013186	LAS PIEDRAS, PR	AEROSPATIALE	350-B	NONE	306
273	26TS	020286	BROOKSVILLE, FL	BLANIK	L-13	NONE	100
274	4535W	012186	ATLANTIC OCEAN, AO	ROCKWELL	112TC	MINOR	60
275	68223	013086	SAN JUAN, PR	CESSNA	152	NONE	304
276	2947U	012486	MELBOURNE, FL	PIPER	PA-32-300	NONE	98
277	7792E	041486	APPALACHIA, VA	CESSNA	150	SERIOUS	356
278	25737	051786	ENTERPRISE, AL	PIPER	PA-38	NONE	56

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279	73269	051986	RED BAY, AL	BELL	47G-3B	NONE	58
280	3564Z	053186	WARREN, OH	PIPER	PA-22	NONE	286
281	900PC	020486	PARKLAND, FL	CESSNA	401	NONE	102
282	30233	021686	SEVIERVILLE, TN	PIPER	J3L-65	MINOR	312
283	700HJ	041486	CORDOVA, AK	CESSNA	180-H	NONE	6
284	3896P	032986	ONTARIO, CA	CESSNA	210P	NONE	88
285	14259	012086	RURAL RETREAT, VA	PIPER	PA-23-250	SERIOUS	352
286	66218	010386	WHITEVILLE, NC	CESSNA	150M	NONE	244
287	82RC	020186	LOWER LAKE, CA	COMMINGS	VARI EZE	NONE	76
288	4033Q	013186	NEW BEDFORD, MA	CESSNA	402	SERIOUS	208
289	3598M	061486	EGEGIK, AK	PIPER	PA-12	NONE	30
290	1556N	061586	VOGEL LAKE, AK	PIPER	J3C-65	MINOR	32
291	73419	061886	THEODORE RIVER, AK	CESSNA	172M	NONE	36
292	5837D	061286	THEODORE RIVER, AK	PIPER	PA-22-150	NONE	26
293	8597D	061186	FAIRBANKS, AK	PIPER	PA-18	MINOR	20
293	96320	061186	FAIRBANKS, AK	TAYLORCRAFT	BC-12D	MINOR	22
294	3527E	032686	ATLANTIC OCEAN, AO	PIPER	PA-31-350	FATAL	62
295	11505	032586	ST. THOMAS, VI	CESSNA	150L	NONE	366
296	4916U	032586	JACKSONVILLE, FL	CESSNA	210E	NONE	140
297	9169T	032386	HOLLYWOOD, FL	PIPER	PA-18-150	NONE	138
298	4599P	031886	FT. PIERCE, FL	PIPER	PA-23-250	MINOR	136
299	9790L	031486	LAKE WALES, FL	BEECH AIRCRA	C23	MINOR	132
300	GPZS	030986	CAPTIVA, FL	PIPER	PA-32R	MINOR	130
301	77WG	030686	JACKSONVILLE, FL	CESSNA	210J	NONE	128
302	53805	030486	NEW SMYRNA BCH, FL	BELLANCA	7KCAB	MINOR	126

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303	3870L	030286	NEW SMYRNA, FL	CESSNA	172G	NONE	122
304	6YJHV	022886	OPA LOCKA, FL	GULFSTREAM C	500S	NONE	118
305	5394S	022886	KEY BISCAYNE, FL	CESSNA	337A	NONE	120
306	9936J	022486	GREENWOOD, MS	CESSNA	T188C	SERIOUS	240
307	163Q	021586	FT. MYERS, FL	BEECH	55	NONE	110
308	8886U	021586	CLEWISTON, FL	CESSNA	172F	MINOR	108
309	772WA	021586	FT. PIERCE, FL	CESSNA	152	MINOR	106
310	58275	021286	VERO BEACH, FL	HUGHES	269C	NONE	104
311	9374F	020486	COUNCIL, NC	HUGHES	269B	SERIOUS	250
312	8493K	050886	HARRISBURG, AR	SCHWEIZER	GRUMMAN G-	SERIOUS	64
313	118CC	051986	BOLIVAR, MO	COLLIN CAMPB	ZIPPY SPOR	MINOR	236
314	8812T	051086	WALSH, CO	EAGLE	DW-1	NONE	90
315	4446K	030286	PASCAGOULA, MS	BEECH	D-18S	NONE	242
316	6264Y	061186	MT. HOLLY, VA	PIPER	PA-23-250	MINOR	364
317	9417A	041586	ALBANY, OR	BELL	47G3B1	NONE	300
318	5095M	031486	TROUTDALE, OR	BEECH	76	NONE	296
319	644FM	040886	EMIGRANT PASS, NV	CESSNA	180K	NONE	266
320	26792	040686	ABERDEEN, ID	GRUMMAN	AA-5A	NONE	174
321	6282P	033186	FALLON, NV	PIPER	PA-24-250	SERIOUS	264
322	5014E	050686	YAKIMA, WA	CESSNA	172	NONE	388
323	1312B	050486	JUNEAU, AK	LUSCOMBE	8E	NONE	8
324	602HB	050386	LAS VEGAS, NV	HANSON	JUNGMANN 1	NONE	268
325	6494U	050286	TWIN FALLS, ID	MOONEY	M20C	MINOR	178
326	7198A	042786	ELLENSBURG, WA	CESSNA	172	NONE	386
327	8536Z	042586	PORTLAND, OR	ROBINSON	R22-A	NONE	302

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328	70040	042086	BONNERS FERRY, ID	CESSNA	172	SERIOUS	176
329	2034Z	061486	DILLON, SC	BEECH	BE-58	NONE	310
330	1321Q	053186	CUMMING, GA	CESSNA	150	NONE	160
331	899MG	053186	MT. VERNON, OH	GREEN	PIETENPOL	SERIOUS	284
332	98544	052286	PEACHTREE CITY, GA	MOONEY	M20K	NONE	158
333	204EH	020786	MEKORYUK, AK	DEHAVILLAND	DHC-6	NONE	2
334	2937P	061786	KING SALMON, AK	PIPER	PA-22	MINOR	34
335	3887C	061486	TANUNAK, AK	CESSNA	180	NONE	28
336	738DC	012186	CORPUS CHRISTI, TX	CESSNA	172N	MINOR	314
337	8557K	020886	MCALESTER, OK	ROBINSON	R-22	NONE	288
338	86874	051286	PEARLAND, TX	BELLANCA	14-13	SERIOUS	334
339	96158	053086	ORANGE GROVE, LA	CESSNA	A185F	MINOR	202
340	8580V	060486	THOMAS, OK	BELLANCA	7GCAA	NONE	294
341	232T	060586	NEW ORLEANS, LA	MAULE	M7-235	NONE	206
342	5195U	061286	TAHOKA, TX	CESSNA	206	MINOR	344
343	5154V	061886	PEARLAND, TX	BEECH	T-34A	NONE	346
344	48398	061986	PALACIOS, TX	GRUMMAN	G-164	NONE	348
345	9861M	053186	SALUDA, VA	MAULE	M-4-210C	NONE	360
346	5097S	032086	PRESCOTT, WA	AIRTRACTOR	301	NONE	376
347	6958B	033086	WARM SPRINGS, OR	PIPER	PA-22-150	NONE	298
348	2998B	033186	COUGER, WA	BEECH	E-35	MINOR	384
349	87595	032986	WALLA WALLA, WA	HILLER	12E	NONE	382
350	836OW	011786	WEST DOVER, VT	PIPER	PA-28-161	NONE	368
351	95009	011186	BUCKEYE, AZ	TAYLORCRAFT	BC12-D	SERIOUS	68
352	7027M	051086	LOUISBURG, KS	CESSNA	175	NONE	198

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353	5150M	022786	ELKHART, IN	BEECH	SUNDOWNER	NONE	194
354	761VX	022786	WHILE LAKE TWP., MI	CESSNA	210M	NONE	216
355	8663K	021686	FRANKFORT, IL	CESSNA	340A	MINOR	188
356	2743Y	021686	WHEELING, IL	CESSNA	340A	NONE	186
357	3849G	020586	GALESBURG, IL	CESSNA	340R	NONE	184
358	1856G	012986	ELY, MN	CHAMPION	CITABRIA 7	MINOR	220
359	1156C	012686	MADISON, WI	MOONEY	M20-K	NONE	392
360	46675	012586	BARABOO, WI	CESSNA	172	NONE	390
361	3414W	011886	MECHANICSBURG, OH	PIPER	PA-32-260	NONE	278
362	6900Q	011786	HASTINGS, MI	BEECH	A23A	NONE	212
363	3003Z	011186	MOUNT GILEAD, OH	PIPER	PA-22-150	NONE	272
364	8521X	010586	ANDERSON, IN	CESSNA	172M	NONE	192
365	182FW	030386	TENINO, WA	CESSNA	182P	FATAL	372
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AIRCRAFT ACCIDENT REPORTS  
BRIEF FORMAT  
U.S. CIVIL AND FOREIGN AVIATION  
ISSUE NUMBER 2 OF 1986 ACCIDENTS

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 333      2/07/86      MEKORYUK,AK      A/C Reg. No. N204EH      Time (Lcl) - 1050 AST

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

Type Operating Certificate	COMMUTER	Aircraft Damage					
Name of Carrier	- ERA HELICOPTERS, INC.	SUBSTANTIAL					
Type of Operation	- SCHEDULED, DOMESTIC, PAX/CARGO	Fire	Crew	Fatal	Injuries		
Flight Conducted Under	- 14 CFR 135	NONE	Pass	0	Serious	Minor	None
Accident Occurred During	- LANDING			0	0	0	3
							6

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

Make/Model	- DEHAVILLAND DHC-6	Eng Make/Model	- P&W PT6A-20A	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 11000	Engine Type	- TURBOPROP		
No. of Seats	- 16	Rated Power	- 5795 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NWS	Last Departure Point	ON AIRPORT
Method - TELETYPE	BETHEL, AK	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	MEKORYUK, AK	MEKORYUK
Wind Dir/Speed - 150/010 KTS	ATC/Airspace	Runway Ident - 23
Visibility - .500 SM	Type of Flight Plan - COMPANY (VFR)	Runway Lth/Wid - 3500/ 50
Lowest Sky/Clouds - 1000 FT	Type of Clearance - VFR	Runway Surface - GRAVEL
Lowest Ceiling - 1000 FT OVERCAST	Type Apch/Lndg - STRAIGHT-IN	Runway Status - ICE COVERED
Obstructions to Vision - FOG		SNOW - DRY
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 35	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 9643
SE LAND, ME LAND, SE SEA	Months Since - 3	Make/Model - 3888
	Aircraft Type - DHC-6	Instrument - 1716
		Multi-Eng - 7891
		Last 24 Hrs - 5
		Last 30 Days - UNK/NR
		Last 90 Days - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PIC STATED THAT HE WAS LANDING TO THE SOUTHWEST BECAUSE THE FOG WAS OBSCURING THE APCH PATH TO RWY 05. AFTER ALIGNING WITH RWY 23, THE ACFT DRIFTED OFF COURSE. THE PLT WAS ATTEMPTING TO REALIGN THE ACFT WITH THE RWY WHEN HE TOUCHED DOWN IN A BANK AND STRUCK THE RIGHT WING TIP. HE FURTHER STATED HE NEVER REGAINED CONTROL AND THE ACFT DEPARTED THE RWY OFF THE LEFT SIDE.

Brief of Accident (Continued)

File No. - 333

2/07/86

MEKORYUK,AK

A/C Reg. No. N204EH

Time (Lcl) - 1050 AST

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

Finding(s)

1. TERRAIN CONDITION - SNOW COVERED
2. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
3. WEATHER CONDITION - FOG
4. COMPENSATION FOR WIND CONDITIONS - MISJUDGED - PILOT IN COMMAND
5. WEATHER CONDITION - TAILWIND
6. PLANNED APPROACH - IMPROPER - PILOT IN COMMAND
7. JUDGEMENT - POOR - COPILOT

Occurrence #2 LOSS OF CONTROL - IN FLIGHT  
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

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. - 208      2/27/86      KETCHIKAN, AK      A/C Reg. No. N840SM      Time (Lcl) - 1618 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	1
Accident Occurred During -DESCENT					

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

Make/Model - GULFSTREAM 690C	Eng Make/Model - GARRETT TPE331-5-251K	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 10235	Engine Type - TURBOPROP	
No. of Seats - 10	Rated Power - 718 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	SITKA, AK	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	
Wind Dir/Speed- 160/030 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 1400 FT	Type of Clearance - IFR	Runway Surface - N/A
Lowest Ceiling - 1400 FT BROKEN	Type Apch/Lndg - ILS-COMPLETE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - RAIN		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 34	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 3024
SE LAND, ME LAND, SE SEA	Months Since - 4	Last 24 Hrs - 3
	Aircraft Type - UNK/NR	Make/Model- 1815
		Instrument- 650
		Multi-Eng - 2129
		Last 30 Days- UNK/NR
		Last 90 Days- 60

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE AT 4700 FT MSL, ON A DME HOLD AWAITING CLEARANCE FOR AN ILS/DME APCH, SEVERE TURBULENCE WAS ENCOUNTERED. THE PLT WAS AWARE OF TURBULENCE IN THE AREA.

Brief of Accident (Continued)

File No. - 208

2/27/86

KETCHIKAN, AK

A/C Reg. No. N840SM

Time (Lcl) - 1618 AST

Occurrence IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation CRUISE - HOLDING(IFR)

Finding(s)

1. WEATHER CONDITION - HIGH WIND
2. FLIGHT INTO KNOWN ADVERSE WEATHER - SELECTED - PILOT IN COMMAND
3. WEATHER CONDITION - TURBULENCE IN CLOUDS
4. WEATHER CONDITION - GUSTS

----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. - 283      4/14/86      CORDOVA, AK      A/C Reg. No. N700HU      Time (Lcl) - 0756 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	0	0
Accident Occurred During - TAKEOFF			0	0	0
					1
					0

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

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

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed - 060/015 KTS</p> <p>Visibility - 2.000 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - 1200 FT BROKEN</p> <p>Obstructions to Vision - UNK/NR</p> <p>Precipitation - SNOW</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point SAME AS ACC/INC</p> <p>Destination PORT ETCHES, AK</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND, ME LAND, SE SEA</p>	<p>Age - 35</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 4</p> <p>Aircraft Type - BE-76</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total - 514</td> <td>Last 24 Hrs - 4</td> </tr> <tr> <td>Make/Model - 502</td> <td>Last 30 Days - 40</td> </tr> <tr> <td>Instrument - 3</td> <td>Last 90 Days - 81</td> </tr> <tr> <td>Multi-Eng - 11</td> <td></td> </tr> </table>	Total - 514	Last 24 Hrs - 4	Make/Model - 502	Last 30 Days - 40	Instrument - 3	Last 90 Days - 81	Multi-Eng - 11	
Total - 514	Last 24 Hrs - 4									
Make/Model - 502	Last 30 Days - 40									
Instrument - 3	Last 90 Days - 81									
Multi-Eng - 11										

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT AFTER LIFT OFF FROM THE WATER, THE LEFT WING TIP CAUGHT THE WATER CAUSING THE AIRCRAFT TO CARTWHEEL AND SINK. AT THE TIME OF THE ACCIDENT THE WIND WAS REPORTED AS 060 DEGREES AT 15 KNOTS GUSTING 35 KNOTS.

Brief of Accident (Continued)

File No. - 283

4/14/86

CORDOVA, AK

A/C Reg. No. N700HU

Time (Lcl) - 0756 AST

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

Finding(s)

1. WEATHER CONDITION - GUSTS
2. WEATHER CONDITION - LOW CEILING
3. WEATHER CONDITION - SNOW
4.    COMPENSATION FOR WIND CONDITIONS - NOT PERFORMED - PILOT IN COMMAND
5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2      DRAGGED WING, ROTOR, POD, OR FLOAT  
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) 4,5

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 323      5/04/86      JUNEAU, AK      A/C Reg. No. N1312B      Time (Lcl) - 1723 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Fire	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

Crew  
Pass

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

Make/Model      - LUSCOMBE 8E  
Landing Gear      - TAILWHEEL-ALL FIXED  
Max Gross Wt      - 1400  
No. of Seats      - 2

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

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

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

Weather Data

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

Itinerary

Last Departure Point  
JUNEAU, 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

Wind Dir/Speed- 210/008 KTS  
Visibility      - 20.0 SM  
Lowest Sky/Clouds      - UNK/NR SCATTERED  
Lowest Ceiling      - UNK/NR BROKEN  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

ATC/Airspace

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

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

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

Age - 52  
Biennial Flight Review  
Current      - NO  
Months Since      - UNK/NR  
Aircraft Type      - UNK/NR

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

Total	- 1776	Last 24 Hrs	- 0
Make/Model-	1776	Last 30 Days-	0
Instrument-	0	Last 90 Days-	0

Instrument Rating(s) - NONE

-----Narrative-----

ACFT HAD HISTORY OF WATER IN FUEL AND THE SYSTEM WAS PURGED. DURING WINTER, THE PLT DID NOT FLY ACFT BUT RAN THE ENG PERIODICALLY. ON THE DAY OF THE ACCIDENT, THE PLT REFUELED THE ACFT, COMPLETED A NORMAL PWR RUN-UP AND TOOK OFF. SHORTLY AFTER TAKEOFF, A PWR LOSS NECESSITATED A FORCED LANDING ON TIDAL FLATS. THE ACFT NOSED OVER AFTER THE RIGHT GEAR COLLAPSED UPON ENCOUNTERING A DEPRESSION. APRX ONE GALLON OF FUEL WAS DRAINED FROM THE FUEL SUMP AFTER THE ACCIDENT. THE SAMPLE SHOWED WATER AND SOLID PARTICULATES. THE ENG WAS THEN STARTED AND IT RAN NORMALLY.



Brief of Accident (Continued)

File No. - 323

5/04/86

JUNEAU, AK

A/C Reg. No. N1312B

Time (Lc1) - 1723 ADT

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

Finding(s)

1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
2. FUEL SYSTEM - CONTAMINATION
3. FUEL SYSTEM - WATER

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

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

Finding(s)

4. TERRAIN CONDITION - ROUGH/UNEVEN
5. LANDING GEAR - 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) 1,5

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. - 244      5/22/86      ILIAMNA, AK      A/C Reg. No. N52189      Time (Lcl) - 1630 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
SUBSTANTIAL

Fire  
NONE

Crew  
Pass

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

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

Make/Model      - CESSNA 180  
Landing Gear      - FLOAT  
Max Gross Wt      - 2950  
No. of Seats      - 4

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

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

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

Weather Data

Wx Briefing      - FSS  
Method      - TELEPHONE  
Completeness      - FULL  
Basic Weather      - VMC  
Wind Dir/Speed- 180/030 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  
KING SALMON, AK  
Destination  
BIG LAKE, AK

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, SE SEA

Age - 45

Biennial Flight Review

Current      - YES  
Months Since      - 22  
Aircraft Type      - C-180

Medical Certificate - EXPIRED

Flight Time (Hours)

Total	- 1500	Last 24 Hrs	- UNK/NR
Make/Model-	900	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT AT THE TIME OF THE ACCIDENT THE WIND WAS 30 KNOTS GUSTING TO 35 KNOTS. AFTER TOUCHDOWN ON THE WATER, THE PILOT LOST CONTROL OF THE AIRCRAFT CAUSING THE AIRCRAFT TO NOSE OVER ON ITS BACK AND SINK.

Brief of Accident (Continued)

File No. - 244

5/22/86

ILIAMNA,AK

A/C Reg. No. N52189

Time (Lc1) - 1630 ADT

Occurrence #1      LOSS OF CONTROL - ON GROUND

Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

1. TERRAIN CONDITION - WATER,ROUGH
2. WIND INFORMATION - MISJUDGED - PILOT IN COMMAND
3. WEATHER CONDITION - GUSTS
4. WEATHER CONDITION - HIGH WIND
5. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND

Occurrence #2      NOSE OVER

Phase of Operation      LANDING - FLARE/TOUCHDOWN

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 245      5/24/86      LAKE CLARK, AK      A/C Reg. No. N6190V      Time (Lcl) - UNK/NR

-----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	UNK/NR	Pass 2	0	0	0
Accident Occurred During - OTHER					

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

Make/Model - LAKE LA-4-200	Eng Make/Model - LYCOMING IO-360-A1B	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2690	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 200 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	ANCHORAGE, AK	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	Runway Ident - N/A
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 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 - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 38	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - UNK/NR
SE LAND, SE SEA	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT CRASHED IN LAKE CLARK, ALASKA, AND SANK INTO 170 FEET OF WATER. THERE WERE NO WITNESSES TO THE ACCIDENT; THE AIRCRAFT WAS NOT RECOVERED.

Brief of Accident (Continued)

File No. - 245

5/24/86

LAKE CLARK, AK

A/C Reg. No. N6190V

Time (Lcl) - UNK/NR

-----  
Occurrence            MISSING AIRCRAFT

Phase of Operation    OTHER

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. - 246      5/24/86      VALDEZ, AK      A/C Reg. No. N8671V      Time (Lcl) - 0950 ADT

-----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 - BELLANCA 7GCBC	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 - 1650	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	LOCAL	Runway Ident - N/A
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 100.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 6000 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 33	Medical Certificate - EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - NO	Total - 1150
SE LAND	Months Since - 27	Last 24 Hrs - 5
	Aircraft Type - 7GCBC	Make/Model- 1100
		Instrument- 2
		Last 30 Days- 13
		Last 90 Days- 15

Instrument Rating(s) - NONE

-----Narrative-----

EXAMINATION OF THE AIRCRAFT FUEL SYSTEM REVEALED THAT WATER WAS FOUND IN THE FUEL LINES.

Brief of Accident (Continued)

File No. - 246

5/24/86

VALDEZ, AK

A/C Reg. No. N8671V

Time (Lc1) - 0950 ADT

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

Finding(s)

1. FUEL SYSTEM, TANK - CONTAMINATION
  2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
  3. FUEL SYSTEM, LINE - WATER
  4. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
- 

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

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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) 1,2,3,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 243      5/26/86      BRADLEY SKI,AK      A/C Reg. No. N1661V      Time (Lcl) - 2100 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	1
Accident Occurred During -LANDING					

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

Make/Model - CESSNA 140	Eng Make/Model - CONTINENTAL C-85-12F	ELT Installed/Activated - YES/NO
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	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	Runway Ident - UNK/NR
Wind Dir/Speed- 270/006 KTS	ATC/Airspace	Runway Lth/Wid - UNK/NR
Visibility - 60.0 SM	Type of Flight Plan - NONE	Runway Surface - UNK/NR
Lowest Sky/Clouds - 5000 FT SCATTERED	Type of Clearance - NONE	Runway Status - UNK/NR
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 38	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 420
SE LAND,SE SEA	Months Since - 1	Make/Model- 179
	Aircraft Type - C-140	Instrument- 57
		Last 24 Hrs - 1
		Last 30 Days- 7
		Last 90 Days- 15

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT AFTER TOUCHDOWN HE LOST CONTROL OF THE AIRCRAFT CAUSING THE PLANE TO NOSE OVER ON ITS BACK. AT THE TIME OF THE ACCIDENT THE WIND WAS LESS THAN SIX KNOTS.



Brief of Accident (Continued)

File No. - 243

5/26/86

BRADLEY SKI, AK

A/C Reg. No. N1661V

Time (Lcl) - 2100 ADT

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

Finding(s)

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

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 242      6/05/86      ANCHORAGE, AK      A/C Reg. No. N9747      Time (Lcl) - 0826 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 - 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 - 2300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

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

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - FSS	Last Departure Point	
Method - TELEPHONE	ANCHORAGE, AK	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	LOCAL	MERRILL
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 40.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - 4000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - UNK/NR
Lowest Ceiling - 8000 FT BROKEN	Type Apch/Lndg - TOUCH AND GO	Runway Status - UNK/NR
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)
STUDENT	Current - N/A	Total - 24
	Months Since - N/A	Last 24 Hrs - 1
	Aircraft Type - N/A	Make/Model- 24
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 22

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT AFTER THE LANDING ROLL, DIRECTIONAL CONTROL OF THE AIRCRAFT WAS LOST CAUSING THE AIRCRAFT TO EXIT THE LEFT SIDE OF THE RUNWAY STRIKING AN AIRPORT SIGN.

Brief of Accident (Continued)

File No. - 242

6/05/86

ANCHORAGE, AK

A/C Reg. No. N9747

Time (Lcl) - 0826 ADT

Occurrence #1 LOSS OF CONTROL - ON GROUND

Phase of Operation LANDING - ROLL

Finding(s)

1. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE - PILOT IN COMMAND
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH OBJECT

Phase of Operation LANDING - ROLL

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 293      6/11/86      FAIRBANKS, AK      A/C Reg. No. N8597D      Time (Lcl) - 2317 ADT

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

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

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

Make/Model - PIPER PA-18	Eng Make/Model - CONTINENTAL C-95	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 - 95 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- 320/006 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 60.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 5500 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 - 32	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 283
SE LAND, SE SEA	Months Since - 1	Last 24 Hrs - 1
	Aircraft Type - PA-18	Make/Model- 283
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 3

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOTS OF EACH ACFT STATED THEY THOUGHT THAT THE LEFT FLOAT AND PROP OF THE TAYLORCRAFT HAD COME IN CONTACT WITH THE RT WING AND RT LANDING GEAR OF THE PIPER. THE PLTS FAILED TO SEE THE OTHER ACFT IN TIME TO AVOID THE COLLISION. BOTH ACFT NOSED OVER DURING LANDING DUE TO SURFACE CONDITIONS AND LANDING GEAR DAMAGE.

Brief of Accident (Continued)

File No. - 293

6/11/86

FAIRBANKS, AK

A/C Reg. No. N8597D

Time (Lcl) - 2317 ADT

-----  
Occurrence #1        MIDAIR COLLISION  
Phase of Operation    TAKEOFF - INITIAL CLIMB

Finding(s)

1. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
  2. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT
- 

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

Finding(s)

3. LANDING GEAR - DISTORTED
- 

Occurrence #3        NOSE OVER  
Phase of Operation    LANDING - ROLL

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 293      6/11/86      FAIRBANKS, AK      A/C Reg. No. N96320      Time (Lcl) - 2317 ADT

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

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

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

Make/Model - TAYLORCRAFT BC-12D	Eng Make/Model - CONTINENTAL O-200-A	ELT Installed/Activated - YES/NO
Landing Gear - FLOAT	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- 320/006 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 60.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 5500 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 - 25	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 960
SE LAND, SE SEA	Months Since - 2	Make/Model- 145
	Aircraft Type - UNK/NR	Instrument- 73
		Multi-Eng - 562
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 114

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOTS OF EACH ACFT STATED THEY THOUGHT THAT THE LEFT FLOAT AND PROP OF THE TAYLORCRAFT HAD COME IN CONTACT WITH THE RT WING AND RT LANDING GEAR OF THE PIPER. THE PLTS FAILED TO SEE THE OTHER ACFT IN TIME TO AVOID THE COLLISION. BOTH ACFT NOSED OVER DURING LANDING DUE TO SURFACE CONDITIONS AND LANDING GEAR DAMAGE.

Brief of Accident (Continued)

File No. - 293

6/11/86

FAIRBANKS, AK

A/C Reg. No. N96320

Time (Lcl) - 2317 ADT

-----  
Occurrence #1            MIDAIR COLLISION  
Phase of Operation      DESCENT - NORMAL

Finding(s)

1. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
  2. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT
- 

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

Finding(s)

3. LANDING GEAR - DISTORTED
- 

Occurrence #3            NOSE OVER  
Phase of Operation      LANDING - ROLL

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 378      6/12/86      VOLKMAR LAKE, AK      A/C Reg. No. N413X      Time (Lcl) - 1730 ADT

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

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

Make/Model	- MAULE M-5-235C	Eng Make/Model	- LYCOMING O-540-J1A5D	ELT Installed/Activated	- YES/NO
Landing Gear	- FLOAT	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2300	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 235 HP		

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- 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	
Wind Dir/Speed	- 160/005 KTS	ATC/Airspace	Runway Ident
Visibility	- 170.0 SM	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- N/A
Lowest Ceiling	- NONE	Type Apch/Lndg	- FULL STOP
Obstructions to Vision	- NONE		Runway Lth/Wid
Precipitation	- NONE		- N/A
Condition of Light	- DAYLIGHT		Runway Surface
			- N/A
			Runway Status
			- N/A

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

Pilot-In-Command	Age - 41	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
STUDENT	Current	Total	- 95
	Months Since	Make/Model	- 95
	Aircraft Type	Instrument	- 4
		Last 24 Hrs	- 1
		Last 30 Days	- UNK/NR
		Last 90 Days	- 9

Instrument Rating(s) - NONE

-----Narrative-----

AFTER TOUCHDOWN THE PILOT LOST DIRECTIONAL CONTROL OF THE AIRCRAFT CAUSING THE RIGHT WINGTIP TO STRIKE THE WATER. THE AIRCRAFT THEN ROLLED OVER AND SANK. THE PIC WAS OPERATING THE AIRCRAFT AND CARRYING PASSENGERS WITH ONLY STUDENT PILOT CERTIFICATE.



Brief of Accident (Continued)

File No. - 378

6/12/86

VOLKMAR LAKE, AK

A/C Reg. No. N413X

Time (Lcl) - 1730 ADT

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

Finding(s)

1. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
  2.     IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
  3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
- 

Occurrence #2       DRAGGED WING, ROTOR, POD, OR FLOAT  
Phase of Operation    LANDING - ROLL

-----

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) 1,2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 292      6/12/86      THEODORE RIVER, AK      A/C Reg. No. N5837D      Time (Lcl) - 1430 ADT

-----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 -TAKEOFF			0	0	0	1

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

Make/Model - PIPER PA-22-150	Eng Make/Model - LYCOMING O-320-A2B	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	ANCHORAGE, AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	
Wind Dir/Speed- 080/005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 30.0 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 - 33	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2466
SE LAND, ME LAND, SE SEA	Months Since - 4	Last 24 Hrs - 3
HELICOPTER	Aircraft Type - PA-22	Make/Model- 110
		Last 30 Days- 50
		Instrument- 520
		Last 90 Days- 110
		Multi-Eng - 6
		Rotorcraft - 2150

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT DURING THE TAKEOFF ROLL HE LOST DIRECTIONAL CONTROL OF THE AIRCRAFT CAUSING THE AIRCRAFT TO STRIKE A ROW OF TREES.

Brief of Accident (Continued)

File No. - 292

6/12/86

THEODORE RIVER, AK

A/C Reg. No. N5837D

Time (Lc1) - 1430 ADT

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 - NOT CORRECTED - PILOT IN COMMAND
3. TERRAIN CONDITION - LOOSE GRAVEL/SANDY
4. TERRAIN CONDITION - LOOSE GRAVEL/SANDY

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 335      6/14/86      TANUNAK, AK

A/C Reg. No. N3887C

Time (Lcl) - 1410 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

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

Make/Model - CESSNA 180  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 2100  
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470-5  
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 - 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  
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE  
SE LAND

Age - 31

Biennial Flight Review

Current - YES  
Months Since - 3  
Aircraft Type - C-180

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	80	Last 24 Hrs	UNK/NR
Make/Model-	80	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT AFTER TOUCHDOWN HE LOST DIRECTIONAL CONTROL OF THE ACFT WHICH RESULTED IN A GROUND LOOP AND NOSE OVER.

Brief of Accident (Continued)

File No. - 335

6/14/86

TANUNAK,AK

A/C Reg. No. N3887C

Time (Lcl) - 1410 ADT

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

Finding(s)

1. AIRCRAFT HANDLING - INADEQUATE - PILOT IN COMMAND
  2.        IMPROPER USE OF PROCEDURE - PILOT IN COMMAND
  3. 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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 289      6/14/86      EGEGIK,AK      A/C Reg. No. N3598M      Time (Lcl) - 2100 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
SUBSTANTIAL

Fire  
NONE

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

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

Make/Model - PIPER PA-12  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 1750  
No. of Seats - 2

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

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

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

Weather Data

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

Basic Weather - VMC

Wind Dir/Speed- VARIABLE/020 KTS  
Visibility - 30.0 SM

Lowest Sky/Clouds - 4000 FT SCATTERED  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
NAKNEK,AK

Destination  
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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 - 47  
Biennial Flight Review  
Current - YES  
Months Since - 14  
Aircraft Type - PA-12

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 400  
Make/Model- 200  
Instrument- 0  
Last 24 Hrs - 1  
Last 30 Days- UNK/NR  
Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT AFTER TOUCHDOWN HE LOST DIRECTIONAL CONTROL OF THE AIRCRAFT CAUSING THE PLANE TO NOSE OVER.  
AT THE TIME OF THE ACCIDENT THERE WAS A DIRECT CROSSWIND.

Brief of Accident (Continued)

File No. - 289

6/14/86

EGEGIK,AK

A/C Reg. No. N3598M

Time (Lcl) - 2100 ADT

---

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
  2. WEATHER CONDITION - HIGH WIND
  3. 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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 290      6/15/86      VOGEL LAKE, AK      A/C Reg. No. N1556N      Time (Lcl) - 1800 ADT

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

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

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

Make/Model - PIPER J3C-65	Eng Make/Model - CONTINENTAL C-75	ELT Installed/Activated - YES/NO
Landing Gear - FLOAT	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1300	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	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - N/A
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 29	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 90
SE LAND	Months Since - 22	Make/Model- 47
	Aircraft Type - J3C	Instrument- 0
		Last 24 Hrs - 1
		Last 30 Days- 15
		Last 90 Days- 30

Instrument Rating(s) - NONE

-----Narrative-----

AFTER TAKEOFF FROM A SMALL LAKE THE PILOT STATED THAT ENGINE STARTED TO RUN ROUGH. THE PILOT STALLED THE AIRCRAFT AND CRASHED INTO THE LAKE. EXAMINATION OF THE ENGINE REVEALED THAT THE NUMBER 4 CYLINDER PRIMER PORT PLUG WAS BROKEN.



Brief of Accident (Continued)

File No. - 290

6/15/86

VOGEL LAKE, AK

A/C Reg. No. N1556N

Time (Lc1) - 1800 ADT

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

Finding(s)

1. ENGINE ASSEMBLY, CYLINDER - FAILURE, TOTAL
2. FUEL SYSTEM, PRIMER SYSTEM - FAILURE, TOTAL

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

Finding(s)

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

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 334      6/17/86      KING SALMON, AK      A/C Reg. No. N2937P      Time (Lcl) - 1221 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Fire  
NONE

Crew  
Pass

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

Make/Model - PIPER PA-22  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 1950  
No. of Seats - 4

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 120/011 KTS  
Visibility - 40.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
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

KING SALMON  
Runway Ident - 11  
Runway Lth/Wid - 8500/ 150  
Runway Surface - ASPHALT  
Runway Status - DRY

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

Pilot-In-Command

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

Age - 28

Biennial Flight Review

Current - YES  
Months Since - 6  
Aircraft Type - PA-22

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 136	Last 24 Hrs	- 4
Make/Model	- 95	Last 30 Days	- 9
Instrument	- UNK/NR	Last 90 Days	- 18
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT AFTER LIFT OFF THE ACFT STALLED. HE THEN LOST DIRECTIONAL CONTROL AND THE ACFT CONTACTED A DITCH.

Brief of Accident (Continued)

File No. - 334

6/17/86

KING SALMON, AK

A/C Reg. No. N2937P

Time (Lcl) - 1221 ADT

---

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

Finding(s)

1. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
  2. AIRSPEED - INADEQUATE - PILOT IN COMMAND
  3. STALL - INADVERTENT - PILOT IN COMMAND
- 

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

---

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 291      6/18/86      THEODORE RIVER, AK      A/C Reg. No. N73419      Time (Lcl) - 0630 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	2
Accident Occurred During - TAKEOFF					

-----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 - 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	ANCHORAGE, AK	
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - UNK/NR BROKEN	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 26	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, ATP, CFI	Current - YES	Total - 1863
SE LAND, ME LAND, SE SEA	Months Since - 1	Last 24 Hrs - 4
	Aircraft Type - PA23250	Make/Model- 750
		Last 30 Days- 150
		Instrument- 136
		Last 90 Days- 330
		Multi-Eng - 80

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT UPON ATTEMPTING A SOFT FIELD TAKEOFF THE AIRCRAFT DRIFTED TO THE LEFT. THE LEFT MAIN LANDING GEAR STRUCK A SAND BERM WHICH CAUSED THE AIRCRAFT TO EXIT THE ROAD INTO AN OPEN DITCH.

Brief of Accident (Continued)

File No. - 291

6/18/86

THEODORE RIVER, AK

A/C Reg. No. N73419

Time (Lcl) - 0630 ADT

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

Finding(s)

1. TERRAIN CONDITION - LOOSE GRAVEL/SANDY
2. TERRAIN CONDITION - ROUGH/UNEVEN
3. JUDGEMENT - POOR - PILOT IN COMMAND
4. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

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

Finding(s)

6. TERRAIN CONDITION - SAND BAR

-----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) 3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 376      7/02/86      FIGURE EIGHT LK,AK      A/C Reg. No. N5312G      Time (Lcl) - 2105 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	1
Accident Occurred During - LANDING					

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

Make/Model - CESSNA 305	Eng Make/Model - CONTINENTAL O-470-11B	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2400	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 213 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	
Wind Dir/Speed- 270/015 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 40.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 44	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 3200
SE LAND,ME LAND,SE SEA	Months Since - 3	Last 24 Hrs - 2
	Aircraft Type - C-182	Make/Model- 100
		Last 30 Days- UNK/NR
		Instrument- 180
		Last 90 Days- 36
		Multi-Eng - 200

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT ATTEMPTED AN EMERGENCY LANDING ON A LAKE FOLLOWING A PARTIAL PWR LOSS IN-FLT. DURING TOUCHDOWN THE PLT LOST CONTROL OF THE ACFT WHICH NOSED OVER ON IT'S BACK AND SANK INTO THE LAKE. THE ACFT WAS NOT RECOVERED FROM THE WATER.

Brief of Accident (Continued)

File No. - 376

7/02/86

FIGURE EIGHT LK,AK

A/C Reg. No. N5312G

Time (Lcl) - 2105 ADT

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

Finding(s)  
1. UNDETERMINED  
-----

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

Occurrence #3        NOSE OVER  
Phase of Operation    LANDING - ROLL  
-----

Finding(s)  
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. - 379      7/03/86      FAIRBANKS, AK      A/C Reg. No. N7935V      Time (Lcl) - 1845 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	1	1
Accident Occurred During - LANDING					

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

Make/Model - CESSNA 180H	Eng Make/Model - CONTINENTAL O-470-R	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2600	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 - IN PERSON	ANCHORAGE, AK	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	FAIRBANKS, AK	FAIRBANKS
Wind Dir/Speed- 330/004 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 60.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
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 - 53	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 463
SE LAND	Months Since - 1	Last 24 Hrs - 2
	Aircraft Type - C-180	Make/Model- 135
		Last 30 Days- 30
		Instrument- 6
		Last 90 Days- 56

Instrument Rating(s) - NONE

-----Narrative-----

AFTER TOUCHDOWN ON THE RUNWAY, THE PILOT LOST DIRECTIONAL CONTROL OF THE AIRCRAFT WHICH GROUND LOOPED TO THE RIGHT. THE RIGHT MAIN GEAR WAS SHEARED OFF AT THE GEAR BOX DURING THE GROUND LOOP.



Brief of Accident (Continued)

File No. - 379

7/03/86

FAIRBANKS, AK

A/C Reg. No. N7935V

Time (Lc1) - 1845 ADT

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

Finding(s)

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

Occurrence #2            MAIN GEAR COLLAPSED  
Phase of Operation       LANDING - ROLL

-----  
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) 1,2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 377      7/05/86      HOPE,AK      A/C Reg. No. N936C      Time (Lcl) - 1300 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
DESTROYED  
Fire  
ON GROUND

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

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

Make/Model      - STINSON 108  
Landing Gear      - TAILWHEEL-ALL FIXED  
Max Gross Wt      - 2100  
No. of Seats      - 4

Eng Make/Model      - FRANKLIN 6A4-150-B2  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 150 HP

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

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

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- 080/008 KTS  
Visibility      - 40.0 SM  
Lowest Sky/Clouds      - CLEAR  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
PALMER,AK  
Destination  
HOPE,AK

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

HOPE  
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      - FULL STOP

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

Pilot-In-Command

Certificate(s)/Rating(s)  
NONE

Age - 39

Biennial Flight Review

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

Medical Certificate - UNK/NR

Flight Time (Hours)

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

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STALLED THE ACFT DURING FINAL APCH TO A SMALL GRAVEL AIRSTRIP. THE PLT HAD NOT RECEIVED TRAINING AS A STUDENT PLT NOR DID HE HOLD ANY FAA PLT OR MEDICAL CERTIFICATE.

Brief of Accident (Continued)

File No. - 377

7/05/86

HOPE, AK

A/C Reg. No. N936C

Time (Lc1) - 1300 ADT

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

Finding(s)

1. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
2.      IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
3.      IMPROPER USE OF PROCEDURE, IMPROPER TRAINING - PILOT IN COMMAND
4. AIRSPEED - IMPROPER - PILOT IN COMMAND
5. STALL - INADVERTENT - PILOT IN COMMAND

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 260      1/03/86      TALLADEGA, AL      A/C Reg. No. N2407S      Time (Lcl) - 1803 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	1	0	0	0

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

Make/Model      - CESSNA T337B  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 4300  
No. of Seats      - 6

Eng Make/Model - CONTINENTAL TS10-360-A/B  
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      - FSS  
Method      - TELEPHONE  
Completeness      - FULL

Basic Weather      - VMC  
Wind Dir/Speed- CALM

Visibility      - 7.0      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  
TUSCALOOSA, AL

Destination  
TALLADEGA, AL

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

TALLADEGA  
Runway Ident      - 03  
Runway Lth/Wid      - 6002/ 100  
Runway Surface      - ASPHALT  
Runway Status      - DRY

ATC/Airspace

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

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

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

Age - 59  
Biennial Flight Review  
Current      - YES  
Months Since      - 2  
Aircraft Type - C-337

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

Total	- 3544	Last 24 Hrs	- 3
Make/Model-	49	Last 30 Days-	15
Instrument-	271	Last 90 Days-	56
Multi-Eng	- 49		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH TREES DURING THE FINAL APPROACH TO LANDING. THE LIGHT CONDITIONS WERE DARK, SKIES WERE CLEAR AND WINDS WERE CALM. PRIOR TO THE ACCIDENT, THE PLT HAD LANDED AND VISITED THE FBO FROM WHERE THE ACFT WAS RECENTLY PURCHASED TO CORRECT SOME AVIONIC DISAGREEMENTS. THE VISIT WAS BRIEF AND THE PLT WAS SAID TO HAVE BEEN UPSET AT THE TIME OF DEPARTURE. MEDICAL FINDINGS ON THE PLT CONFIRMED A CONDITION EVIDENT OF HYPERTENSION. THE PLT HAD BEEN TAKING MEDICATION FOR HIGH BLOOD PRESSURE SINCE 9/84. THERE WAS NO EVIDENCE OF MEDICATION IN THE PLT'S SYSTEM AT THE TIME OF THE ACCIDENT.

Brief of Accident (Continued)

File No. - 260

1/03/86

TALLADEGA, AL

A/C Reg. No. N2407S

Time (Lcl) - 1803 CST

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

Finding(s)  
1. LIGHT CONDITION - DARK NIGHT  
2. OBJECT - TREE(S)  
3. CLEARANCE - MISJUDGED - PILOT IN COMMAND  
4. PHYSICAL IMPAIRMENT(HYPERTENSION) - PILOT IN COMMAND  
-----

Occurrence #2        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) 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. - 233      1/08/86      BREWTON,AL      A/C Reg. No. N8866F      Time (Lcl) - 1345 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
SUBSTANTIAL

Fire  
NONE

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

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

Make/Model      - HUGHES 269A  
Landing Gear      - SKID  
Max Gross Wt      - 1575  
No. of Seats      - 2

Eng Make/Model      - LYCOMING O-360-C2D  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 180 HP

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

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

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- 360/005 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  
UNK/NR  
Destination  
UNK/NR

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 31  
Biennial Flight Review  
Current      - YES  
Months Since      - 2  
Aircraft Type - UNK/NR

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

Total	- 1533	Last 24 Hrs -	4
Make/Model-	905	Last 30 Days-	UNK/NR
Instrument-	25	Last 90 Days-	80
		Rotorcraft -	957

Instrument Rating(s) - NONE

-----Narrative-----

DURING LOW LEVEL CONTROLLED BURNING OF A SMALL TIMBER FOREST THE HELICOPTER LOST POWER. A FORCED LANDING WAS ATTEMPTED IN A FIELD AND THE HELICOPTER WAS SUBSTANTIALLY DAMAGED. THE AIRCRAFT OWNER RELATED THAT THE AIRCRAFT RAN OUT OF FUEL.

Brief of Accident (Continued)

File No. - 233

1/08/86

BREWTON, AL

A/C Reg. No. N8866F

Time (Lcl) - 1345 CST

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

Finding(s)

1. FLUID, FUEL - EXHAUSTION
  2. REFUELING - NOT PERFORMED - PILOT IN COMMAND
  3. JUDGEMENT - POOR - PILOT IN COMMAND
- 

Occurrence #2        FORCED LANDING  
Phase of Operation    MANEUVERING - AERIAL APPLICATION

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

Finding(s)

4. OBJECT - TREE(S)
- 

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 375      1/18/86      RAGLAND, AL      A/C Reg. No. N8983Z      Time (Lcl) - 1342 CST

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

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

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

Make/Model	- CESSNA 310G	Eng Make/Model	- CONTNENTAL IO-470-D	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 4990	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 4	Rated Power	- 260 HP		

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

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - TELEPHONE</p> <p>Completeness - FULL</p> <p>Basic Weather - IMC</p> <p>Wind Dir/Speed- 310/004 KTS</p> <p>Visibility - 2.000 SM</p> <p>Lowest Sky/Clouds - 600 FT PART OBS</p> <p>Lowest Ceiling - 2000 FT OVERCAST</p> <p>Obstructions to Vision- HAZE</p> <p>Precipitation - RAIN</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>ORMOND BEACH, FL</p> <p>Destination</p> <p>BRYAN, OH</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p>OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 46	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 325
	Months Since - N/A	Last 24 Hrs - UNK/NR
	Aircraft Type - N/A	Make/Model- 125
		Last 30 Days- 10
		Instrument- 0
		Last 90 Days- 30
		Multi-Eng - 125

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS HEARD CIRCLING OVERHEAD IN LOW OVERCAST SKIES WITH SPATTERING ENGS. THE HORIZONTAL TAIL SURFACES SEPARATED IN-FLT AND CAME TO REST APRX 450 FT FROM THE MAIN WRECKAGE IN MOUNTAINOUS TERRAIN. THE UNCERTIFIED PLT HAD NO INSTRUMENT EXPERIENCE. THE ACFT HAD BEEN AIRBORNE FOR APRX 3.6 HRS DURING THIS FLT. THE ACFT HAD A TOTAL FLT ENDURANCE OF APRX 3.6 HRS FROM TAKEOFF.



Brief of Accident (Continued)

File No. - 375

1/18/86

RAGLAND,AL

A/C Reg. No. N8983Z

Time (Lc1) - 1342 CST

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

Finding(s)

1. WEATHER CONDITION - LOW CEILING
2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
3. JUDGEMENT - POOR - PILOT IN COMMAND
4. FLIGHT INTO KNOWN ADVERSE WEATHER - INTENTIONAL - PILOT IN COMMAND

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

Finding(s)

5. FUEL SYSTEM - EXHAUSTION
6. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
7. IMPROPER USE OF PROCEDURE, SPATIAL DISORIENTATION - PILOT IN COMMAND

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

Finding(s)

8. FLIGHT CONTROL, ELEVATOR SURFACE - SEPARATION
9. HORIZONTAL STABILIZER SURFACE - SEPARATION
10. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,7,10

Factor(s) relating to this accident is/are finding(s) 1,4,5,6,8,9

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 397      2/01/86      ALEXANDER CITY, AL      A/C Reg. No. N52238      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	1	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	3
Accident Occurred During -DESCENT					

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

Make/Model - CESSNA 172P	Eng Make/Model - LYCOMING O-320-02J	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2150	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 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	NEW SITE, AL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 150/007 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
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 - UNK/NR	Total - UNK/NR
SE LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS OBSERVED TO MAKE ONE TAKEOFF AND LANDING FROM AN UNIMPROVED PASTURE. THE SECOND TAKEOFF ATTEMPTED WAS UNSUCCESSFUL AND THE ACFT COLLIDED WITH A TREE AND CRASHED TO THE GROUND. THE PLT DID NOT REPORT ANY MECHANICAL PROBLEMS WITH THE ACFT. THERE WERE THREE PASSENGERS ONBOARD FOR THIS LAST TAKEOFF ATTEMPT.

Brief of Accident (Continued)

File No. - 397

2/01/86

ALEXANDER CITY, AL

A/C Reg. No. N52238

Time (Lcl) - 1500 CST

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

Finding(s)

1. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
2. IMPROPER DECISION - PILOT IN COMMAND
3. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
4. PERFORMANCE DATA - IMPROPER USE OF - PILOT IN COMMAND
5. ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND
6. OBJECT - TREE(S)
7. CLEARANCE - NOT OBTAINED - PILOT IN COMMAND

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

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

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 258      4/06/86      FORT DEPOSIT, AL      A/C Reg. No. N22370      Time (Lcl) - 2033 EST

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

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

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

Make/Model - PIPER PA-32R-300T	Eng Make/Model - LYCOMING TSIO-540-SIAD	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3600	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 300 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	FORT DEPOSIT, AL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	MONTGOMERY, AL	LOWNDNES CO
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 15
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3590/ 80
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - PRECAUTIONARY LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 40	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 2000
SE LAND	Months Since - 3	Last 24 Hrs - 5
	Aircraft Type - UNK/NR	Make/Model- 620
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 21

Instrument Rating(s) - NONE

-----Narrative-----

SHORTLY AFTER TAKEOFF SMOKE AND FLAMES ENTERED THE COCKPIT. THE PILOT RETURNED TO THE AIRPORT AND LANDED HARD DAMAGING THE FIREWALL. EXAMINATION OF THE AIRCRAFT REVEALED THAT THE TURBO CHARGER EXHAUST CLAMP BROKE AND ALLOWED HOT EXHAUST GASES TO IGNITE A FIRE UNDER THE ENGINE COWLING.

Brief of Accident (Continued)

File No. - 258

4/06/86

FORT DEPOSIT, AL

A/C Reg. No. N22370

Time (Lcl) - 2033 EST

-----  
Occurrence #1        FIRE  
Phase of Operation   CRUISE - NORMAL

Finding(s)  
1. EXHAUST SYSTEM, CLAMP - FAILURE, TOTAL  
-----

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

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 232      5/13/86      NATURAL BRIDGE, AL      A/C Reg. No. N89339      Time (Lcl) - 1550 CST

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

Type Operating Certificate-ON-DEMAND AIR TAXI		Aircraft Damage	Injuries			
Type of Operation	-INSTRUCTIONAL	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	0

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

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

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

<p>Weather Data</p> <p>Wx Briefing - UNK/NR</p> <p>Method - UNK/NR</p> <p>Completeness - WEATHER NOT PERTINENT</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 150/004 KTS</p> <p>Visibility - 8.0 SM</p> <p>Lowest Sky/Clouds - SCATTERED</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>MONROE, LA</p> <p>Destination</p> <p>HALEYVILLE, AL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - VFR</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FORCED LANDING</p>	<p>Airport Proximity</p> <p>OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 35	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 36
	Months Since - N/A	Last 24 Hrs - 4
	Aircraft Type - N/A	Make/Model- 36
		Last 30 Days- UNK/NR
		Instrument- 1
		Last 90 Days- 12

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT REPORTED MAKING AN ERROR DURING PREFLT PLANNING FOR THE SOLO X-COUNTRY FLT. THE STUDENT'S INSTRUCTOR DID NOT DETECT THE ERROR. THE STUDENT PLT FLEW AN INCORRECT HDG, BECAME LOST AND RAN OUT OF FUEL. A FORCED LDG WAS MADE IN A FIELD.

Brief of Accident (Continued)

File No. - 232

5/13/86

NATURAL BRIDGE,AL

A/C Reg. No. N89339

Time (Lcl) - 1550 CST

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

Finding(s)

1. FLUID,FUEL - EXHAUSTION
2. PREFLIGHT PLANNING/PREPARATION - INACCURATE - PILOT IN COMMAND
3. PREFLIGHT PLANNING/PREPARATION - NOT CORRECTED - FLIGHT INSTRUCTOR(ON GROUND)
4. BECAME LOST/DISORIENTED - INATTENTIVE - PILOT IN COMMAND

Occurrence #2      FORCED LANDING  
Phase of Operation      LANDING

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

Finding(s)

5. OBJECT - FENCE

----Probable Cause----

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

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. - 278      5/17/86      ENTERPRISE,AL      A/C Reg. No. N25737      Time (Lcl) - 1645 CDT

-----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

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

Make/Model - PIPER PA-38	Eng Make/Model - LYCOMING O-235 SERIES	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 112 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	LOCAL	ENTERPRISE
Wind Dir/Speed- 140/011 KTS	ATC/Airspace	Runway Ident - 23
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3500/ 80
Lowest Sky/Clouds - 6000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - MACADAM
Lowest Ceiling - 2500 FT BROKEN	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	GO AROUND	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - UNK/NR	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 180
SE LAND	Months Since - 1	Make/Model- 7
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 6

Instrument Rating(s) - NONE

-----Narrative-----

DURING THE TOUCHDOWN LANDING PHASE ON RUNWAY 23, THE AIRCRAFT VEERED OFF THE LEFT SIDE AND CRASHED FOLLOWING AN ATTEMPTED GO-AROUND. THE PILOT APPLIED FULL POWER, BUT WAS UNABLE TO CLEAR A TREE LINE OFF THE DEPARTURE END. AS THE PILOT ELECTED TO ABORT, THE AIRCRAFT COLLIDED WITH A DITCH CAUSING SUBSTANTIAL STRUCTURAL DAMAGE. THE PILOT DID NOT REPORT ANY AIRCRAFT MALFUNCTION.



Brief of Accident (Continued)

File No. - 278

5/17/86

ENTERPRISE,AL

A/C Reg. No. N25737

Time (Lc1) - 1645 CDT

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

Finding(s)

1. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
  2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  3. GROUND LOOP/SWERVE - NOT CORRECTED - 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) 1,2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 279      5/19/86      RED BAY, AL      A/C Reg. No. N73269      Time (Lcl) - 1300 CDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage  
SUBSTANTIAL

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

Type of Operation -AERIAL APPLICATION

Fire

Crew

Flight Conducted Under -14 CFR 137

NONE

Pass

Accident Occurred During -HOVER

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

Make/Model - BELL 47G-3B

Eng Make/Model - ALLISON 250-C20-B

ELT Installed/Activated - UNK/NR

Landing Gear - SKID

Number Engines - 1

Stall Warning System - NO

Max Gross Wt - 3000

Engine Type - TURBOSHAFT

No. of Seats - 2

Rated Power - 400 HP

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

Weather Data

Wx Briefing - TV WX

Method - TV/RADIO

Completeness - PARTIAL, LMTD BY PILOT

Basic Weather - VMC

Wind Dir/Speed- 230/010 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

LOCAL

Airport Proximity

ON AIRSTRIP

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 - STRAIGHT-IN

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

HELICOPTER

Age - 42

Biennial Flight Review

Current - YES

Months Since - 15

Aircraft Type - 500C

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 5560

Make/Model- 2210

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 60

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT HAD COMPLETED A DISPENSING OPERATION AND WAS RETURNING TO THE AG STAGING AREA TO REFUEL. AS THE HELICOPTER HOVERED TOWARDS THE PARKED REFUELING VEHICLE, THE MAIN ROTOR BLADES STRUCK A METAL STRUCTURE ATTACHED TO THE TRUCK. THE PILOT STATED THAT THE REFUELING HOSE WAS ABOUT 30 FEET LONG AND WAS TOO SHORT FOR THIS OPERATION.

Brief of Accident (Continued)

File No. - 279

5/19/86

RED BAY,AL

A/C Reg. No. N73269

Time (Lc1) - 1300 CDT

Occurrence IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation HOVER

Finding(s)

1. OBJECT - VEHICLE
2. CLEARANCE - MISJUDGED - PILOT IN COMMAND

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 274      1/21/86      ATLANTIC OCEAN, AO      A/C Reg. No. N4535W      Time (Lcl) - 1149 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	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	1	0
Accident Occurred During -LANDING					

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

Make/Model - ROCKWELL 112TC	Eng Make/Model - LYCOMING T0-360-C1A6D	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2950	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 210 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	FT. PIERCE, FL	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	TREASURE CAY	
Wind Dir/Speed- 030/010 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - WATER
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - WET
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 46	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1100
SE LAND	Months Since - 5	Make/Model- 1100
	Aircraft Type - UNK/NR	Instrument- 95
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- 6
		Last 90 Days- 140
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT WAS IN CRUISE FLIGHT WHEN THE PILOT REPORTED AN ENGINE FAILURE. THE PILOT EXECUTED A FORCED LANDING TO THE ATLANTIC OCEAN AND THE AIRCRAFT SANK, AND WAS NOT RECOVERED. THE CAUSE OF THE ENGINE FAILURE IS UNDETERMINED.

Brief of Accident (Continued)

File No. - 274

1/21/86

ATLANTIC OCEAN,AO

A/C Reg. No. N4535W

Time (Lcl) - 1149 EST

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

Finding(s)

1. ENGINE ASSEMBLY - FAILURE,TOTAL
  2.    UNDETERMINED
- 

Occurrence #2        FORCED LANDING  
Phase of Operation    DESCENT - EMERGENCY

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

---

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 294      3/26/86      ATLANTIC OCEAN,AO      A/C Reg. No. N3527E      Time (Lcl) - UNK/NR

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

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		Injuries			
		DESTROYED		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire		1	0	0	0
Flight Conducted Under	-14 CFR 91	UNK/NR		5	0	0	0
Accident Occurred During	-UNKNOWN						

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

Make/Model	- PIPER PA-31-350	Eng Make/Model	- LYCOMING TIO-540-J2BD	ELT Installed/Activated	- UNK/NR
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 7000	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 10	Rated Power	- 350 HP		

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method	- N/A	MIAMI, FL	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	FREEPORT	
Wind Dir/Speed	- 080/020 KTS	ATC/Airspace	Runway Ident
Visibility	- 10.0 SM	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- 2000 FT SCATTERED	Type of Clearance	- N/A
Lowest Ceiling	- 5000 FT BROKEN	Type Apch/Lndg	- N/A
Obstructions to Vision	- NONE		
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

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

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

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT FAILED TO ARRIVE AT IT'S DESTINATION ON A VFR FLIGHT FROM MIAMI FL, TO WEST END, BAHAMAS. THE ACFT'S LAST REPORTED POSITION WAS 10 MILES WEST OF WEST END. THERE WAS NO FURTHER CONTACT WITH THE ACFT. U.S. COAST GUARD INITIATED SEARCH ON MARCH 26, 1986 & SUSPENDED SEARCH ON MARCH 28, 1986

Brief of Accident (Continued)

File No. - 294

3/26/86

ATLANTIC OCEAN, AO

A/C Reg. No. N3527E

Time (Lcl) - UNK/NR

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Occurrence            MISSING AIRCRAFT  
Phase of Operation    UNKNOWN

Finding(s)

1. UNDETERMINED
- 

----Probable Cause----

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 312      5/08/86      HARRISBURG,AR      A/C Reg. No. N8493K      Time (Lc1) - 1900 CDT

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

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

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

Make/Model - SCHWEIZER GRUMMAN G-164B	Eng Make/Model - P&W R1340-AN1	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 5200	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	HARRISBURG,AR	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 4000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - DIRT
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 - 51	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 15000
SE LAND	Months Since - 18	Make/Model- 7500
	Aircraft Type - C-150	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 7
		Last 30 Days- 30
		Last 90 Days- 55
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT WHILE SPRAYING A FLD WITH PROPANIL AND PENOXALIN THE WIND SHIFTED FROM THE SOUTHEAST TO THE NORTHEAST ALLOWING THE CHEMICALS TO COVER THE WINDSHIELD THUS REDUCING THE PLT'S FORWARD VISION. THIS IN COMBINATION WITH SUN GLARE, RESULTED IN THE PLT NOT MAINTAINING SUFFICIENT ALT TO CLEAR LEVEES IN THE FLD.



Brief of Accident (Continued)

File No. - 312

5/08/86

HARRISBURG, AR

A/C Reg. No. N8493K

Time (Lcl) - 1900 CDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
2. LIGHT CONDITION - SUNGLARE
3. WINDOW, FLIGHT COMPARTMENT WINDOW/WINDSHIELD - DIRTY (FOGGY)
4. VISUAL LOOKOUT - NOT POSSIBLE - PILOT IN COMMAND
5. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 394      5/29/86      CORNING, AR      A/C Reg. No. N8814M      Time (Lcl) - 1600 CDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-OTHER WORK USE	Fire	0	0	0	1
Flight Conducted Under	-14 CFR 91	Crew	0	0	0	0
Accident Occurred During	-TAKEOFF	Pass	0	0	0	0

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

Make/Model	- EAGLE DW-1	Eng Make/Model	- LYCOMING IO-540	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 1500	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 1	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- 320/007 KTS</p> <p>Visibility - 10.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRPORT</p> <p>Airport Data</p> <p style="padding-left: 20px;">MUNICIPAL</p> <p>Runway Ident - 18</p> <p>Runway Lth/Wid - 3500/ 48</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">COMMERCIAL</p> <p style="padding-left: 20px;">SE LAND</p>	<p>Age - 41</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 - 6000</p> <p>Make/Model- UNK/NR</p> <p>Instrument- 0</p> <p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- UNK/NR</p>
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Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS MAKING HIS SECOND FLT IN THIS ACFT WHEN THE ACCIDENT OCCURRED. HE FAILED TO LOCK THE COCKPIT CANOPY BEFORE START OF TAKEOFF ROLL. DURING THE TAKEOFF ROLL THE CANOPY OPENED AND SEPARATED FROM THE ACFT. THE PLT DIVERTED HIS ATTENTION FROM FLYING THE ACFT AND LOST DIRECTIONAL CONTROL OF THE ACFT. THE ACFT ROLLED OFF THE SIDE OF THE RWY AND NOSED OVER.

Brief of Accident (Continued)

File No. - 394

5/29/86

CORNING, AR

A/C Reg. No. N8814M

Time (Lcl) - 1600 CDT

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

Finding(s)

1. MISCELLANEOUS EQUIPMENT - IMPROPER USE OF - PILOT IN COMMAND
2. CHECKLIST - NOT FOLLOWED - PILOT IN COMMAND
3. WINDOW, FLIGHT COMPARTMENT WINDOW/WINDSHIELD - SEPARATION

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

Finding(s)

4. LIFT-OFF - NOT MAINTAINED - PILOT IN COMMAND
5. IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION - PILOT IN COMMAND

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) 1,2,5

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. - 351      1/11/86      BUCKEYE, AZ      A/C Reg. No. N95009      Time (Lcl) - 1245 MST

-----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	1	0	0
Accident Occurred During	-APPROACH			0	0	1	0

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

Make/Model	- TAYLORCRAFT BC12-D	Eng Make/Model	- CONTINENTAL A65-8	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 1200	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 65 HP		

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 090/015 KTS</p> <p>Visibility - 20.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point PHOENIX, AZ</p> <p>Destination BUCKEYE, AZ</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data</p> <p>TUCKEY AIRSTRIP</p> <p>Runway Ident - 08</p> <p>Runway Lth/Wid - UNK/NR</p> <p>Runway Surface - DIRT</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 - 56</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 12</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 319</p> <p>Make/Model- 36</p> <p>Instrument- 20</p> <p>Last 24 Hrs - 1</p> <p>Last 30 Days- 1</p> <p>Last 90 Days- 1</p>
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Instrument Rating(s) - NONE

-----Narrative-----

WHILE ON A PERSONAL FLIGHT TO A PRIVATELY OWNED AIRSTRIP, THE ACFT COLLIDED WITH WIRES LOCATED AT THE WEST END OF THE AIRSTRIP WHILE ON FINAL APPROACH TO RUNWAY 08. THE PILOT INITIALLY REPORTED THAT HE HAD MISJUDGED THE AIRCRAFT HEIGHT AND COLLIDED WITH THE WIRES. IN THE PILOT/OPERATOR AIRCRAFT ACCIDENT REPORT FORM THE PILOT REPORTED THAT THE SUN PREVENTED HIM FROM SEEING THE WIRES. THE LOCATION AND BEARING TO THE SUN AT THE TIME OF THE ACCIDENT WAS 35 DEG ABOVE THE HORIZON AND A MAGNETIC BEARING OF ABOUT 169 DEG. THE WIRES WERE UNMARKED AND REMOVED BY THE ARIZONA PUBLIC SERVICE COMPANY SUBSEQUENT TO THE ACCIDENT.

Brief of Accident (Continued)

File No. - 351

1/11/86

BUCKEYE,AZ

A/C Reg. No. N95009

Time (Lcl) - 1245 MST

---

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT

Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. OBJECT - WIRE,TRANSMISSION
  2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
  3. ALTITUDE - MISJUDGED - PILOT IN COMMAND
  4. 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) 2,3,4

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 214      2/27/86      SPRINGERVILLE, AZ      A/C Reg. No. N61572      Time (Lcl) - 0915 PST

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

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

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

Make/Model - 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	OFF AIRPORT/STRIP
Method - N/A	TUCSON, AZ	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SPRINGERVILLE, AZ	SPRINGERVILLE
Wind Dir/Speed- CALM		Runway Ident - N/A
Visibility - 50.0 SM	ATC/Airspace	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 20000 FT SCATTERED	Type of Flight Plan - VFR	Runway Surface - DIRT
Lowest Ceiling - NONE	Type of Clearance - NONE	Runway Status - ROUGH
Obstructions to Vision- NONE	Type Apch/Lndg - FORCED LANDING	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 50	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 329
SE LAND	Months Since - 17	Make/Model- 175
	Aircraft Type - C-206	Instrument- 40
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- 2
		Last 90 Days- 3
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

A CESSNA 172M EXPERIENCED A LOSS OF POWER AND COLLIDED WITH ROUGH TERRAIN ON LANDING. THE PILOT INDICATED HE WAS CRUISING AT 9500 FEET MSL (1500 TO 2000 FEET AGL) WITH AN OAT OF 40 DEGREES FAHRENHEIT. THE CARB HEAT HANDLE WAS IN THE "OFF" POSITION WHEN THE ENGINE BEGAN TO RUN ROUGH. HE THEN PULLED THE CARB HEAT HANDLE OUT (ON) AND THE ENGINE RAN ROUGHER. THE CARB HEAT WAS PUSHED IN (OFF) AND THE ENGINE CONTINUED TO RUN ROUGH AND EVENTUALLY QUIT. THE AIRCRAFT WAS BEING OPERATED IN CONDITIONS PREVALENT TO FUEL VAPORIZATION ICE IN THE INDUCTION SYSTEM. A WEATHER OBSERVATION FACILITY LOCATED 45NM TO THE NW REPORTED A TEMPERATURE-DEWPOINT SPREAD OF 25 DEGREES WHICH RELATES TO A RELATIVE HUMIDITY OF APPROXIMATELY 40% AND IN THE POTENTIAL AREA FOR CARB ICE. THE AIRCRAFT FLIGHT MANUAL STATES, "TO CLEAR THE ICE, APPLY FULL THROTTLE AND PULL THE CARB HEAT KNOB FULL OUT UNTIL THE ENGINE RUNS SMOOTHLY; AND THEN REMOVE CARB HEAT AND READJUST THE THROTTLE.

Brief of Accident (Continued)

File No. - 214

2/27/86

SPRINGVILLE, AZ

A/C Reg. No. N61572

Time (Lcl) - 0915 PST

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

Finding(s)

1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
  2. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND
- 

Occurrence #2            FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

-----

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

Finding(s)

3. TERRAIN CONDITION - ROUGH/UNEVEN
- 

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

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

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. - 220      3/25/86      TUCSON,AZ      A/C Reg. No. N22613      Time (Lcl) - 0730 MST

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

Fire  
NONE

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

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

Eng Make/Model - CONTINENTAL O-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- 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  
TUCSON,AZ  
Destination  
LOCAL

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

RYAN FIELD  
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)  
STUDENT

Age - 60

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	43	Last 24 Hrs -	2
Make/Model-	43		Last 30 Days-	5
Instrument-	0		Last 90 Days-	10

Instrument Rating(s) - NONE

-----Narrative-----

A CESSNA 150 COLLIDED WITH TERRAIN DURING A TAKEOFF FROM A ROAD. THE STUDENT PLT INDICATED HE WAS PRACTICING AERIAL MANEUVERS IN THE TRAINING AREA WHEN THE ENGINE QUIT. HE SUCCESSFULLY ACCOMPLISHED A POWER OFF LANDING TO AN ASPHALT ROAD. A CERTIFIED MECHANIC WAS DISPATCHED. HE RAN THE ENGINE TWICE. THE ENGINE FAILURE COULD NOT BE DUPLICATED. THE MECHANIC RELEASED THE AFCT FOR FLT. HE ALSO INDICATED THAT HE DID NOT KNOW THE PLT WAS A STUDENT PLT UNTIL AFTER THE ACCIDENT. THE STUDENT PLT ATTEMPTED THE TAKEOFF. DURING TAKEOFF ROLL THE AFCT HIT A DIP AND BECAME AIRBORNE PREMATURELY. THE AFCT STALLED AND THE RIGHT WING HIT SAGE BRUSH. THE AFCT VEERED 90 DEG TO THE RIGHT AND HIT A BERM.



Brief of Accident (Continued)

File No. - 220

3/25/86

TUCSON,AZ

A/C Reg. No. N22613

Time (Lcl) - 0730 MST

Occurrence #1      LOSS OF CONTROL - ON GROUND

Phase of Operation      TAKEOFF - GROUND RUN

Finding(s)

1. TERRAIN CONDITION - ROUGH/UNEVEN
2. PLANNING-DECISION - POOR - PILOT IN COMMAND
3. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
4. IMPROPER DECISION,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
5. SUPERVISION - INADEQUATE - FLIGHT INSTRUCTOR(ON GROUND)

Occurrence #2      ON GROUND COLLISION WITH TERRAIN

Phase of Operation      TAKEOFF - GROUND RUN

Finding(s)

6. TERRAIN CONDITION - HIGH VEGETATION
7. TERRAIN CONDITION - DITCH

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 217      1/19/86      WOODLAND, CA      A/C Reg. No. N6421E      Time (Lcl) - 1430 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 - LANDING

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

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

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

Weather Data

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

Itinerary

Last Departure Point  
WOODLAND, CA  
Destination  
VACAVILLE, CA

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

YOLO COUNTY  
Runway Ident - N/A  
Runway Lth/Wid - N/A  
Runway Surface - DIRT  
Runway Status - WET

Wind Dir/Speed- 190/008 KTS  
Visibility - 10.0 SM

ATC/Airspace

Lowest Sky/Clouds - 1500 FT SCATTERED  
Lowest Ceiling - 2500 FT OVERCAST  
Obstructions to Vision- NONE  
Precipitation - DRIZZLE  
Condition of Light - DAYLIGHT  
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 - 46  
Biennial Flight Review  
Current - YES  
Months Since - 1  
Aircraft Type - C-172

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

Total	- UNK/NR	Last 24 Hrs	- UNK/NR
Make/Model	- 260	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 THAT HE EXPERIENCED A LOSS OF POWER SHORTLY AFTER LEVELING OFF AT ABOUT 1,000 MSL. THE POWER LOSS WAS SMOOTH AND RAPID. DURING THE SUBSEQUENT FORCED LANDING ROLL-OUT, THE ACFT NOSED OVER ONTO ITS BACK. POST ACCIDENT INVESTIGATION DISCLOSED NO EVIDENCE OF ANY ENGINE COMPONENT MALFUNCTION AND/OR FAILURE. THE TEMPERATURE WAS ABOUT 57 DEG F AND THE DEW POINT WAS ABOUT 51 DEG F. ACCORDING TO THE CARB ICING CURVE, THE ACFT WOULD HAVE ENCOUNTERED SERIOUS CARB ICING IN CRUISE OR CLIMB POWER SETTINGS. THE PILOT REPORTED THAT HE DID NOT USE CARB HEAT PRIOR TO LOSS OF POWER OR DURING RESTART ATTEMPTS.

Brief of Accident (Continued)

File No. - 217

1/19/86

WOODLAND, CA

A/C Reg. No. N6421E

Time (Lcl) - 1430 PST

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

Finding(s)

1. FUEL SYSTEM, CARBURETOR - ICE
  2. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
  3. CARBURETOR HEAT - NOT USED - PILOT IN COMMAND
- 

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

-----

Occurrence #3      NOSE OVER  
Phase of Operation      LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - WET
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 287      2/01/86      LOWER LAKE, CA      A/C Reg. No. N82RC      Time (Lcl) - 0900 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

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

Make/Model - COMMINGS VARI EZE  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 1106  
No. of Seats - 1

Eng Make/Model - CONTINENTAL C85-12  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 85 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 - 10.0 SM  
Lowest Sky/Clouds - 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 - FORCED LANDING

-----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-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 10000	Last 24 Hrs	- UNK/NR
Make/Model-	48	Last 30 Days-	UNK/NR
Instrument-	1400	Last 90 Days-	18
Multi-Eng	- 6000		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT STRUCK A TREE DURING FORCED LANDING OFF THE ARPT AFTER A REPORTED POWER LOSS. POST-ACCIDENT ENGINE EXAM SHOWED NO REASON FOR A POWER LOSS. PLT SUSPECTS CARB ICE.

Brief of Accident (Continued)

File No. - 287

2/01/86

LOWER LAKE, CA

A/C Reg. No. N82RC

Time (Lc1) - 0900 PST

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

Finding(s)

1. FUEL SYSTEM, CARBURETOR - ICE

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

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

Finding(s)

2. OBJECT - TREE(S)

-----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. - 215      2/16/86      UPLAND, CA      A/C Reg. No. N80561      Time (Lcl) - 1515 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	-LANDING			0	0	0	1

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

Make/Model	- GLOBE SWIFT GC-1B	Eng Make/Model	- CONTINENTAL IO-360C	ELT Installed/Activated	- YES/YES
Landing Gear	- TAILWHEEL-RETRACTABLE MAINS	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1710	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 2	Rated Power	- 210 HP		

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method	- N/A	UPLAND, CA	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	CABLE
Wind Dir/Speed	- 270/005 KTS	ATC/Airspace	Runway Ident
Visibility	- 50.0 SM	Type of Flight Plan	- 24
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- 3200/ 75
Lowest Ceiling	- NONE	Type Apch/Lndg	- DIRT
Obstructions to Vision	- NONE		Runway Status
Precipitation	- NONE		- ROUGH
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 36	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 1253	Last 24 Hrs - 4
SE LAND	Months Since - 3	Make/Model - 588	Last 30 Days - 4
GLIDER	Aircraft Type - GC-1B	Instrument - 10	Last 90 Days - 8
		Multi-Eng - 4	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

ON FEBRUARY 16, 1986 AT 1515 PST, A SWIFT GC-1B, N80561, COLLIDED WITH TERRAIN AFTER A FORCED LANDING. AFTER T/O AT APPROXIMATELY 400 FEET AGL THE ENGINE BEGAN TO RUN ROUGH AND THE AIRCRAFT WOULD NOT MAINTAIN ALTITUDE. TRAFFIC ON THE RWY PREVENTED AN ON APT LANDING. THE AIRCRAFT LANDED OFF THE APT IN ROUGH TERRAIN. INSPECTION REVEALED FOD IN THE VAPOR RETURN LINE FROM THE FUEL PUMP TO THE FUEL CELL.

Brief of Accident (Continued)

File No. - 215

2/16/86

UPLAND, CA

A/C Reg. No. N80561

Time (Lc1) - 1515 PST

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

Finding(s)

1. FUEL SYSTEM, VENT - BLOCKED(TOTAL)

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

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

Finding(s)

2. TERRAIN CONDITION - HIGH VEGETATION
3. TERRAIN CONDITION - ROUGH/UNEVEN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 219      3/16/86      POTERVILLE, CA      A/C Reg. No. N90475      Time (Lcl) - 1002 PST

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation	-POSITIONING	Fire	Crew	Fatal	Injuries	
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	Serious	Minor
Accident Occurred During	-CRUISE			0	0	0
						None
						1
						0

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

Make/Model	- HILLER 12E	Eng Make/Model	- LYCOMING VO-540-B1A	ELT Installed/Activated	- NO	-N/A
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- NO	
Max Gross Wt	- 3100	Engine Type	- RECIPROCATING-CARBURETOR			
No. of Seats	- 3	Rated Power	- 305 HP			

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		OFF AIRPORT/STRIP	
Method	- N/A	UNK/NR			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	UNK/NR			
Wind Dir/Speed	- 225/005 KTS	ATC/Airspace		Runway Ident	- N/A
Visibility	- 30.0 SM	Type of Flight Plan	- NONE	Runway Lth/Wid	- N/A
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- NONE	Runway Surface	- DIRT
Lowest Ceiling	- NONE	Type Apch/Lndg	- FORCED LANDING	Runway Status	- DRY
Obstructions to Vision	- NONE				
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

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

Pilot-In-Command	Age - 38	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL, ATP	Current - YES	Total - 6700	Last 24 Hrs - 2
SE LAND, ME LAND	Months Since - 19	Make/Model - 600	Last 30 Days - 60
HELICOPTER	Aircraft Type - HU-500D	Instrument - UNK/NR	Last 90 Days - 100
		Multi-Eng - 10	Rotorcraft - 6600

Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

A HILLER 12E HELICOPTER LANDED HARD AFTER AN ENG FAILURE. THE ACFT WAS ENROUTE TO ANOTHER FIELD SITE AT APRX 100 FT AGL AND 40 KTS IAS. THE ENG QUIT ABRUPTLY AND THE ROTOR RPM DECAYED 100 RPM. THE ACFT WAS ABOUT 2,000 POUNDS GWT AT THE TIME OF THE ACCIDENT AND THE AUTOROTATIONAL RPM WAS RIGGED FOR THE MAXIMUM GWT OF 3,100 POUNDS. THE ENG MAIN CASE WAS CRACKED IN THE VICINITY OF CYL #6. DURING THE ENG TEARDOWN #6 PISTON, CONNECTING ROD AND ONE RODCAP BOLT CAME OFF WITH THE CYL. ONE ROD BOLT WAS BROKEN AND THE NUT WAS STILL ATTACHED TO THE BROKEN END. THE OTHER ROD BOLT WAS UNBROKEN AND THE NUT WAS MISSING.



Brief of Accident (Continued)

File No. - 219

3/16/86

POTERVILLE,CA

A/C Reg. No. N90475

Time (Lc1) - 1002 PST

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

Finding(s)

1. ENGINE ASSEMBLY - FAILURE,TOTAL
2. ENGINE ASSEMBLY,CONNECTING ROD - FAILURE,TOTAL

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

Finding(s)

3. AUTOROTATION - POOR - PILOT IN COMMAND

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 216      3/19/86      HAYWARD, CA      A/C Reg. No. N52628      Time (Lcl) - 1055 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      Minor  
0      0  
0      0

None  
1  
0

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

Make/Model      - CESSNA 172P  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 2400  
No. of Seats      - 4

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

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

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

Weather Data

Wx Briefing      - FSS  
Method      - ACFT RADIO  
Completeness      - FULL  
Basic Weather      - VMC  
Wind Dir/Speed- 350/006 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  
HAYWARD, CA  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - TOUCH AND GO

Airport Proximity  
ON AIRPORT

Airport Data

HAYWARD AIR TERMINAL  
Runway Ident      - 28L  
Runway Lth/Wid      - 5019/ 150  
Runway Surface      - ASPHALT  
Runway Status      - DRY

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

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

Age - 35  
Biennial Flight Review  
Current      - YES  
Months Since      - 0  
Aircraft Type      - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)  
Total      - 115      Last 24 Hrs - 2  
Make/Model- 57      Last 30 Days- 2  
Instrument- 22      Last 90 Days- 2  
Multi-Eng - UNK/NR      Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

A CESSNA 172P COLLIDED WITH A RWY LIGHT AFTER VEERING OFF RWY 28. THE WINDS AT THE TIME OF THE ACCIDENT WERE REPORTED FROM 350 DEG AT 6 KTS. THE RIGHT MAIN LANDING GEAR COLLAPSED WHEN IT STRUCK A RWY LIGHT DAMAGING THE RIGHT WING AND TAIL SECTION.

Brief of Accident (Continued)

File No. - 216

3/19/86

HAYWARD, CA

A/C Reg. No. N52628

Time (Lcl) - 1055 PST

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND

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

Finding(s)

3. OBJECT - RUNWAY LIGHT

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

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 241      3/22/86      HUNTINGTON BCH,CA      A/C Reg. No. N49643      Time (Lcl) - 1900 PST

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

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage SUBSTANTIAL				Injuries
Type of Operation -POSITIONING	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 - BELL 206B	Eng Make/Model - ALLISON 250 C-20B	ELT Installed/Activated - YES/NO
Landing Gear - FLOAT	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 3200	Engine Type - TURBOSHAFT	
No. of Seats - 5	Rated Power - 420 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	HUNTINGTON BCH,CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	PLATFORM EMMY,CA	HELIPORT AMINOIL USA INC.
Wind Dir/Speed- 290/004 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 10.0 SM	Type of Flight Plan - COMPANY (VFR)	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - HIGH VEGETATION
Obstructions to Vision- NONE		ROUGH
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 48	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 4084
SE LAND,ME LAND	Months Since - 6	Last 24 Hrs - 2
HELICOPTER	Aircraft Type - B-206B	Make/Model- 552
		Last 30 Days- 34
		Instrument- 139
		Last 90 Days- 116
		Multi-Eng - 650
		Rotorcraft - 1353

Instrument Rating(s) - AIRPLANE

-----Narrative-----

A BELL 206B COLLIDED WITH A BERM AFTER AN ENG FAILURE WHILE DEPARTING A HELIPAD. THE PLT INDICATED HE HAD JUST DEPARTED THE HELIPAD AT NIGHT AND AT APRX 50 FT AGL THE ENG FAILED. THE ACFT VERTICAL FIN HIT THE BERM CAUSING THE TAIL BOOM TO BEND AFT OF THE HORIZONTAL STABILIZER INTO THE PATH OF THE MAIN ROTOR. THE MAIN ROTOR SEVERED THE TAIL BOOM. THE ACFT ROTATED 90 DEG AND CAME TO REST UPRIGHT WITHOUT FURTHER DAMAGED. A TEAR DOWN INSPECTION OF THE ENG WAS CONDUCTED. THERE WAS NO INDICATION OF MATERIAL FAILURE OR MECHANICAL MALFUNCTION. THERE WAS FUEL FOUND IN THE FUEL CONTROL AND FUEL PUMP. EXAM OF THE FUEL PUMP FILTER AND HIGH PRESSURE FUEL FILTER REVEALED NO CONTAMINANTS OR WATER IN THE SYSTEM. THE FUEL PUMP, GOVERNOR, AND FUEL CONTROL WERE EXAMINED AND BENCH TESTED IN ACCORDANCE WITH MANUFACTURERS INSTRUCTIONS. ALL THREE COMPONENTS MET MANUFACTURERS PERFORMANCE CRITERIA.

Brief of Accident (Continued)

File No. - 241

3/22/86

HUNTINGTON BCH, CA

A/C Reg. No. N49643

Time (Lcl) - 1900 PST

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

Finding(s)

1. UNDETERMINED

Occurrence #2      FORCED LANDING  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

2. AUTOROTATION - PERFORMED - PILOT IN COMMAND

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

Finding(s)

3. LIGHT CONDITION - DARK NIGHT
4. ROTOR RPM - REDUCED - PILOT IN COMMAND
5. TERRAIN CONDITION - DIRT BANK

----Probable Cause----

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

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. - 218      3/24/86      FRESNO, CA      A/C Reg. No. N49420      Time (Lcl) - 1430 PST

-----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	-LANDING				0	0	0	1
					0	0	0	0

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

Make/Model	- CESSNA C-152T	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	PALO ALTO, CA			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	FRESNO, CA		FRESNO AIR TERMINAL	
Wind Dir/Speed	- 310/007 KTS	ATC/Airspace		Runway Ident	- 29L
Visibility	- 10.0 SM	Type of Flight Plan	- VFR	Runway Lth/Wid	- 3902/ 75
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 - 57	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
STUDENT	Current - N/A	Total - 78	Last 24 Hrs - 2
	Months Since - N/A	Make/Model - 74	Last 30 Days - 9
	Aircraft Type - N/A	Instrument - UNK/NR	Last 90 Days - 17
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

A CESSNA 152 COLLIDED WITH TERRAIN AFTER RUNNING OFF RWY 29L. THE PLT INDICATED HE MADE A GO-AROUND ON FIRST APPROACH DUE TO DIFFICULTY MAINTAINING RWY HEADING. ON SECOND APPROACH HE WAS ALIGNED A LITTLE LEFT OF CENTERLINE AND ELECTED TO LAND. THE ACFT TOUCHED DOWN WITH THE RIGHT WHEEL ON THE RWY AND THE LEFT WHEEL ON THE SHOULDER. ON ROLLOUT THE ACFT CROSSED A PERPENDICULAR TAXIWAY AND THE NOSE WHEEL DROPPED INTO A SMALL DRAINAGE DITCH. THE WINDS WERE REPORTED FROM 310 DEG AT 7 KTS.

Brief of Accident (Continued)

File No. - 218

3/24/86

FRESNO, CA

A/C Reg. No. N49420

Time (Lcl) - 1430 PST

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

Finding(s)

1. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
  2. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
  3. GO-AROUND - NOT SELECTED - PILOT IN COMMAND
- 

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

Finding(s)

4. TERRAIN CONDITION - DITCH
- 

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 284      3/29/86      ONTARIO, CA      A/C Reg. No. N3896P      Time (Lcl) - 1849 PST

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

Type Operating Certificate-ON-DEMAND AIR TAXI		Aircraft Damage		Injuries			
		SUBSTANTIAL		Fatal	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	- CESSNA 210P	Eng Make/Model	- CONTINENTAL TS10-520P	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 4000	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 310 HP		

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

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - TELEPHONE</p> <p>Completeness - WEATHER NOT PERTINENT</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed - 270/010 KTS</p> <p>Visibility - 15.0 SM</p> <p>Lowest Sky/Clouds - PART OBS</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision - NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - NIGHT(DARK)</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>MESSA, AZ</p> <p>Destination</p> <p>VAN NUYS, CA</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - VFR/IFR</p> <p>Type of Clearance - IFR</p> <p>Type Apch/Lndg - TRAFFIC PATTERN</p> <p>FORCED LANDING</p>	<p>Airport Proximity</p> <p>ON AIRPORT</p> <p>Airport Data</p> <p>ONTARIO INTERNATIONAL</p> <p>Runway Ident - 26L</p> <p>Runway Lth/Wid - 10200/ 150</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL, CFI</p> <p>SE LAND, ME LAND</p>	<p>Age - 23</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 5</p> <p>Aircraft Type - C-172</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 1138</p> <p>Make/Model - 26</p> <p>Instrument - 104</p> <p>Multi-Eng - 21</p> <p>Last 24 Hrs - 4</p> <p>Last 30 Days - 58</p> <p>Last 90 Days - 162</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

A CESSNA 210P COLLIDED WITH THE RUNWAY SURFACE AFTER A TOTAL LOSS OF ENGINE POWER. EXAMINATION OF THE AIRCRAFT REVEALED THAT THE RIGHT FUEL TANK WAS EMPTY. THE PILOT INDICATED THAT HE HAD A TOTAL OF 60 GALLONS OF 100LL ON DEPARTURE AND HE HAD SELECTED THE RIGHT FUEL CELL 45 MINUTES PRIOR TO THE ACCIDENT.



Brief of Accident (Continued)

File No. - 284

3/29/86

ONTARIO,CA

A/C Reg. No. N3896P

Time (Lcl) - 1849 PST

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

Finding(s)

1. FLUID,FUEL - STARVATION
2. FUEL CONSUMPTION CALCULATIONS - MISJUDGED - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE,LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - 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

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. - 314      5/10/86      WALSH, CO      A/C Reg. No. N8812T      Time (Lc1) - 1500 MDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage						
	SUBSTANTIAL		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 -LANDING							

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

Make/Model - EAGLE DW-1	Eng Make/Model - LYCOMING IO-540-M1B5D	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 5400	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 1	Rated Power - 300 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	GRIFFIN FIELD
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 17
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3200/ 100
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 33	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1920
SE LAND	Months Since - 1	Make/Model- 425
	Aircraft Type - BE-35	Instrument- 11
		Multi-Eng - UNK/NR
		Last 24 Hrs - 0
		Last 30 Days- UNK/NR
		Last 90 Days- 30
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTS THAT HE WAS LANDING TO THE SOUTH ON THE TURF RWY WITH CALM WINDS WHEN THE ACCIDENT OCCURRED. HE SAID THE LANDING WAS NORMAL UNTIL THE ACFT SLOWED TO 40 TO 50 MPH AT WHICH TIME A WHIRLWIND WAS ENCOUNTERED WHICH LIFTED THE RIGHT WING. THE LEFT WING CONTACTED THE GROUND AND THE ACFT NOSED OVER. THE PLT ALSO STATED THAT HE MAY HAVE APPLIED THE BRAKES WHEN THE LEFT WING HIT THE GROUND.

Brief of Accident (Continued)

File No. - 314

5/10/86

WALSH,CO

A/C Reg. No. N8812T

Time (Lcl) - 1500 MDT

Occurrence #1 ON GROUND ENCOUNTER WITH WEATHER  
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND

Occurrence #2 DRAGGED WING, ROTOR, POD, OR FLOAT  
Phase of Operation LANDING - ROLL

Finding(s)

2. REMEDIAL ACTION - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #3 NOSE OVER  
Phase of Operation LANDING - ROLL

Finding(s)

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. - 224      1/04/86      LAKE CITY, FL      A/C Reg. No. N73SN      Time (Lcl) - 1314 EST

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

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

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

Make/Model - CESSNA 210L	Eng Make/Model - CONTINENTAL IO-520	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3800	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 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	NEW PORT RICHEY, FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - IMC	MARINE CITY, MI	Runway Ident - N/A
Wind Dir/Speed- 020/006 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 2.000 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - VFR FLIGHT FOLLOWING	Runway Status - N/A
Lowest Ceiling - 400 FT BROKEN	Type Apch/Lndg - NONE	
Obstructions to Vision- FOG		
Precipitation - RAIN		
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)
PRIVATE	Current - YES	Total - 299
SE LAND	Months Since - 18	Make/Model- 40
	Aircraft Type - C-172	Instrument- 1
		Last 24 Hrs - 4
		Last 30 Days- 25
		Last 90 Days- 40

Instrument Rating(s) - NONE

-----Narrative-----

PRIOR TO DEPARTURE ON A VFR FLIGHT FROM FLORIDA TO MICHIGAN THE NON-INSTRUMENT RATED PLT DID NOT OBTAIN A WEATHER BRIEFING. 53 MINUTES AFTER DEPARTURE THE PILOT CONTACTED JACKSONVILLE ARTCC AND REPORTED HE HAD FLOWN VFR INTO THE CLOUDS AND WAS HAVING TROUBLE CONTROLLING THE AIRCRAFT. ATC ATTEMPTED TO GET THE AIRCRAFT TO A CLEAR AREA BUT BEFORE THEY COULD THE PLT REPORTED HE WAS DESCENDING AND UPSIDE DOWN. THIS WAS THE LAST RADIO CONTACT. WITNESSES REPORTED HEARING THE AIRCRAFT MANUEVERING AND DIVING FOLLOWED BY AN EXPLOSION AND THE SOUND OF FALLING DEBRIS. AT THE TIME OF THE CRASH THE WEATHER WAS REPORTED AS VERY RAINY. EXAMINATION OF THE ACFT WRECKAGE REVEALED THE RIGHT WING FAILED DUE TO PLT OVERLOAD AND THEN STRUCK THE TAIL SEVERING IT. AFTER THIS THE FUSELAGE TRAVELED ANOTHER 1/2 MILE. EXAMINATION OF PILOT RECORDS REVEALED HE HAD A TOTAL OF 1.2 HOURS OF SIMULATED INSTRUMENT TIME, THE LAST .2 BEING ON HIS PRIVATE PLT CHECKRIDE 18 MONTHS BEFORE THE CRASH.

Brief of Accident (Continued)

File No. - 224

1/04/86

LAKE CITY, FL

A/C Reg. No. N73SN

Time (Lcl) - 1314 EST

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
2. PREFLIGHT BRIEFING SERVICE - NOT OBTAINED - PILOT IN COMMAND
3. WEATHER EVALUATION - IMPROPER - PILOT IN COMMAND
4. WEATHER CONDITION - CLOUDS
5. VFR FLIGHT INTO IMC - PERFORMED - PILOT IN COMMAND
6. IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
7. WEATHER CONDITION - LOW CEILING
8. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
9. ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2      ABRUPT MANEUVER  
Phase of Operation      DESCENT - UNCONTROLLED

Finding(s)

10. PULL-UP - EXCESSIVE - PILOT IN COMMAND

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

Finding(s)

11. WING - OVERLOAD
12. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,5,6,8,9,10,11,12

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. - 229      1/13/86      SUMMERFIELD, FL      A/C Reg. No. N714AY      Time (Lcl) - 1025 EST

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

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

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

Make/Model - CESSNA 150M	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	OFF AIRPORT/STRIP
Method - N/A	SUMMERFIELD, FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	VERO BEACH, FL	SUMMERFIELD
Wind Dir/Speed- 350/003 KTS	ATC/Airspace	Runway Ident - 10
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3000/ 50
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		SNOW - DRY
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 62	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 691
SE LAND	Months Since - 1	Make/Model- 260
	Aircraft Type - C-150M	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- 4
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PRIVATE PILOT DEPARTED THE SOD AIRFIELD AND WAS OBSERVED TO PERFORM A STEEP ROTATION AND INTITAL CLIMB. THE WINDS WERE OFF THE AIRCRAFTS LEFT TAIL AND WERE OBSERVED TO BE GUSTY. THE AIRCRAFT WAS THEN OBSERVED TO LOSE CONTROL AND ENTER A SPIN TO THE LEFT. THE AIRCRAFT STRUCK THE GROUND IN A 60 DEGREE NOSE DOWN ATTITUDE AND THE PILOT SUSTAINED FATAL INJURIES.

Brief of Accident (Continued)

File No. - 229

1/13/86

SUMMERFIELD, FL

A/C Reg. No. N714AY

Time (Lcl) - 1025 EST

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

Finding(s)

1. WEATHER CONDITION - GUSTS
2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
3. STALL - INADVERTENT - PILOT IN COMMAND

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 263      1/23/86      OPA LOCKA, FL      A/C Reg. No. N12DS      Time (Lcl) - 1754 EST

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

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

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

Make/Model	- CESSNA 310J	Eng Make/Model	- CONTINENTAL IO-470-U	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 5100	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 4	Rated Power	- 260 HP		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		ON AIRPORT	
Method	- N/A	MIAMI, FL			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	OPA LOCKA, FL		OPA LOCKA	
Wind Dir/Speed	- 070/004 KTS			Runway Ident	- 09L
Visibility	- 15.0 SM	ATC/Airspace		Runway Lth/Wid	- 8002/ 150
Lowest Sky/Clouds	- 4000 FT SCATTERED	Type of Flight Plan	- NONE	Runway Surface	- ASPHALT
Lowest Ceiling	- NONE	Type of Clearance	- NONE	Runway Status	- DRY
Obstructions to Vision	- NONE	Type Apch/Lndg	- STRAIGHT-IN		
Precipitation	- NONE		FULL STOP		
Condition of Light	- DUSK				

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

Pilot-In-Command	Age - 58	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 2506	Last 24 Hrs - UNK/NR
SE LAND, ME LAND	Months Since - 3	Make/Model - 60	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 10	Last 90 Days - UNK/NR
		Multi-Eng - 400	

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT/OWNER REPORTED THAT HE HAD THE LEFT MAIN LANDING GEAR REPAIRED TWICE PREVIOUSLY DUE TO LEFT GEAR COLLAPSES UPON LANDING. HE ALSO STATED THAT HE HAD JUST PICKED UP THE AIRCRAFT FROM THE MECHANIC PERFORMING THE LAST REPAIR. WHEN UPON THE FIRST LANDING THE LEFT GEAR AGAIN COLLAPSED. THE LEFT GEAR ATTACH BRACKET WAS FOUND TO HAVE BEEN RECENTLY REPLACED AND WAS OUT OF ALIGNMENT. THIS CAUSED THE LEFT GEAR TO NOT EXTEND FULLY AND LOCK. THE MECHANIC WHO PERFORMED THE MAINTENCE FAILED TO PROPERLY REPAIR THE GEAR AND ALSO FAILED TO COMPLETE THE REQUIRED RECORD ENTRIES.



Brief of Accident (Continued)

File No. - 263

1/23/86

OPA LOCKA, FL

A/C Reg. No. N12DS

Time (Lcl) - 1754 EST

Occurrence #1      MAIN GEAR COLLAPSED  
Phase of Operation      LANDING - ROLL

Finding(s)

1. LANDING GEAR, MAIN GEAR ATTACHMENT - DISTORTED
2. MAINTENANCE, ADJUSTMENT - NOT PERFORMED - OTHER MAINTENANCE PSNL
3. MAINTENANCE, MAJOR REPAIR - IMPROPER - OTHER MAINTENANCE PSNL
4. MAINTENANCE, RECORDKEEPING - NOT PERFORMED - OTHER MAINTENANCE PSNL

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

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 276      1/24/86      MELBOURNE, FL      A/C Reg. No. N2947U      Time (Lcl) - 1655 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	2
Pass				

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

Fire  
NONE

Crew  
Pass

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

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

Eng Make/Model - LYCOMING IO-540-K1G5D  
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- 020/014 KTS  
Visibility - 7.0 SM  
Lowest Sky/Clouds - 2500 FT SCATTERED  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
JACKSONVILLE, FL  
Destination  
SAME AS ACC/INC

Airport Proximity  
ON AIRPORT

Airport Data

MELBOURNE REGIONAL  
Runway Ident - 09  
Runway Lth/Wid - 3700/ 75  
Runway Surface - ASPHALT  
Runway Status - DRY

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  
SE LAND

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 107	Last 24 Hrs	- 1
Make/Model-	47	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	4

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT ON HIS LANDING ROLLOUT HE LOST CONTROL OF THE ACFT & VEERED OFF THE LEFT SIDE OF RWY 9L COLLAPSING THE NOSE GEAR.

Brief of Accident (Continued)

File No. - 276

1/24/86

MELBOURNE, FL

A/C Reg. No. N2947U

Time (Lcl) - 1655 EST

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

Finding(s)

1. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

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

Finding(s)

3. TERRAIN CONDITION - GROUND

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) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 273      2/02/86      BROOKSVILLE, FL      A/C Reg. No. N26TS      Time (Lcl) - 1600 EST

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

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

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

Make/Model - BLANIK L-13	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 - 1102	Engine Type - N/A		
No. of Seats - 2	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	BROOKSVILLE, FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	PILOT COUNTRY
Wind Dir/Speed- 250/006 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 12.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 4200 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - N/A
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 51	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 190
SE LAND	Months Since - 11	Last 24 Hrs - 3
	Aircraft Type - UNK/NR	Make/Model- 9
		Last 30 Days- 11
		Instrument- 14
		Last 90 Days- 32
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT HE ENCOUNTERED SINKING AIR & WAS UNABLE TO MAKE THE ARPT. HE ALSO STATED THAT HE WAS OPERATING EAST OF THE ARPT & THAT A SEABREEZE WIND FROM THE WEST EXISTED AT THE TIME OF THE ACCIDENT. THE EFFECTIVE GLIDE RATIO OF A GLIDER IS REDUCED WHEN FLYING INTO A HEADWIND.

Brief of Accident (Continued)

File No. - 273

2/02/86

BROOKSVILLE, FL

A/C Reg. No. N26TS

Time (Lc1) - 1600 EST

-----  
Occurrence #1 MISCELLANEOUS/OTHER  
Phase of Operation CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
  2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
  3. WIND INFORMATION - DISREGARDED - PILOT IN COMMAND
  4. DISTANCE - EXCESSIVE - PILOT IN COMMAND
- 

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

-----

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. - 281      2/04/86      PARKLAND, FL

A/C Reg. No. N900PC

Time (Lcl) - 0335 EST

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

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

-----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	- 6300	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 8	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	ORLANDO, FL			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	MIAMI, FL		Runway Ident	- N/A
Wind Dir/Speed	- 140/005 KTS	ATC/Airspace		Runway Lth/Wid	- N/A
Visibility	- 10.0 SM	Type of Flight Plan	- IFR	Runway Surface	- GRASS/TURF
Lowest Sky/Clouds	- 3000 FT SCATTERED	Type of Clearance	- IFR	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 - 24	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL, CFI	Current - YES	Total - 875	Last 24 Hrs - 3
SE LAND, ME LAND	Months Since - 1	Make/Model - 6	Last 30 Days - UNK/NR
	Aircraft Type - C-402	Instrument - UNK/NR	Last 90 Days - 30
		Multi-Eng - 148	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT DUE TO A MISCALCULATION OF HIS FUEL SUPPLY, HIS LOSS OF POWER WAS A RESULT OF FUEL EXHAUSTION.

Brief of Accident (Continued)

File No. - 281

2/04/86

PARKLAND, FL

A/C Reg. No. N900PC

Time (Lcl) - 0335 EST

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

Finding(s)

1. FLUID, FUEL - EXHAUSTION
  2. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
  3. REFUELING - NOT ATTAINED - PILOT IN COMMAND
  4. FUEL CONSUMPTION CALCULATIONS - IMPROPER - PILOT IN COMMAND
- 

Occurrence #2            FORCED LANDING  
Phase of Operation      DESCENT

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

Finding(s)

5. TERRAIN CONDITION - HIGH VEGETATION
- 

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 310      2/12/86      VERO BEACH, FL      A/C Reg. No. N58275      Time (Lcl) - 0920 EST

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

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

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

Make/Model - HUGHES 269C	Eng Make/Model - LYCOMING HIO-360-D1A	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1670	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 3	Rated Power - 190 HP	

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

<p>Weather Data</p> <p>Wx Briefing - UNK/NR</p> <p>Method - ACFT RADIO</p> <p>Completeness - WEATHER NOT PERTINENT</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 300/008 KTS</p> <p>Visibility - 8.0 SM</p> <p>Lowest Sky/Clouds - 1500 FT SCATTERED</p> <p>Lowest Ceiling - 20000 FT OVERCAST</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point VERO BEACH, FL</p> <p>Destination SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - SIMULATED FORCED LANDING</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data</p> <p>VERO BEACH</p> <p>Runway Ident - 29</p> <p>Runway Lth/Wid - 2650/ 50</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 25	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 2302
SE LAND,ME LAND,SE SEA,ME SEA	Months Since - 2	Make/Model- 86
HELICOPTER	Aircraft Type - 47G3	Instrument- 432
		Multi-Eng - 41
		Last 24 Hrs - 2
		Last 30 Days- 18
		Last 90 Days- 113
		Rotorcraft - 1499

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

DURING AUTO-ROTATION PRACTICE, THE CFI PASSED CONTROL OF THE HELICOPTER TO THE STUDENT PLT. AT APRX 10 FT ABOVE THE GROUND, THE CFI ATTEMPTED TO APPLY CORRECTIVE ACTION WHEN IT BECAME APPARENT THAT THE ACFT WAS GOING TO MAKE A HARD LANDING. THE ATTEMPT WAS UNSUCCESSFUL, AND THE TAIL ROTOR STRUCK THE GROUND. THE CFI STATED THAT PERHAPS HE HAD WAITED A LITTLE TOO LONG BEFORE ATTEMPTING TO REASSUME CONTROL OF THE ACFT FROM THE STUDENT PLT.



Brief of Accident (Continued)

File No. - 310

2/12/86

VERO BEACH, FL

A/C Reg. No. N58275

Time (Lcl) - 0920 EST

-----  
Occurrence #1        DRAGGED WING, ROTOR, POD, OR FLOAT  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - DELAYED - DUAL STUDENT
2. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND(CFI)

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 309      2/15/86      FT. PIERCE, FL      A/C Reg. No. N772WA      Time (Lcl) - 0953 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew		0	0	1	0
Pass		0	0	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/NO  
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- 260/012 KTS  
Visibility - 7.0 SM  
Lowest Sky/Clouds - 5000 FT SCATTERED  
Lowest Ceiling - 10000 FT BROKEN  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
MIAMI, FL  
Destination  
VERO BEACH, FL

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

-----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 - 48  
Make/Model- 47  
Instrument- 0  
Last 24 Hrs - 1  
Last 30 Days- 5  
Last 90 Days- 4

Instrument Rating(s) - NONE

-----Narrative-----

THE FLT WAS CRUISING AT 2000 FT WITH THE MIXTURE LEANED FOR CRUISE. A DESCENT TO 1000 FT WAS MADE BY REDUCING POWER. SHORTLY AFTER LEVELING OFF, THE ENGINE BEGAN TO LOSE POWER AND MAX RPM AVAILABLE WAS 1700. THE PLT SAID HE PUMPED THE THROTTLE SEVERAL TIMES BUT DID NOT SELECT CARBURETOR HEAT & HE DOES NOT RECALL WHETHER HE HAD REPOSITIONED THE MIXTURE CONTROL TO A RICHER SETTING PRIOR TO HIS DECISION TO EXECUTE A FORCED LANDING. A DIRT ROAD WAS SELECTED & DURING THE LANDING SEQUENCE, A X-WIND BLEW THE ACFT FROM THE ROAD INTO THE TREES. A POST ACCIDENT EXAM OF THE ENGINE & RELATED SYST REVEALED NO EVIDENCE TO SUGGEST ANY FAILURE OR MALFUNCTION.

Brief of Accident (Continued)

File No. - 309

2/15/86

FT. PIERCE, FL

A/C Reg. No. N772WA

Time (Lcl) - 0953 EST

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

Finding(s)

1. FUEL SYSTEM, CARBURETOR - ICE
  2. CARBURETOR HEAT - NOT SELECTED - PILOT IN COMMAND
- 

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

-----

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

Finding(s)

3. WEATHER CONDITION - CROSSWIND
  4. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
  5. OBJECT - TREE(S)
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 308      2/15/86      CLEWISTON, FL      A/C Reg. No. N8886U      Time (Lcl) - 1138 EST

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

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

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

Make/Model	- CESSNA 172F	Eng Make/Model	- CONTINENTAL D-300-D	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-----

<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- 330/012 KTS</p> <p>Visibility - 10.0 SM</p> <p>Lowest Sky/Clouds - 1600 FT</p> <p>Lowest Ceiling - 1600 FT BROKEN</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point MIAMI, FL</p> <p>Destination CLEWISTON, FL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FULL STOP</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data CLEWISTON</p> <p>Runway Ident - 32</p> <p>Runway Lth/Wid - 3000/ 60</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND</p>	<p>Age - 48</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 15</p> <p>Aircraft Type - C-152</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 415</p> <p>Make/Model- 125</p> <p>Instrument- 6</p> <p>Last 24 Hrs - 1</p> <p>Last 30 Days- 11</p> <p>Last 90 Days- 35</p>
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Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT A X-WIND CAUSED HIM TO LOSE CONTROL OF THE ACFT WHILE ATTEMPTING TO LAND ON A X-COUNTRY FLT. THE ACFT DEPARTED THE RWY AND STRUCK A DITCH. THE PLT INDICATED THAT NO PRE-FLT WX BRIEFING WAS OBTAINED PRIOR TO DEPARTURE.

Brief of Accident (Continued)

File No. - 308

2/15/86

CLEWISTON, FL

A/C Reg. No. N8886U

Time (Lc1) - 1138 EST

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

Finding(s)

1. PREFLIGHT BRIEFING SERVICE - NOT OBTAINED - PILOT IN COMMAND
  2. WEATHER CONDITION - CROSSWIND
  3. COMPENSATION FOR WIND CONDITIONS - NOT USED - 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 - DITCH
- 

----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. - 307      2/15/86      FT. MYERS, FL      A/C Reg. No. N163Q      Time (Lcl) - 1833 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Fire  
NONE

Crew  
Pass

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

Make/Model - BEECH 55  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 5100  
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-470-L  
Number Engines - 2  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 260 HP

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

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

Weather Data

Wx Briefing - FSS  
Method - IN PERSON  
Completeness - FULL  
Basic Weather - VMC  
Wind Dir/Speed- 330/011 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  
PT OF THE ISLE, FL  
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  
FT. MYERS

Runway Ident - 31  
Runway Lth/Wid - 4998/ 150  
Runway Surface - ASPHALT  
Runway Status - DRY

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

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

Age - 51  
Biennial Flight Review  
Current - YES  
Months Since - 7  
Aircraft Type - C-152

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 1195  
Make/Model- 210  
Instrument- 85  
Multi-Eng - 236  
Last 24 Hrs - 1  
Last 30 Days- UNK/NR  
Last 90 Days- 11

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT HE HAD EXPERIENCED AN ELECTRICAL FAILURE & BECAUSE IT WAS GETTING DARK, HE COULD NOT SEE THE MECHANICAL LANDING GEAR POSITION INDICATOR. HE SAID THAT HE PERFORMED A "GUMP" CHECK & VERIFIED THAT THE GEAR HANDLE WAS IN THE DOWN POSITION, BUT THE GEAR POSITION LIGHTS WERE OUT. THE PLT STATED THAT THE GEAR WARNING HORN DID NOT SOUND & A GEAR-UP LANDING WAS PERFORMED. A POST ACCIDENT EXAM REVEALED THAT THE BATTERY WAS DEAD & THE RADIO, LIGHTS, TRANSPONDER & ROTATING BEACON SWITCHES WERE IN THE ON POSITION. BOTH GENERATOR SWITCHES WERE IN THE OFF POSITION. AFTER THE BATTERY WAS CHARGED, ALL SYSTEMS AND LIGHTS WORKED NORMALLY, THE PLT SAID HE DID NOT CONNECT THE ELECTRICAL PROBLEM WITH THE LANDING GEAR. HE STATED THAT THE ACCIDENT COULD HAVE BEEN AVOIDED IF HE HAD VERIFIED THE GEAR POSITION BY THE MECHANICAL GEAR POSITION INDICATOR WITH HIS FLASHLIGHT.

Brief of Accident (Continued)

File No. - 307

2/15/86

FT. MYERS, FL

A/C Reg. No. N163Q

Time (Lcl) - 1833 EST

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

Finding(s)

1. ELECTRICAL SYSTEM, BATTERY - EXHAUSTION
2. ELECTRICAL SYSTEM, GENERATOR - SWITCHED OFF
3. EMERGENCY PROCEDURE - NOT PERFORMED - PILOT IN COMMAND
4. GEAR EXTENSION - NOT PERFORMED - PILOT IN COMMAND
5. WHEELS UP LANDING - INADVERTENT - PILOT IN COMMAND

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 392      2/19/86      AUBURNDALE, FL      A/C Reg. No. N6221V      Time (Lcl) - 1245 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
DESTROYED  
Fire                          NONE

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

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

Make/Model    - CONSOLIDATED LAKE LA-4-200  
Landing Gear   - AMPHIBIAN  
Max Gross Wt   - 2690  
No. of Seats   - 4

Eng Make/Model - LYCOMING IO-360-A1B  
Number Engines - 1  
Engine Type    - RECIP-FUEL INJECTED  
Rated Power    - 200 HP

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

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

Weather Data

Wx Briefing        - NO RECORD OF BRIEFING  
Method            - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- 240/007 KTS  
Visibility        - 15.0    SM  
Lowest Sky/Clouds - 24000 FT SCATTERED  
Lowest Ceiling     - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
ST. PETERSBURG, FL  
Destination  
WINTER HAVEN, FL

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 51  
Biennial Flight Review  
Current            - NO  
Months Since      - UNK/NR  
Aircraft Type      - UNK/NR

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

Total	- 3561	Last 24 Hrs	- UNK/NR
Make/Model	- 25	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 PLT STATED THAT JUST AFTER PASSING LAKE LAND, FL, HIS ENG RPM BEGAN TO FLUCTUATE. HE SELECTED HIS AUX FUEL TANKS BUT THE RPM CONTINUED TO DETERIORATE. HE ELECTED TO MAKE HIS FORCED LANDING ON A SMALL LAKE BUT NOT HAVING ENOUGH ALT TO TURN & LAND INTO THE WIND, LANDED DOWNWIND. UPON TOUCHDOWN THE ACFT FLIPPED OVER & SANK IN APRX 14 FT OF WATER. THE ENG WAS PLACED IN A TEST STAND & IT RAN WITH NO DISCREPANCIES NOTED. DUE TO THE ACFT BEING IMMERSED IN WATER THE POSSIBILITY OF WATER IN THE FUEL OR FUEL CONTAMINATION COULD NOT BE DETERMINED. THEREFORE THE NATURE OF THE ENG MALFUNCTION COULD NOT BE DETERMINED AS DESCRIBED BY THE PLT.



Brief of Accident (Continued)

File No. - 392

2/19/86

AUBURNDALE, FL

A/C Reg. No. N6221V

Time (Lc1) - 1245 EST

Occurrence #1      LOSS OF POWER  
Phase of Operation      CRUISE

Finding(s)

1. UNDETERMINED

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

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

Finding(s)

2. TERRAIN CONDITION - WATER, GLASSY

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 383      2/21/86      PANAMA CITY, FL      A/C Reg. No. N2217F      Time (Lcl) - 0759 CST

---Basic Information---

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

---Aircraft Information---

Make/Model	- PIPER PA-44	Eng Make/Model	- LYCOMING O-360-E1A6D	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 3800	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 180 HP		

---Environment/Operations Information---

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- FSS	Last Departure Point		ON AIRPORT	
Method	- TELEPHONE	KNOXVILLE, TN			
Completeness	- FULL	Destination		Airport Data	
Basic Weather	- IMC	SAME AS ACC/INC		PANAMA CITY	
Wind Dir/Speed	- 210/006 KTS	ATC/Airspace		Runway Ident	- 14
Visibility	- 1.000 SM	Type of Flight Plan	- IFR	Runway Lth/Wid	- 6004/ 100
Lowest Sky/Clouds	- 100 FT PART OBS	Type of Clearance	- IFR	Runway Surface	- ASPHALT
Lowest Ceiling	- NONE	Type Apch/Lndg	- ILS-COMPLETE	Runway Status	- DRY
Obstructions to Vision	- FOG		FULL STOP		
Precipitation	- NONE				
Condition of Light	- DAWN				

---Personnel Information---

Pilot-In-Command	Age - 57	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 1300	Last 24 Hrs - 6
SE LAND, ME LAND	Months Since - 3	Make/Model - 60	Last 30 Days - UNK/NR
	Aircraft Type - PA-44	Instrument - 250	Last 90 Days - 150
		Multi-Eng - 300	

Instrument Rating(s) - AIRPLANE

---Narrative---

THE AIR TAXI FLIGHT HAD BEGUN THE INSTRUMENT ILS APPROACH AND THE PILOT STATED HE OBTAINED VISUAL CONTACT WITH THE RUNWAY LIGHTING SYSTEM. HE WAS STARTING TO LAND WHEN HE LOST ALL VISUAL CONTACT AND INITIATED A MISSED APPROACH. THE AIRCRAFT THEN VEERED LEFT OF THE CENTER OF THE RUNWAY AND CRASHED INTO THE GROUND ABOUT 75 FEET IN FRONT OF THE GLIDESLOPE BUILDING. THE AIRCRAFT THEN BOUNCED INTO THE AIR AND CRASHED INTO THE GLIDESLOPE BUILDING AND DESTROYED IT. THE PILOT RECALLED AFTER THE ACCIDENT THAT HE NEVER ESTABLISHED A POSITIVE RATE OF CLIMB ON THE MISSED APPROACH.

Brief of Accident (Continued)

File No. - 383

2/21/86

PANAMA CITY, FL

A/C Reg. No. N2217F

Time (Lc1) - 0759 CST

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

Finding(s)

1. WEATHER CONDITION - FOG
2. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND
3. IFR PROCEDURE - NOT PERFORMED - PILOT IN COMMAND
4. PROPER CLIMB RATE - INATTENTIVE - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH OBJECT  
Phase of Operation APPROACH - MISSED APPROACH (IFR)

Finding(s)

5. OBJECT - APPROACH LIGHT/NAVAID

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

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

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

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. - 391 2/25/86 ST. CLOUD,FL

A/C Reg. No. N4081R

Time (Lcl) - 2300 EST

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

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage  
DESTROYED

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

Type of Operation -POSITIONING

Fire Crew

Flight Conducted Under -14 CFR 91

NONE Pass

Accident Occurred During -DESCENT

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

Make/Model - PIPER PA-32-300

Eng Make/Model - LYCOMING IO-540-K1A5

ELT Installed/Activated - YES/YES

Landing Gear - TRICYCLE-FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 3400

Engine Type - RECIP-FUEL INJECTED

No. of Seats - 2

Rated Power - 300 HP

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

Weather Data

Wx Briefing - FSS  
Method - TELEPHONE  
Completeness - WEATHER NOT PERTINENT  
Basic Weather - VMC  
Wind Dir/Speed- 330/004 KTS  
Visibility - 7.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - NIGHT(BRIGHT)

Itinerary

Last Departure Point  
FT. LAUDERDALE, FL  
Destination  
ORLANDO, FL

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

ATC/Airspace

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

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

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL  
SE LAND, ME LAND

Age - 26  
Biennial Flight Review  
Current - YES  
Months Since - 1  
Aircraft Type - C-210

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 1500	Last 24 Hrs	- 8
Make/Model-	500	Last 30 Days-	48
Instrument-	25	Last 90 Days-	203
Multi-Eng	- 50		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS ON A VFR FLT, THE WX WAS CLEAR WITH AN ALMOST FULL MOON WHEN THE ACFT CRASHED IN A FLD. THERE WAS NO EVIDENCE OF AN AIRFRAME, FLT CONTROL SYSTEM, ENG OR PROPELLER MALFUNCTION OR FAILURE. THE AUTOPSY & TOXICOLOGICAL STUDIES REVEALED NO PRE IMPACT CONDITION OR ILLNESS THAT COULD HAVE ADVERSELY AFFECTED THE ABILITY OF THE PLT TO OPERATE THE ACFT. THE EVIDENCE INDICATED THAT THE ACFT CRASHED IN A SHALLOW FLIGHT PATH AT HIGH SPEED. THE PLT WORKED FOR A CONSTRUCTION COMPANY DURING THE DAY & IN AIR TAXI OPERATIONS AT NIGHT.

Brief of Accident (Continued)

File No. - 391

2/25/86

ST. CLOUD, FL

A/C Reg. No. N4081R

Time (Lc1) - 2300 EST

Occurrence #1 MISCELLANEOUS/OTHER  
Phase of Operation CRUISE

Finding(s)

1. LIGHT CONDITION - NIGHT
2. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, FATIGUE (LACK OF SLEEP) - PILOT IN COMMAND

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

Finding(s)

4. TERRAIN CONDITION - OPEN FIELD
5. TERRAIN CONDITION - GROUND
6. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND

----Probable Cause----

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

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. - 304      2/28/86      OPA LOCKA, FL      A/C Reg. No. 6YJHV      Time (Lcl) - 1858 EST

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

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

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

Make/Model - GULFSTREAM COMMANDER 500S	Eng Make/Model - LYCOMING IO-540-E1B5	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 6750	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 8	Rated Power - 290 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	KINGSTON	
Wind Dir/Speed- 350/008 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 10.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - 3500 FT SCATTERED	Type of Clearance - IFR	Runway Surface - DIRT
Lowest Ceiling - 10000 FT BROKEN	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 23	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 1466
SE LAND, ME LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 124
		Instrument- 273
		Multi-Eng - 803
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT UPON DEPARTURE FROM OPA LOCKA, FL HE HAD A PROBLEM WHEN HE RETRACTED THE LANDING GEAR. UPON RETURNING TO THE ARPT, THE GEAR WOULD NOT EXTEND SO HE ELECTED TO LAND WITH THE GEAR UP ALONG SIDE OF RWY 36. THE ACFT WAS PLACED ON JACKS AFTER THE ACCIDENT AND AN AUX HYDRAULIC PUMP WAS CONNECTED. THE GEAR EXTENDED AND RETRACTED WITH NO DISCREPANCIES. BOTH ENG DRIVEN HYDRAULIC PUMPS AND THE HYDRAULIC SYSTEM PWR PACK WERE REMOVED AND ALL UNITS FUNCTIONED NORMALLY WHEN TESTED. NO DETERMINATION COULD BE MADE AS TO THE NATURE OF THE HYDRAULIC SYSTEM MALFUNCTION AS DESCRIBED BY THE PLT.

Brief of Accident (Continued)

File No. - 304

2/28/86

OPA LOCKA, FL

A/C Reg. No. 6YJHV

Time (Lcl) - 1858 EST

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

Finding(s)

1. LANDING GEAR - UNDETERMINED

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

Finding(s)

2. WHEELS UP LANDING - PERFORMED - PILOT IN COMMAND

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 305      2/28/86      KEY BISCAYNE, FL      A/C Reg. No. N5394S      Time (Lcl) - 0128 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 337A  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 4200  
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-360-C/D  
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 - UNK/NR  
Method - UNK/NR  
Completeness - FULL  
Basic Weather - VMC  
Wind Dir/Speed- 210/008 KTS  
Visibility - 7.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point  
CURACAO  
Destination  
MIAMI, FL

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

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

Age - 36  
Biennial Flight Review  
Current - YES  
Months Since - 5  
Aircraft Type - DC-9

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 6960  
Make/Model- 40  
Instrument- 4200  
Multi-Eng - 6460  
Last 24 Hrs - 6  
Last 30 Days- UNK/NR  
Last 90 Days- 40

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT HAD BEEN FLOWN FOR APRX 7 HRS AND 15 MINS DURING A FLT FROM CURACAO, NETHERLANDS ANTILLES. NEARING MIAMI, BOTH ENGS FAILED WITHIN A SHORT TIME OF EACH OTHER AND THE PLT PERFORMED A NIGHT DITCHING. THE ACFT WAS NOT EQUIPPED WITH AUX FUEL TANKS. THE PLT STATED THAT THE FUEL SUPPLY OF THE ACFT HAD BEEN EXHAUSTED.



Brief of Accident (Continued)

File No. - 305

2/28/86

KEY BISCAYNE, FL

A/C Reg. No. N5394S

Time (Lcl) - 0128 EST

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

Finding(s)

1. FLUID, FUEL - EXHAUSTION
  2. FUEL SUPPLY - EXCEEDED - PILOT IN COMMAND
  3. IN-FLIGHT PLANNING/DECISION - INACCURATE - PILOT IN COMMAND
- 

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 303      3/02/86      NEW SMYRNA, FL      A/C Reg. No. N3870L      Time (Lcl) - 1219 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
SUBSTANTIAL

Fire  
NONE

Crew  
Pass

Fatal  
0  
0

Injuries  
Serious      Minor  
0      0  
0      0

None  
1  
2

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

Make/Model      - CESSNA 172G  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 2150  
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      - FSS  
Method      - TELEPHONE  
Completeness      - FULL  
Basic Weather      - VMC  
Wind Dir/Speed- 310/012 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  
OPA LOCKA, FL  
Destination  
NEW SMYRNA, FL

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 32  
Biennial Flight Review  
Current      - NO  
Months Since      - 36  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 1150      Last 24 Hrs - 3  
Make/Model- 179      Last 30 Days- 17  
Instrument- 245      Last 90 Days- 24  
Multi-Eng - 64

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE FLT HAD BEEN CRUISING ON THE RIGHT FUEL TANK. DURING THE DESCENT, CARB HEAT AND RICH MIXTURE WAS SELECTED. THE ENG QUIT AND THE PLT SELECTED BOTH FUEL TANKS. ENG PWR WAS RESTORED BRIEFLY DURING THE DESCENT, BUT NOT ENOUGH TO SUSTAIN FLT. A FORCED LANDING WAS PERFORMED ON A RAILROAD BED. POST ACCIDENT INSPECTION FAILED TO DISCLOSE ANY MECHANICAL FAILURE/MALFUNCTION WHICH WOULD HAVE RESULTED IN THE PWR LOSS.

Brief of Accident (Continued)

File No. - 303

3/02/86

NEW SMYRNA, FL

A/C Reg. No. N3870L

Time (Lc1) - 1219 EST

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

Finding(s)  
1. UNDETERMINED

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 382      3/03/86      DELAND, FL      A/C Reg. No. N41Q      Time (Lcl) - 1510 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
DESTROYED  
Fire  
ON GROUND

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

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

Make/Model - SWANNINGSON QUICKIE  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 550  
No. of Seats - 1

Eng Make/Model - ONAN B48MMGAD18364  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 18 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- 250/014 KTS

Visibility - 10.0 SM

Lowest Sky/Clouds - 3800 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

Runway Ident - UNK/NR

Runway Lth/Wid - UNK/NR

Runway Surface - UNK/NR

Runway Status - UNK/NR

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 63

Biennial Flight Review

Current - YES

Months Since - 18

Aircraft Type - PA-28

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 1050

Make/Model- 900

Instrument- 0

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS OBSERVED TO TAKEOFF & CLIMB TO ABOUT 300 FT, THEN ROLL TO THE LEFT & DESCEND TO GROUND IMPACT IN AN APRX 60 DEG BANK ANGLE. THE PLT HAD STATED THAT HE WAS NOT FEELING WELL JUST PRIOR TO DEPARTURE, A WITNESS STATED THAT THE PLT HAD MADE SEVERAL FORCED LANDINGS IN THE PAST IN THIS ACFT AS A RESULT OF ENGINE FAILURES. ANOTHER WITNESS STATED THAT THE ENG DID NOT SOUND AS IF IT WERE OPERATING NORMALLY DURING THE TAKEOFF & THAT THE PLT APPEARED TO BE TURNING BACK TO THE ARPT. LCOAL FLT CONDITIONS WERE DESCRIBED AS BUMPY. SURFACE WINDS IN THE GENERAL AREA WERE REPORTED AS 14 KTS WITH GUSTS TO 20 KTS.

Brief of Accident (Continued)

File No. - 382

3/03/86

DELAND, FL

A/C Reg. No. N41Q

Time (Lcl) - 1510 EST

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

Finding(s)

1. UNDETERMINED  
-----

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. - 302      3/04/86      NEW SMYRNA BCH,FL      A/C Reg. No. N53805      Time (Lcl) - 1230 EST

---Basic Information---

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
SUBSTANTIAL

Fire  
NONE

Crew  
Pass

Fatal  
0  
0

Injuries  
Serious  
0  
0

Minor  
1  
0

None  
0  
0

---Aircraft Information---

Make/Model      - BELLANCA 7KCAB  
Landing Gear      - TAILWHEEL-ALL FIXED  
Max Gross Wt      - 1650  
No. of Seats      - 3

Eng Make/Model - LYCOMING IO-320-E2A  
Number Engines - 1  
Engine Type      - RECIP-FUEL INJECTED  
Rated Power      - 150 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- 250/013 KTS  
Visibility      - 10.0 SM  
Lowest Sky/Clouds      - 3300 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

NEW SMYRNA BEACH  
Runway Ident      - 24  
Runway Lth/Wid      - 3200/ 75  
Runway Surface      - ASPHALT  
Runway Status      - DRY

---Personnel Information---

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

Age - 45  
Biennial Flight Review  
Current      - YES  
Months Since      - 11  
Aircraft Type      - UNK/NR

Medical Certificate - EXPIRED

Flight Time (Hours)

Total      - 1613      Last 24 Hrs - 3  
Make/Model- 42      Last 30 Days- UNK/NR  
Instrument- 590      Last 90 Days- 8  
Multi-Eng - 900

Instrument Rating(s) - AIRPLANE

---Narrative---

THE PLT STATED THAT JUST AFTER PICKING UP A BANNER, THE ACFT STALLED AND STARTED TO ROLL TO THE LEFT. THE PLT WAS UNABLE TO RECOVER BEFORE THE ACFT IMPACTED THE GROUND.

Brief of Accident (Continued)

File No. - 302

3/04/86

NEW SMYRNA BCH, FL

A/C Reg. No. N53805

Time (Lc1) - 1230 EST

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

Finding(s)

1. PULL-UP - EXCESSIVE - 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. - 301      3/06/86      JACKSONVILLE, FL      A/C Reg. No. N77WG      Time (Lcl) - 1950 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Fire NONE  
Crew Pass

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

Make/Model - CESSNA 210J  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 3400  
No. of Seats - 4

Eng Make/Model - CONTINENTAL IO-520-J  
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- 250/004 KTS  
Visibility - 7.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point  
MCRAE, GA  
Destination  
SAME AS ACC/INC

Airport Proximity  
ON AIRPORT

Airport Data

JACKSONVILLE INT'L  
Runway Ident - 31  
Runway Lth/Wid - 7700/ 150  
Runway Surface - ASPHALT  
Runway Status - DRY

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 69  
Biennial Flight Review  
Current - YES  
Months Since - 8  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 6528  
Last 24 Hrs - 4  
Make/Model- 222  
Last 30 Days- UNK/NR  
Instrument- 300  
Last 90 Days- 110  
Multi-Eng - 300

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT WHILE TAXIING TO THE RAMP, AFTER LANDING, HE TAXIED THROUGH CONSTRUCTION BARRICADES & RAN OFF THE TAXIWAY. WHILE ATTEMPTING TO GET BACK ON THE TAXIWAY, THE NOSE GEAR GOT CAUGHT IN A HOLE & COLLAPSED.



Brief of Accident (Continued)

File No. - 301

3/06/86

JACKSONVILLE, FL

A/C Reg. No. N77WG

Time (Lc1) - 1950 EST

Occurrence #1 ON GROUND COLLISION WITH TERRAIN  
Phase of Operation TAXI - FROM LANDING

Finding(s)

1. TERRAIN CONDITION - ROUGH/UNEVEN
2. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 NOSE GEAR COLLAPSED  
Phase of Operation TAXI - FROM LANDING

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 300      3/09/86      CAPTIVA, FL      A/C Reg. No. GPZS      Time (Lcl) - 1215 EST

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

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

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

Make/Model - PIPER PA-32R	Eng Make/Model - LYCOMING IO-540-K1A5D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3600	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 300 HP	

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

Weather Data	Itinerary	Airport Proximity ON AIRSTRIP
Wx Briefing - UNK/NR	Last Departure Point FT. MYERS, FL	
Method - ACFT RADIO	Destination	Airport Data
Completeness - PARTIAL, LMTD BY PILOT	SAME AS ACC/INC	SEAIR
Basic Weather - VMC		Runway Ident - 09
Wind Dir/Speed- 100/011 KTS	ATC/Airspace	Runway Lth/Wid - 2200/ 65
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Surface - GRASS/TURF
Lowest Sky/Clouds - 3000 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 - UNK/NR	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - 335
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 8
	Aircraft Type - UNK/NR	Make/Model- 26
		Instrument- 32
		Last 30 Days- 10
		Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT SHE WAS MAKING A LOW FINAL APPROACH TO THE 2200 FT GRASS STRIP & LOST LIFT AS THE ACFT PASSED BELOW & BEHIND THE TREELINE. THE PLT'S HUSBAND, ALSO A PLT, OCCUPYING THE RIGHT FRONT SEAT, STATED THAT HIS WIFE MAY HAVE BEEN SOMEWHAT INTIMIDATED BY THE SEEMINGLY SHORT STRIP & MAY HAVE OVERLY COMPENSATED FOR THE EXISTING CONDITIONS & CIRCUMSTANCES. THE APCH WAS BEING MADE TO RWY 10. THE SURFACE WINDS AT FT MYERS, 18 MI AWAY, WERE 100 DEG AT 11 KTS WITH GUSTS TO 18 KNTS.

Brief of Accident (Continued)

File No. - 300

3/09/86

CAPTIVA, FL

A/C Reg. No. GPZS

Time (Lc1) - 1215 EST

Occurrence IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. PROPER GLIDEPATH - NOT MAINTAINED - PILOT IN COMMAND

2. 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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 299      3/14/86      LAKE WALES, FL      A/C Reg. No. N9790L      Time (Lcl) - 1845 EST

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

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

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

Make/Model	- BEECH AIRCRAFT CORP. C23	Eng Make/Model	- LYCOMING O-360-A4G	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2450	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 180 HP		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		ON AIRSTRIP	
Method	- N/A	ORLANDO, FL			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	SAME AS ACC/INC		CHALET SUZANNE	
Wind Dir/Speed	- 220/010 KTS			Runway Ident	- 35
Visibility	- 15.0 SM	ATC/Airspace		Runway Lth/Wid	- 2450/ 50
Lowest Sky/Clouds	- 2500 FT SCATTERED	Type of Flight Plan	- NONE	Runway Surface	- GRASS/TURF
Lowest Ceiling	- 6000 FT BROKEN	Type of Clearance	- NONE	Runway Status	- WET
Obstructions to Vision	- NONE	Type Apch/Lndg	- STRAIGHT-IN		
Precipitation	- NONE		FULL STOP		
Condition of Light	- DUSK				

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

Pilot-In-Command	Age - 38	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - UNK/NR	Total - 266	Last 24 Hrs - 1
SE LAND	Months Since - UNK/NR	Make/Model - 223	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 0	Last 90 Days - 21

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT HE LANDED LONG AND WAS UNABLE TO STOP. THE ACFT RAN OFF THE END OF THE RUNWAY INTO A LAKE.

Brief of Accident (Continued)

File No. - 299

3/14/86

LAKE WALES, FL

A/C Reg. No. N9790L

Time (Lcl) - 1845 EST

-----  
Occurrence            OVERRUN  
Phase of Operation    LANDING - ROLL

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
2. PROPER TOUCHDOWN POINT - 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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 390      3/14/86      FLORIDA CITY, FL      A/C Reg. No. N49984      Time (Lcl) - UNK/NR

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

		Injuries			
		Fatal	Serious	Minor	None
Fire	Crew	0	0	0	0
ON GROUND	Pass	0	0	0	0
	Other	1	0	0	0

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

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

Make/Model - PIPER PA-31-350  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 6500  
No. of Seats - 8

Eng Make/Model - LYCOMING TIO-540-F2B2  
Number Engines - 2  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 325 HP

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

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

Weather Data

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

Itinerary

Last Departure Point  
UNKNOWN  
Destination  
UNK/NR

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

ATC/Airspace

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

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)  
UNK/NR

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

Medical Certificate - UNK/NR  
Flight Time (Hours)  
Total - UNK/NR  
Make/Model- UNK/NR  
Instrument- UNK/NR  
Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR  
Last 30 Days- UNK/NR  
Last 90 Days- UNK/NR  
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT TOUCHED DOWN ON THE TOP OF A FLOOD CONTROL DIKE APPROX 12 FT WIDE. THE ACFT CONTINUED FOR ABOUT 1336 FT BEFORE THE LEFT WHEEL SLID OFF THE DIKE WHERE THE DIKE MAKES A SLIGHT CURVE TO THE RIGHT. THE LEFT GEAR WAS TORN FROM THE ACFT AS IT LEFT THE DIKE. THE LEFT WING STRUCK SOME HEAVY BRUSH WHICH ROTATED THE AIRCRAFT 180 DEGS. THE NOSE GEAR WAS TORN FROM THE ACFT & THE RIGHT GEAR COLLAPSED DURING THE CRASH SEQUENCE. AN EXAM OF THE ACFT REVEALED ALL CABIN SEATS HAD BEEN REMOVED AND THE AIRCRAFT WAS GUTTED BY FIRE. THE ACFT'S FUEL CAPS WERE LOCATED ON THE GROUND NEXT TO THE ACFT. AN UNIDENTIFIED BODY WAS FOUND ABOUT 835 FT NORTH OF THE ACFT. NO ONE HAS CLAIMED OWNERSHIP OF THE ACFT AND THE ADDRESS OF THE REGISTERED OWNER IS NON-EXISTENT.

Brief of Accident (Continued)

File No. - 390

3/14/86

FLORIDA CITY, FL

A/C Reg. No. N49984

Time (Lcl) - UNK/NR

-----  
Occurrence #1        ON GROUND COLLISION WITH TERRAIN  
Phase of Operation    LANDING - ROLL

Finding(s)

1. PLANNING-DECISION - INADEQUATE - PILOT IN COMMAND
  2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
- 

Occurrence #2        MAIN GEAR COLLAPSED  
Phase of Operation    LANDING - ROLL

-----  
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) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 298      3/18/86      FT. PIERCE, FL      A/C Reg. No. N4599P      Time (Lcl) - 2030 EST

---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	Crew 0	0	1	0
Accident Occurred During	-LANDING	Pass 0	0	0	0

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

Fire  
NONE

Crew  
Pass

---Aircraft Information---

Make/Model - PIPER PA-23-250  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 5200  
No. of Seats - 5

Eng Make/Model - LYCOMING O-540-A1B5  
Number Engines - 2  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 250 HP

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

---Environment/Operations Information---

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 120/010 KTS  
Visibility - 10.0 SM  
Lowest Sky/Clouds - 3000 FT SCATTERED  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point  
ST. AUGUSTINE, FL  
Destination  
MIAMI, FL

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

---Personnel Information---

Pilot-In-Command  
Certificate(s)/Rating(s)  
NONE

Age - 35  
Biennial Flight Review  
Current - N/A  
Months Since - N/A  
Aircraft Type - N/A

Medical Certificate - UNK/NR

Flight Time (Hours)

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

Instrument Rating(s) - NONE

---Narrative---

THE PLT STATED THAT WHILE SWITCHING TANKS, HIS FUEL SELECTOR FROZE UP & BOTH ENG'S FAILED. UPON LANDING, THE ACFT STRUCK A TREE SEVERING A WING. THE NTSB FORM 6120.1 THAT WAS SENT TO THE PLT WAS RETURNED, IT STATED THAT THE ADDRESSEE MOVED & LEFT NO ADDRESS. A RECORDS CHECK WITH OKLAHOMA CITY REVEALED THAT NO PILOT OR MEDICAL CERTIFICATE WAS EVER ISSUED TO THE PLT IN COMMAND OF THIS ACFT, A CONVERSATION WITH THE FAA EXAMINER WHO'S NAME WAS ON THE TEMPORARY AIRMAN CERTIFICATE THAT WAS IN THE PLT'S POSSESSION REVEALED THAT NO CHECK RIDE WAS GIVEN TO THE PLT OF THIS ACFT ON THAT DATE. A CHECK OF THE FAA MEDICAL EXAMINERS MANUAL REVEALED THAT THE NAME LISTED ON THE PLT'S MEDICAL CERTIFICATE WAS NOT LISTED AS AN FAA MEDICAL EXAMINER.



Brief of Accident (Continued)

File No. - 298

3/18/86

FT. PIERCE, FL

A/C Reg. No. N4599P

Time (Lc1) - 2030 EST

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - POOR - UNQUALIFIED PERSON
  2. FUEL TANK SELECTOR POSITION - NOT UNDERSTOOD - UNQUALIFIED PERSON
- 

Occurrence #2        FORCED LANDING  
Phase of Operation    DESCENT

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 297      3/23/86      HOLLYWOOD, FL      A/C Reg. No. N9169T      Time (Lcl) - 1650 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation      -BANNER TOW	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-18-150	Eng Make/Model      - LYCOMING O-320-A2B	ELT Installed/Activated      - UNK/NR
Landing Gear      - TAILWHEEL-ALL FIXED	Number Engines      - 1	Stall Warning System      - NO
Max Gross Wt      - 1625	Engine Type      - RECIPROCATING-CARBURETOR	
No. of Seats      - 2	Rated Power      - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing      - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method      - N/A	SAME AS ACC/INC	
Completeness      - N/A	Destination	Airport Data
Basic Weather      - VMC	LOCAL	NORTH PERRY
Wind Dir/Speed- 020/013 KTS	ATC/Airspace	Runway Ident      - 36L
Visibility      - 7.0 SM	Type of Flight Plan      - NONE	Runway Lth/Wid      - 3000/ 100
Lowest Sky/Clouds      - 2500 FT SCATTERED	Type of Clearance      - NONE	Runway Surface      - ASPHALT
Lowest Ceiling      - 3500 FT BROKEN	Type Apch/Lndg      - TRAFFIC PATTERN	Runway Status      - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation      - NONE		
Condition of Light      - DUSK		

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

Pilot-In-Command	Age      - 28	Medical Certificate      - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current      - YES	Total      - 880
SE LAND, ME LAND	Months Since      - 23	Last 24 Hrs      - 5
	Aircraft Type      - UNK/NR	Make/Model- 80
		Last 30 Days- UNK/NR
		Instrument- 52
		Last 90 Days- 72
		Multi-Eng      - 35

Instrument Rating(s)      - AIRPLANE

-----Narrative-----

THE PLT STATED THAT WHILE FLARING TO LAND, A GUST OF WIND PICKED UP HIS RIGHT WING & BEFORE HE COULD RECOVER HE LOST CONTROL & THE ACFT GROUND LOOPED.

Brief of Accident (Continued)

File No. - 297

3/23/86

HOLLYWOOD, FL

A/C Reg. No. N9169T

Time (Lc1) - 1650 EST

Occurrence #1      LOSS OF CONTROL - IN FLIGHT

Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

1. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
2. GROUND LOOP/SWERVE - INADVERTENT - 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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 296      3/25/86      JACKSONVILLE, FL      A/C Reg. No. N4916U      Time (Lcl) - 1645 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
SUBSTANTIAL

Fire  
NONE

Crew  
Pass

Fatal  
0  
0

Injuries  
Serious  
0  
0

Minor  
0  
0

None  
1  
0

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

Make/Model      - CESSNA 210E  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 3100  
No. of Seats      - 6

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

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

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

Weather Data

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

Basic Weather      - VMC

Wind Dir/Speed- 050/010 KTS

Visibility      - 7.0 SM

Lowest Sky/Clouds      - 4000 FT SCATTERED

Lowest Ceiling      - 8000 FT BROKEN

Obstructions to Vision- NONE

Precipitation      - NONE

Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
JACKSONVILLE, FL

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

HERLONG

Runway Ident      - 11

Runway Lth/Wid      - 4000/ 100

Runway Surface      - ASPHALT

Runway Status      - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

Age - 63

Biennial Flight Review

Current      - YES

Months Since      - 13

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total      - 6622      Last 24 Hrs - 3

Make/Model- 82      Last 30 Days- UNK/NR

Instrument- 601      Last 90 Days- 19

Rotorcraft      - 103

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER DEPARTURE PLT SELECTED LANDING GEAR UP AND DID NOT RECEIVE A GEAR UP INDICATION. ANOTHER AIRCRAFT FLEW UNDER THE AIRCRAFT AND REPORTED THE NOSE GEAR AND LEFT MAIN GEAR WERE UP AND THAT THE RIGHT MAIN GEAR WAS PARTIALLY EXTENDED. WHEN ATTEMPTS TO CORRECT THIS SITUATION WERE UNSUCCESSFUL THE AIRCRAFT WAS LANDED IN THIS CONFIGURATION. POST CRASH INSPECTION OF THE AIRCRAFT REVEALED A SECONDARY RELIEF VALVE IN THE HYDRAULIC POWER PACK WAS BEING HELD OPEN BY CONTAMINATION ALLOWING HYDRAULIC PRESSURE TO BY PASS THE LANDING GEAR ACTUATORS. THE LOGBOOK RECORDS FOR THE AIRCRAFT REVEALED NO EVIDENCE THE HYDRAULIC POWER PACK HAD EVER BEEN OVERHAULED OR THAT A MODIFICATION TO REMOVE THE SECONDARY RELIEF VALVE HAD BEEN COMPLIED WITH.

Brief of Accident (Continued)

File No. - 296

3/25/86

JACKSONVILLE, FL

A/C Reg. No. N4916U

Time (Lcl) - 1645 EST

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

Finding(s)

1. LANDING GEAR, NORMAL RETRACTION/EXTENSION ASSEMBLY - CONTAMINATION
  2. MAINTENANCE, SERVICE OF AIRCRAFT - IMPROPER - OTHER MAINTENANCE PSNL
- 

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

Finding(s)

3. WHEELS UP LANDING - PERFORMED - PILOT IN COMMAND
- 

----Probable Cause----

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 369      3/28/86      FT. LAUDERDALE, FL      A/C Reg. No. N28007      Time (Lcl) - 1946 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      - BELLANCA 17-30A  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 3000  
No. of Seats      - 4

Eng Make/Model      - CONTINENTAL IO-520-K1A  
Number Engines      - 1  
Engine Type      - RECIP-FUEL INJECTED  
Rated Power      - 300 HP

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

---Environment/Operations Information---

Weather Data

Wx Briefing      - FSS  
Method      - TELEPHONE  
Completeness      - FULL  
Basic Weather      - VMC  
Wind Dir/Speed- 030/012 KTS  
Visibility      - 10.0 SM  
Lowest Sky/Clouds      - 2000 FT SCATTERED  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - NIGHT(DARK)

Itinerary

Last Departure Point  
CLEARWATER, FL  
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

FT. LAUDERDALE-HLYWD INTL  
Runway Ident      - 09L  
Runway Lth/Wid      - 8018/ 150  
Runway Surface      - ASPHALT  
Runway Status      - DRY

---Personnel Information---

Pilot-In-Command  
Certificate(s)/Rating(s)  
NONE

Age - 23  
Biennial Flight Review  
Current      - N/A  
Months Since      - N/A  
Aircraft Type      - N/A

Medical Certificate - NO MEDICAL  
Flight Time (Hours)

Total	- 67	Last 24 Hrs	- 3
Make/Model-	67	Last 30 Days-	39
Instrument-	3	Last 90 Days-	57

Instrument Rating(s) - NONE

---Narrative---

THE NON-CERTIFICATED STUDENT PLT WAS MAKING AN UNAUTHORIZED NIGHT SOLO X-COUNTRY FLT. HE ATTEMPTED A LANDING AT HIS DESTINATION WITH A LEFT 60 DEG, 12 KT X-WIND. DURING THE LANDING ROLL THE ACFT VEERED TO THE RIGHT AND THE PLT CORRECTED BY APPLYING "EXTREME" LEFT RUDDER. THE ACFT THEN VEERED OFF THE LEFT SIDE OF THE RWY, STRIKING THE RWY EDGE LIP WHICH COLLAPSED THE NOSE GEAR. THE PLT STATED THAT DURING THE LANDING ROLL, WIND SHEAR WAS ENCOUNTERED WHICH RESULTED IN THE LOSS OF DIRECTIONAL CONTROL. HOWEVER; NEITHER WIND GUSTS OR WIND SHEAR WERE REPORTED BY TOWER PERSONNEL OR OTHER ACFT OPERATING IN THE AREA AT THE TIME OF THE ACCIDENT.

Brief of Accident (Continued)

File No. - 369.

3/28/86

FT. LAUDERDALE, FL

A/C Reg. No. N28007

Time (Lcl) - 1946 EST

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
  2. COMPENSATION FOR WIND CONDITIONS - EXCESSIVE - PILOT IN COMMAND
  3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - 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 - RUNWAY
- 

-----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. - 389      4/04/86      HOMESTEAD, FL

A/C Reg. No. N55WE

Time (Lcl) - 1835 EST

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

Type Operating Certificate-ON-DEMAND AIR TAXI

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

Aircraft Damage  
SUBSTANTIAL

Fire  
NONE

Crew  
Pass

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

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

Make/Model - PIPER PA-31-350  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 7000  
No. of Seats - 8

Eng Make/Model - LYCOMING TIO-540-J2BD  
Number Engines - 2  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 350 HP

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

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

Weather Data

Wx Briefing - FSS  
Method - TELEPHONE  
Completeness - FULL

Basic Weather - VMC

Wind Dir/Speed- 080/008 KTS  
Visibility - 8.0 SM  
Lowest Sky/Clouds - 3000 FT SCATTERED  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DUSK

Itinerary

Last Departure Point  
KEY WEST, FL  
Destination  
HOMESTEAD, FL

ATC/Airspace

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

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

Certificate(s)/Rating(s)

ATP, CFI  
SE LAND, ME LAND

Age - 43

Biennial Flight Review

Current - YES  
Months Since - 4  
Aircraft Type - PA-23

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 3467	Last 24 Hrs	- 4
Make/Model-	118	Last 30 Days-	51
Instrument-	780	Last 90 Days-	85
Multi-Eng	- 1780		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE FLT WAS NEARING COMPLETION OF A 4.2 HR X-COUNTRY FLT & WAS APRX 7 MILES FROM THE DEST WHEN BOTH ENGS QUIT DUE TO FUEL EXHAUSTION. A FORCED LDG WAS PERFORMED. THE PLT STATED THE ACFT HAD DEPARTED WITH A FULL FUEL LOAD OF 182 GALS. THE ACFT OWNER STATED THAT FUEL CONSUMPTION AVERAGED ABOUT 44 GALS PER HR. AT THAT RATE, THE ACFT WOULD HAVE CONSUMED APPROX 185 GALS. AFTER THE ACCIDENT, THE PLT STATED THAT A FACTOR IN THE ACCIDENT MAY HAVE BEEN THAT HE HAD BEEN RECENTLY FLYING ANOTHER PA-31 WHICH HAD A GREATER FUEL CAPACITY DUE TO THE INSTALLATION OF AUX FUEL TANKS & HE MAY HAVE SUBCONSCIOUSLY THOUGHT THAT HE HAD MORE FUEL THAN HE ACTUALLY HAD.



Brief of Accident (Continued)

File No. - 389

4/04/86

HOMESTEAD, FL

A/C Reg. No. N55WE

Time (Lcl) - 1835 EST

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

Finding(s)

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

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

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

Finding(s)

3. TERRAIN CONDITION - HIGH VEGETATION

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 368      4/04/86      BOCA RATON, FL      A/C Reg. No. N50845      Time (Lcl) - 1048 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
SUBSTANTIAL

Fire  
NONE

Crew  
Pass

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

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

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

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed - 100/011 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  
LANTANA, FL  
Destination  
LOCAL

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 61  
Biennial Flight Review  
Current - N/A  
Months Since - N/A  
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 60  
Last 24 Hrs - 1  
Make/Model - 13  
Last 30 Days - UNK/NR  
Instrument - 0  
Last 90 Days - 13

Instrument Rating(s) - NONE

-----Narrative-----

THE FLT EXPERIENCED A FAILURE OF THE ACFT'S ENG WHILE FLYING PARALLEL TO THE BEACH AND THE ACFT WAS DITCHED IN THE ATLANTIC OCEAN. INSPECTION OF THE ACFT AFTER RECOVERY REVEALED THE FOAM AIR CLEANER HAD BEEN DRAWN INTO THE CARBURETOR AIR BOX AND WAS BLOCKING THE AIR INTAKE TO THE CARBURETOR. THE PLASTIC AIR CLEANER RETAINING STRUCTURE WAS FOUND BROKEN AND APRX 70% OF IT WAS MISSING. A CHECK OF THE ACFT MAINTENANCE RECORDS REVEALED THE AIR CLEANER WAS INSTALLED IN 1980 AND THAT AN AIRWORTHINESS DIRECTIVE TO CHANGE THE AIR CLEANER ELEMENT EVERY 12 MONTHS OR 100 HRS WAS NOT COMPLIED WITH.

Brief of Accident (Continued)

File No. - 368

4/04/86

BOCA RATON, FL

A/C Reg. No. N50845

Time (Lcl) - 1048 EST

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

Finding(s)

1. MISCELLANEOUS - LOOSE
2. MAINTENANCE, COMPLIANCE WITH AD - NOT PERFORMED - OTHER MAINTENANCE PSNL
3. FUEL SYSTEM, CARBURETOR - BLOCKED(TOTAL)

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

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

----Probable Cause----

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 259      1/17/86      BLAIRSVILLE,GA      A/C Reg. No. N53615      Time (Lcl) - 1330 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
DESTROYED  
Fire  
NONE

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

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

Make/Model - CESSNA 337G  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 4630  
No. of Seats - 5

Eng Make/Model - CONTINENTAL IO-360G  
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- CALM  
Visibility - 10.0 SM  
Lowest Sky/Clouds -  
Lowest Ceiling - 3000 FT BROKEN  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
RAVENNA, OH  
Destination  
CHAMBLEE, GA

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - UNK/NR  
Biennial Flight Review  
Current - YES  
Months Since - 5  
Aircraft Type - C-337G

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 471  
Last 24 Hrs - UNK/NR  
Make/Model- UNK/NR  
Last 30 Days- UNK/NR  
Instrument- UNK/NR  
Last 90 Days- UNK/NR  
Multi-Eng - UNK/NR  
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

ACFT WAS FLOWN VFR FROM RAVENNA, OHIO EN ROUTE TO ATLANTA, GA. IT DEPARTED RAVENNA ABOUT 0930 01/17 & FAILED TO ARRIVE AT ITS DESTINATION. FAMILY REPORTED ACFT MISSING. AIR FORCE RESCUE CENTER NOTIFIED AT 2020 01/19. CAP COMMENCED AIR SEARCH 01/20, HAMPERED BY LOW CLOUDS IN MOUNTAINS. ACFT LOCATED BY CAP ACFT AT 1007 01/21. AT ASSUMED TIME OF MISHAP MOUNTAINS WERE OBSCURED BY CLOUDS. PILOT REPORTED OVER SOLID CLOUDS ABOUT 30 MILES NORTH OF ACCIDENT SITE. ACFT STRUCK 3200 FOOT LEVEL OF 3600 FOOT MOUNTAIN IN LEVEL FLIGHT.

Brief of Accident (Continued)

File No. - 259

1/17/86

BLAIRSVILLE, GA

A/C Reg. No. N53615

Time (Lcl) - 1330 EST

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

Finding(s)

1. TERRAIN CONDITION - HIGH TERRAIN
  2. WEATHER CONDITION - OBSCURATION
  3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
  4. DESCENT - PREMATURE - PILOT IN COMMAND
  5. VFR FLIGHT INTO IMC - PERFORMED - PILOT IN COMMAND
- 

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 222      1/17/86      TUCKER,GA      A/C Reg. No. N761AH      Time (Lcl) - 2130 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	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 -DESCENT					

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

Make/Model - CESSNA 210M	Eng Make/Model - CONTINENTAL IO-520-L	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3800	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 300 HP	

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

<b>Weather Data</b>	<b>Itinerary</b>	<b>Airport Proximity</b>
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	RICHMOND,VA	
Completeness - FULL	Destination	<b>Airport Data</b>
Basic Weather - VMC	ATLANTA,GA	Runway Ident - N/A
Wind Dir/Speed- 180/009 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 9.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 4000 FT THIN BKN	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 20000 FT OVERCAST	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

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

<b>Pilot-In-Command</b>	Age - 54	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 619
SE LAND	Months Since - 14	Last 24 Hrs - 5
	Aircraft Type - C-210	Make/Model- 41
		Last 30 Days- 19
		Instrument- 12
		Last 90 Days- 27

Instrument Rating(s) - NONE

-----Narrative-----

DURING A NIGHT VFR FLT THE ACFT EXPERIENCED A TOTAL LOSS OF POWER AND MADE A FORCED LANDING IN A SMALL PARKING LOT IN A BUSINESS AREA. WHEN RESCUE PERSONNEL ASKED THE PLT WHAT HAD HAPPENED HE STATED THAT THE ACFT RAN OUT OF FUEL. INSPECTION OF THE WRECKAGE CONFIRMED THAT THE FUEL TANKS WERE EMPTY.

Brief of Accident (Continued)

File No. - 222

1/17/86

TUCKER,GA

A/C Reg. No. N761AH

Time (Lcl) - 2130 EST

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. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

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

Finding(s)

4. LIGHT CONDITION - NIGHT
5. OBJECT - TREE(S)

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

Finding(s)

6. TERRAIN CONDITION - GROUND

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 257      2/20/86      STATESBORO, GA      A/C Reg. No. N8288W      Time (Lcl) - 1230 EST

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

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

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

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

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

<b>Weather Data</b> Wx Briefing      - NO RECORD OF BRIEFING Method            - N/A Completeness    - N/A Basic Weather    - VMC Wind Dir/Speed- 130/011 KTS Visibility        - 10.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling    - NONE Obstructions to Vision- NONE Precipitation     - NONE Condition of Light - DAYLIGHT	<b>Itinerary</b> Last Departure Point UNK/NR Destination LOCAL  <b>ATC/Airspace</b> Type of Flight Plan - NONE Type of Clearance    - NONE Type Apch/Lndg       - UNK/NR	<b>Airport Proximity</b> OFF AIRPORT/STRIP  <b>Airport Data</b> Runway Ident        - N/A Runway Lth/Wid     - N/A Runway Surface     - N/A Runway Status       - N/A
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-----Personnel Information-----

Pilot-In-Command	Age - 35	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 235
SE LAND	Months Since - 14	Make/Model- 27
	Aircraft Type - PA28180	Instrument- 3
		Last 24 Hrs - 1
		Last 30 Days- 2
		Last 90 Days- 3

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH THE GROUND AFTER ENCOUNTERING A DOWNDRAFT OVER A WOODED AREA AT ABOUT 500 FT AGL. THE PLT REPORTED THAT HE FLEW OUT TO OVERLOOK SOME LAND FROM THE AIR. TO AVOID AIR TRAFFIC IN THE LANDING PATTERN HE DROPPED DOWN TO ABOUT 550 FT AND MADE 2 CIRCLES AROUND THE LAND AFTER WHICH HE WAS TURNING TO ENTER DOWNWIND FOR LANDING WHEN HE OVERFLEW A WOODED AREA. AFTER SOME TURBULENCE THE ACFT STARTED SINKING. THE PLT ADDED POWER AND PULLED BACK ON THE YOKE. THE ACFT STALLED AND COLLIDED WITH THE GROUND.



Brief of Accident (Continued)

File No. - 257

2/20/86

STATESBORO, GA

A/C Reg. No. N8288W

Time (Lc1) - 1230 EST

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

Finding(s)

1. WEATHER CONDITION - DOWNDRAFT
2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
3. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
4. ALTITUDE - INADEQUATE - PILOT IN COMMAND
5. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND
6. LOW PASS - PERFORMED - PILOT IN COMMAND
7. STALL - NOT CORRECTED - PILOT IN COMMAND
8. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
9. IMPROPER USE OF PROCEDURE, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND

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

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 234      3/30/86      CANTON, GA      A/C Reg. No. N3942U      Time (Lcl) - 1130 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

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

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

Fire NONE  
Crew  
Pass

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

Make/Model - JOACHIM HOEHNE PAZMANY PL-4A  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - UNK/NR  
No. of Seats - 1

Eng Make/Model - FRANKLIN 4AC 176B2  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 65 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- CALM  
Visibility - 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  
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

CHERDKEE COUNTY  
Runway Ident - 22  
Runway Lth/Wid - 3400/ 50  
Runway Surface - ASPHALT  
Runway Status - DRY

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

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

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 462  
Make/Model- 3  
Instrument- 0  
Last 24 Hrs - UNK/NR  
Last 30 Days- UNK/NR  
Last 90 Days- 5

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT STRUCK A POWERLINE WIRE DURING AN ATTEMPTED GO-AROUND AFTER A BOUNCED LANDING. THE PLT ABORTED THE LANDING AND TURNED LEFT AT LOW ALT UNTIL IMPACT WITH A WIRE OCCURRED AT A DISTANCE OF ABOUT 300 FT LEFT OF THE RWY AND 1200 FT FROM THE APPROACH END. THE ACFT DOVE STRAIGHT INTO THE GROUND AFTER THE COLLISION AND CAME TO REST INVERTED ABOUT 150 FT FROM THE POINT OF COLLISION.

Brief of Accident (Continued)

File No. - 234

3/30/86

CANTON, GA

A/C Reg. No. N3942U

Time (Lc1) - 1130 EST

-----  
Occurrence #1            IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      APPROACH - GO-AROUND (VFR)

Finding(s)

1. OBJECT - WIRE, STATIC
  2. GO-AROUND - PERFORMED - PILOT IN COMMAND
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 248      5/15/86      TOCCOA,GA      A/C Reg. No. N2115Z      Time (Lcl) - 1830 EDT

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

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

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

Make/Model	- PIPER PA-28RT-201T	Eng Make/Model	- CONTINENTAL TS10-360-FBI	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2400	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 4	Rated Power	- 200 HP		

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

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - UNK/NR</p> <p>Completeness - UNK/NR</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- CALM</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</p> <p>ST.AUGUSTINE,FL</p> <p>Destination</p> <p>SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - IFR</p> <p>Type of Clearance - IFR</p> <p>Type Apch/Lndg - TRAFFIC PATTERN; GO AROUND</p>	<p>Airport Proximity</p> <p>ON AIRPORT</p> <p>Airport Data</p> <p>RG LATOURNEAU FLD</p> <p>Runway Ident - 20</p> <p>Runway Lth/Wid - 4000/ 75</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND</p>	<p>Age - UNK/NR</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 2</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 304</p> <p>Make/Model- 18</p> <p>Instrument- 99</p> <p>Last 24 Hrs - 2</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 79</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT MADE THREE UNSUCCESSFUL ATTEMPTS TO LAND THE AIRCRAFT ON THE RUNWAY. DURING THE THIRD ATTEMPT THE AIRCRAFT BOUNCED ON THE RUNWAY AND THE PILOT APPLIED POWER TO GO-AROUND. DURING THE ATTEMPTED GO-AROUND THE AIRCRAFT COLLIDED WITH TREES ON THE LEFT SIDE OF THE RUNWAY.

Brief of Accident (Continued)

File No. - 248

5/15/86

TOCCOA,GA

A/C Reg. No. N2115Z

Time (Lcl) - 1830 EDT

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

Finding(s)

1. OBJECT - TREE(S)
2. PLANNED APPROACH - POOR - PILOT IN COMMAND
3. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. GO-AROUND - DELAYED - PILOT IN COMMAND

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 332      5/22/86      PEACHTREE CITY,GA      A/C Reg. No. N98544      Time (Lcl) - 1535 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Fire  
NONE

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

Make/Model - MOONEY M20K  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 2740  
No. of Seats - 4

Eng Make/Model - CONTINENTAL TS10-360-GB3    ELT Installed/Activated - YES/YES  
Number Engines - 1    Stall Warning System - YES  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 210 HP

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

Weather Data

Wx Briefing - FSS  
Method - TELEPHONE  
Completeness - FULL

Basic Weather - VMC

Wind Dir/Speed- 340/014 KTS

Visibility - 20.0 SM

Lowest Sky/Clouds - 25000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

HUNTSVILLE,AL

Destination

PEACHTREE CITY,GA

Airport Proximity

ON AIRPORT

Airport Data

FALCON FIELD

Runway Ident - 31

Runway Lth/Wid - 4600/ 50

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 - 37

Biennial Flight Review

Current - YES

Months Since - 3

Aircraft Type - C-152

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 363    Last 24 Hrs - 3

Make/Model- 5    Last 30 Days- UNK/NR

Instrument- 28    Last 90 Days- 47

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED THAT THE ACFT BEGAN TO "WHEELBARROW" ON THE NOSE GEAR DURING THE LDG ROLL. THE ACFT VEERED OFF THE RWY INTO A DITCH. THE PLT SAID THAT HE MIGHT NOT HAVE HAD THE PITCH TRIM SET CORRECTLY AT TOUCHDOWN. THE ACFT FLT MANUAL BEFORE LANDING CHECKLIST CONTAINS THE FOLLOWING CAUTION: "FROM A FLAPS RETRACTED TRIMMED CONDITION, THE REQUIRED NOSE UP PITCH CONTROL FORCE WILL RAPIDLY INCREASE WHEN POWER IS REDUCED TO IDLE AND THE FLAPS FULLY EXTENDED. TIMELY TRIMMING ACTION SHOULD BE ACCOMPLISHED TO MINIMIZE FORCES."

Brief of Accident (Continued)

File No. - 332

5/22/86

PEACHTREE CITY, GA

A/C Reg. No. N98544

Time (Lcl) - 1535 EDT

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

Finding(s)

1. FLIGHT MANUALS - NOT FOLLOWED - PILOT IN COMMAND
2. ELEVATOR TRIM - IMPROPER USE OF - PILOT IN COMMAND
3. TRIM SETTING - NOT CORRECTED - PILOT IN COMMAND

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

Finding(s)

4. TERRAIN CONDITION - DITCH

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 330      5/31/86      CUMMING, GA      A/C Reg. No. N1321Q      Time (Lcl) - 0920 EDT

---Basic Information---

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

NONE  
Fire  
NONE

Crew  
Pass

Fatal  
0  
0

Injuries

Serious  
0  
0

Minor  
0  
0

None  
2  
0

---Aircraft Information---

Make/Model - CESSNA 150  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 1500  
No. of Seats - 2

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

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

---Environment/Operations Information---

Weather Data

Wx Briefing - UNK/NR  
Method - UNK/NR  
Completeness - UNK/NR  
Basic Weather - VMC  
Wind Dir/Speed- UNK/NR  
Visibility - 3.000 SM  
Lowest Sky/Clouds - UNK/NR  
Lowest Ceiling - UNK/NR  
Obstructions to Vision- HAZE  
Precipitation - UNK/NR  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

MATHIS  
Runway Ident - 03  
Runway Lth/Wid - 1500/ 20  
Runway Surface - ASPHALT  
Runway Status - DRY

---Personnel Information---

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

Age - 26  
Biennial Flight Review  
Current - YES  
Months Since - 22  
Aircraft Type - C-150

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

Total - 1500  
Make/Model- 800  
Instrument- UNK/NR  
Multi-Eng - UNK/NR  
Last 24 Hrs - 2  
Last 30 Days- UNK/NR  
Last 90 Days- 120  
Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

---Narrative---

DURING A NORMAL LANDING, THE PLT LOST DIRECTIONAL CONTROL OF THE ACFT WHICH SUBSEQUENTLY COLLIDED WITH A PARKED C-172. THE PLT REPORTED THAT THE RIGHT TIRE WAS INFLATED DURING THE PREFLT INSPECTION. FOLLOWING THE ACCIDENT THE TIRE WAS FOUND DEFLATED. THE PLT DID NOT REPORT ANY OTHER FAILURE/MALFUNCTION WITH THE ACFT.



Brief of Accident (Continued)

File No. - 330

5/31/86

CUMMING,GA

A/C Reg. No. N1321Q

Time (Lc1) - 0920 EDT

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

Finding(s)

1. LANDING GEAR,TIRE - NO PRESSURE

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

Finding(s)

2. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND

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

Finding(s)

3. OBJECT - AIRCRAFT PARKED

----Probable Cause----

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 204      1/05/86      GRAND ISLE BL73,GM      A/C Reg. No. N7612L      Time (Lcl) - 0803 CST

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

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage						
Name of Carrier	-AIR LOGISTICS	SUBSTANTIAL						
Type of Operation	-NON SCHED,DOMESTIC,PAX/CARGO	Fire	Crew	0	0	1	0	
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	0	
Accident Occurred During	-STANDING		Other	3	2	0	0	

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

Make/Model	- SIKORSKY S-76A	Eng Make/Model	- ALLISON 250-C30S	ELT Installed/Activated	- NO	-N/A
Landing Gear	- SKID	Number Engines	- 2	Stall Warning System	- NO	
Max Gross Wt	- 7500	Engine Type	- TURBOSHAFT			
No. of Seats	- 14	Rated Power	- 317 HP			

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- COMPANY	Last Departure Point		OFF AIRPORT/STRIP	
Method	- ACFT RADIO	AMELIA,LA			
Completeness	- FULL	Destination		Airport Data	
Basic Weather	- VMC	SAME AS ACC/INC		Runway Ident	- N/A
Wind Dir/Speed	- 020/030 KTS			Runway Lth/Wid	- N/A
Visibility	- 20.0 SM	ATC/Airspace		Runway Surface	- N/A
Lowest Sky/Clouds	- CLEAR	Type of Flight Plan	- VFR	Runway Status	- N/A
Lowest Ceiling	- UNK/NR	Type of Clearance	- NONE		
Obstructions to Vision	- NONE	Type Apch/Lndg	- FULL STOP		
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

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

Pilot-In-Command	Age - 37	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - YES	Total - 8489	Last 24 Hrs - UNK/NR
SE LAND,ME LAND	Months Since - 2	Make/Model- 1111	Last 30 Days- UNK/NR
HELICOPTER	Aircraft Type - S-76	Instrument- UNK/NR	Last 90 Days- 195
		Multi-Eng - 11	Rotorcraft - 7833

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

THE ACFT ROLLED OVER IN A HIGH X-WIND AFTER LANDING WHILE DEPLANING PASSENGERS. THE ACFT HAD LANDED ON A MOVING BARGE. A LANDING INTO THE WIND WAS BLOCKED BY A CRANE SO THE PLT SIDESLIPPED FROM A FLT PATH THAT PARALLELED THE SHIPS MOVEMENT. THE WIND WAS ACROSS THE BARGE FROM LEFT TO RIGHT. AFTER LANDING THE PLT DID NOT CHANGE THE X-WIND HEADING OF THE ACFT. ACCORDING TO A WITNESS THE ACFT WAS HEADING TOWARD THE RT SIDE OF THE VESSEL & THE WIND WAS FROM THE LEFT. THE PLT LEFT THE ENGS AT "FLY" BECAUSE HE WAS UNSURE OF THE STABILITY OF THE POSITION BUT HE ALLOWED THE PASSENGERS TO DEPLANE. AS THE PASSENGERS DEPLANED WITNESSES SAID THE ACFT'S LEFT LANDING GEAR LIFTED SLIGHTLY OFF THE DECK. THIS REPORTEDLY HAPPENED 2 OR 3 TIMES BEFORE THE ACFT ROLLED OVER. THE PLT STATED THAT AS THE ROLL BEGAN HE APPLIED FULL LEFT CYCLIC WITH NO EFFECT. ONE WITNESS SAID THAT THERE WAS A STRONG GUST OF WIND AT THE TIME OF THE ROLL-OVER.

Brief of Accident (Continued)

File No. - 204

1/05/86

GRAND ISLE BL73,GM

A/C Reg. No. N7612L

Time (Lc1) - 0803 CST

-----  
Occurrence #1        LOSS OF CONTROL - ON GROUND  
Phase of Operation    STANDING - IDLING ROTORS

Finding(s)

1. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
  2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
  3. PROPER ASSISTANCE - NOT USED - PILOT IN COMMAND
  4. WEATHER CONDITION - HIGH WIND
  5. WEATHER CONDITION - GUSTS
- 

Occurrence #2        ROLL OVER  
Phase of Operation    STANDING - IDLING ROTORS

-----  
----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. - 239      3/26/86      GULF OF MEXICO,GM      A/C Reg. No. N3181Y      Time (Lcl) - 1225 CST

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

Type Operating Certificate-ON-DEMAND AIR TAXI

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

Aircraft Damage  
SUBSTANTIAL  
Fire      NONE

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

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

Make/Model      - BELL 206BIII  
Landing Gear      - EMERGENCY FLOAT  
Max Gross Wt      - 3200  
No. of Seats      - 7

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

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

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

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- 090/010 KTS  
Visibility      - 7.0 SM  
Lowest Sky/Clouds      - 2000 FT SCATTERED  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
ST-172,GM  
Destination  
ST-26,GM

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

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL  
SE LAND,ME LAND  
HELICOPTER

Age - 39

Biennial Flight Review

Current      - YES  
Months Since      - 1  
Aircraft Type      - 206BIII

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

Total	- 5152	Last 24 Hrs	- 5
Make/Model-	3182	Last 30 Days-	UNK/NR
Instrument-	210	Last 90 Days-	165
Multi-Eng -	300	Rotorcraft -	4732

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

THE PILOT FAILED TO ASSURE THE CABIN DOOR WAS PROPERLY CLOSED BEFORE FLIGHT, OR THE CABIN DOOR JUST POPPED OPEN DURING FLIGHT, ALLOWING AN UNSECURED LIFE VEST TO BLOW OUT THE DOOR AND INTO THE TAIL ROTOR BLADES. THIS RESULTED IN THE ENTIRE TAIL ROTOR ASSEMBLY DEPARTING THE HELICOPTER. A SUCCESSFUL EMERGENCY AUTOROTATION INTO THE WATER WAS CONDUCTED WITHOUT FURTHER INCIDENT. POST ACCIDENT EXAMINATION REVEALED NORMAL OPERATION OF THE CABIN DOOR.

Brief of Accident (Continued)

File No. - 239

3/26/86

GULF OF MEXICO, GM

A/C Reg. No. N3181Y

Time (Lc1) - 1225 CST

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

Finding(s)

1. ROTOR DRIVE SYSTEM, TAIL ROTOR GEAR BOX(90 DEG) - LOSS, TOTAL
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING  
Phase of Operation DESCENT - EMERGENCY

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 221      4/02/86      DILLINGHAM FLD, HI      A/C Reg. No. N1189S      Time (Lcl) - 1330 HST

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

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

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

Make/Model - SCHWIEZER 2-32	Eng Make/Model - N/A	ELT Installed/Activated - NO	-N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - N/A	Stall Warning System - NO	
Max Gross Wt - 1430	Engine Type - N/A		
No. of Seats - 3	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	MOKUTEIA, HI	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 110/020 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 20.0 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 - NONE	Runway Status - N/A
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, FLT ENG	Current - YES	Total - 1293
SE LAND	Months Since - 5	Last 24 Hrs - 2
GLIDER	Aircraft Type - 2-33A	Make/Model- 364
		Last 30 Days- 117
		Instrument- 64
		Last 90 Days- 350

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE GLIDER COLLIDED WITH A POWER LINE AS THE PLT MANEUVERED DOWN A VALLEY TO RECOVER SOME AIRSPEED THAT HAD BEEN LOST ALONG A RIDGELINE. THE VERTICAL FIN AND RUDDER WERE DAMAGED ALONG THE TOP 18 INCHES BUT THE ACFT WAS LANDED WITHOUT FURTHER INCIDENT.

Brief of Accident (Continued)

File No. - 221

4/02/86

DILLINGHAM FLD, HI

A/C Reg. No. N1189S

Time (Lcl) - 1330 HST

Occurrence IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation MANEUVERING

Finding(s)

1. OBJECT - WIRE, TRANSMISSION
2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
3. LOW PASS - PERFORMED - PILOT IN COMMAND

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 251      4/10/86      PERRY,IA      A/C Reg. No. N8178N      Time (Lcl) - 1405 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Fire  
IN FLIGHT

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

Make/Model - PIPER PA-32R-301T  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 3600  
No. of Seats - 6

Eng Make/Model - LYCOMING TIO-540-S1AD  
Number Engines - 1  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 300 HP

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

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

Weather Data

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

Wind Dir/Speed- 320/003 KTS  
Visibility - 30.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
PERRY,IA  
Destination  
SCHALLER,IA

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

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

Age - 29  
Biennial Flight Review  
Current - YES  
Months Since - 22  
Aircraft Type - PA32R30

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 3546  
Make/Model- 1505  
Instrument- 280  
Multi-Eng - 986  
Last 24 Hrs - 1  
Last 30 Days- UNK/NR  
Last 90 Days- 90

Instrument Rating(s) - AIRPLANE

-----Narrative-----

SHORTLY AFTER TAKEOFF THE PIC NOTICED A LOSS OF ENGINE PWR AND FLAMES ERUPTING FROM THE ENGINE COWLING. THE PIC EXECUTED A TURN BACK TO THE ARPT AS THICK BLACK SMOKE FILLED THE COCKPIT. THE PIC OPENED THE SIDE VENT WINDOW TO KEEP SIGHT WITH THE GROUND AND LANDED THE ACFT IN AN OPEN FIELD. THE PIC EXITED THE ACFT AND USED THE HAND HELD EXTINGUISHER TO COMBAT THE FLAMES BELCHING FM THE ENGINE COWLING. THE ENSUING FIRE SUBSTANTIALLY DAMAGED THE ACFT. INSPECTION OF THE FIRE AREA REVEALED AN EXHAUST V-CLAMP LOOSE AND A DISTORTED GASKET AT THE EXHAUST JOINTS. THIS ALLOWED BLOW-BY OF THE HOT EXHAUST GASES WHICH MELTED THE FUEL BOOST PUMP CONNECTION SPEWING RAW FUEL INTO THE HOT ENGINE COMPARTMENT. THE EXHAUST SYSTEM HAD BEEN REMOVED TO REWORK A CYLINDER AND RE-INSTALLED 6 HOURS PRIOR TO THIS FLT. THE GASKET WAS DISTORTED DURING THE RE-ASSEMBLY OF THE EXHAUST SYSTEM.



Brief of Accident (Continued)

File No. - 251

4/10/86

PERRY,IA

A/C Reg. No. N8178N

Time (Lcl) - 1405 CST

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

Finding(s)

1. EXHAUST SYSTEM,CLAMP - LOOSE
2. MAINTENANCE,ALIGNMENT - IMPROPER - OTHER MAINTENANCE PSNL
3. EXHAUST SYSTEM,GASKET - DISTORTED
4. MAINTENANCE,INSPECTION OF AIRCRAFT - INADEQUATE - OTHER MAINTENANCE PSNL

Occurrence #2      FIRE  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

5. FUEL SYSTEM,LINE FITTING - BURNED
6. FUEL SYSTEM,LINE - FIRE

Occurrence #3      FORCED LANDING  
Phase of Operation      MANEUVERING - TURN TO REVERSE DIRECTION

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 395      4/16/86      GARDEN GROVE, IA      A/C Reg. No. N2502Y      Time (Lcl) - 2000 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 - TAKEOFF			0	0	0	2

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

Make/Model - CESSNA 172D	Eng Make/Model - CONTINENTAL O-300-D	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2150	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- CALM</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 - NIGHT(DARK)</p>	<p>Itinerary</p> <p>Last Departure Point GARDEN GROVE, IA</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity ON AIRSTRIP</p> <p>Airport Data</p> <p>FARM STRIP</p> <p>Runway Ident - 27</p> <p>Runway Lth/Wid - 2200 -UNK/NR</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - DRY</p> <p>ICE COVERED</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 - 27</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 23</p> <p>Aircraft Type - C-172</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 350</p> <p>Make/Model- 350</p> <p>Instrument- 0</p> <p>Last 24 Hrs - 1</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 40</p>
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Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT HE WAS ATTEMPTING A NO-FLAP TAKEOFF FROM HIS PVT STRIP WHEN THE WHEELS HIT A WET SPOT. HE SAID THAT THE ACFT SLOWED DOWN BUT HE EXTENDED FLAPS AND CONTINUED THE TAKEOFF. WHEN HE SAW THAT HE WAS RUNNING OUT OF RWY, HE ABORTED THE TAKEOFF BUT THE ACFT CONTINUED OFF THE RWY INTO A POND.

Brief of Accident (Continued)

File No. - 395

4/16/86

GARDEN GROVE, IA

A/C Reg. No. N2502Y

Time (Lc1) - 2000 CST

Occurrence #1        OVERRUN  
Phase of Operation    TAKEOFF - GROUND RUN

Finding(s)

1. TERRAIN CONDITION - SOFT
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND

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

Finding(s)

5. TERRAIN CONDITION - WATER, GLASSY

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 225      3/31/86      BOISE, ID      A/C Reg. No. N3423F      Time (Lcl) - 1630 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Fire NONE  
Crew Pass

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

Make/Model - CESSNA T210C  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 3400  
No. of Seats - 6

Eng Make/Model - CONTINENTAL TSIO-520-C  
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 - FULL  
Basic Weather - VMC  
Wind Dir/Speed- 170/010 KTS  
Visibility - 25.0 SM  
Lowest Sky/Clouds -  
Lowest Ceiling - 22000 FT BROKEN  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
HAILEY, ID  
Destination  
BOISE, ID

Airport Proximity  
ON AIRPORT

Airport Data

BOISE AIR TERMINAL  
Runway Ident - 10  
Runway Lth/Wid - 7400/ 150  
Runway Surface - ASPHALT  
Runway Status - DRY

ATC/Airspace

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

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

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

Age - 43  
Biennial Flight Review  
Current - YES  
Months Since - 5  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 700  
Make/Model- 599  
Instrument- 92  
Last 24 Hrs - 2  
Last 30 Days- UNK/NR  
Last 90 Days- 13

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE ATTEMPTING TO LAND ON A PARALLEL RUNWAY, THE AIRCRAFT ENCOUNTERED WAKE TURBULENCE FROM A LANDING TRANSPORT AIRCRAFT. THE AIRCRAFT ROLLED AND STRUCK THE GROUND HARD. A SUCCESSFUL GO AROUND WAS THEN MADE WITH AN UNEVENTFUL LANDING. THE PILOT WAS AWARE OF THE OTHER AIRCRAFT'S POSITION. THE WIND FAVORED THE WAKE TURBULENCES DRIFT TOWARDS THIS AIRCRAFT'S RUNWAY.

Brief of Accident (Continued)

File No. - 225

3/31/86

BOISE, ID

A/C Reg. No. N3423F

Time (Lc1) - 1630 MST

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

Finding(s)

1. WEATHER CONDITION - TURBULENCE
  2. PROPER TOUCHDOWN POINT - NOT PERFORMED - PILOT IN COMMAND
  3. CLEARANCE - 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) 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. - 320      4/06/86      ABERDEEN, ID      A/C Reg. No. N26792      Time (Lcl) - 0845 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
SUBSTANTIAL

Fire  
NONE

Crew  
Pass

Fatal  
0  
0

Injuries  
Serious      Minor  
0      0  
0      0

None  
1  
0

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

Make/Model      - GRUMMAN AA-5A  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 1600  
No. of Seats      - 4

Eng Make/Model      - LYCOMING O-320-E2G  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 150 HP

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

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

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- 040/005 KTS  
Visibility      - 30.0 SM  
Lowest Sky/Clouds      - 5000 FT SCATTERED  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
POCATELLO, ID  
Destination  
ABERDEEN, ID

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - TOUCH AND GO

Airport Proximity  
ON AIRPORT

Airport Data

ABERDEEN MUNICIPAL  
Runway Ident      - 25  
Runway Lth/Wid      - 3669/ 45  
Runway Surface      - ASPHALT  
Runway Status      - DRY

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

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

Age - 39  
Biennial Flight Review  
Current      - N/A  
Months Since      - N/A  
Aircraft Type      - N/A

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

Total	- 25	Last 24 Hrs	- 1
Make/Model	- 25	Last 30 Days	- UNK/NR
Instrument	- 1	Last 90 Days	- 2
Multi-eng	- 0	Rotorcraft	- 0

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT WAS ATTEMPTING TO LAND ON RWY 25 WITH A LIGHT X-WIND FORM 040 DEGS AT 5 KTS. THE PLT ALLOWED THE ACFT TO DRIFT TO THE LEFT OF THE NARROW RWY. AS FULL PWR WAS ADDED IN AN ATTEMPT TO GO-AROUND, THE ACFT STRUCK THE GROUND, VEERED LEFT THROUGH A FENCE AND THEN INTO A PLOWED FLD. THE PLT HAD PERFORMED 4 BALKED LANDINGS AT THIS ARPT DURING THE WEEK PRIOR TO THE ACCIDENT. ANOTHER BALKED LANDING WAS MADE DURING AN ATTEMPTED LANDING JUST PRIOR TO THE ACCIDENT LANDING. THE PLT REPORTED MOST OF HIS PRIOR EXPERIENCE WAS AT LARGER ARPTS.

Brief of Accident (Continued)

File No. - 320

4/06/86

ABERDEEN, ID

A/C Reg. No. N26792

Time (Lcl) - 0845 MST

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
3.      IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
4. GO-AROUND - DELAYED - PILOT IN COMMAND
5. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND

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

Occurrence #3      ON GROUND 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) 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. - 328      4/20/86      BONNERS FERRY, ID      A/C Reg. No. N70040      Time (Lcl) - 0645 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

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

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

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-ED2  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 150 HP

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

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

Weather Data

Wx Briefing - FSS  
Method - TELEPHONE  
Completeness - FULL  
Basic Weather - VMC  
Wind Dir/Speed - 015 KTS  
Visibility - UNK/NR  
Lowest Sky/Clouds - 1200 FT THIN OVC  
Lowest Ceiling - 1200 FT OVERCAST  
Obstructions to Vision - NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
BONNERS FERRY, ID  
Destination  
ELLENSBURG, 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 - VFR  
Type of Clearance - NONE  
Type Apch/Lndg - NONE

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

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

Age - 27  
Biennial Flight Review  
Current - YES  
Months Since - 11  
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 161  
Make/Model - 109  
Instrument - 0  
Last 24 Hrs - 1  
Last 30 Days - UNK/NR  
Last 90 Days - 2

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT UTILIZED UPDRAFTS TO CLIMB TO 7800 FT TO CLEAR A MOUNTAIN RIDGE WHICH WAS COVERED WITH "CAP CLOUDS". ON THE LEE SIDE OF THE RIDGE A DOWNDRAFT WAS EXPERIENCED AND THE ACFT DESCENDED INTO THE "FOG". THE PLT REPORTED THE ACFT INSTRUMENTS WERE USED TO MAINTAIN A NOSE UP ATTITUDE BUT THE ACFT CONTINUED DESCENDING TO GROUND IMPACT.



Brief of Accident (Continued)

File No. - 328

4/20/86

BONNERS FERRY, ID

A/C Reg. No. N70040

Time (Lc1) - 0645 PST

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

Finding(s)

1. TERRAIN CONDITION - MOUNTAINOUS/HILLY
2. WEATHER EVALUATION - INADEQUATE - PILOT IN COMMAND
3. WEATHER CONDITION - MOUNTAIN WAVE
4. CLEARANCE - MISJUDGED - PILOT IN COMMAND
5. WEATHER CONDITION - CLOUDS
6. VFR FLIGHT INTO IMC - INADVERTENT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation DESCENT - UNCONTROLLED  
7. TERRAIN CONDITION - MOUNTAINOUS/HILLY

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

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

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. - 325      5/02/86      TWIN FALLS, ID      A/C Reg. No. N6494U      Time (Lcl) - 0955 MST

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

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

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

Make/Model - MOONEY M20C	Eng Make/Model - LYCOMING IO-360-A1A	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2575	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 180 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	BOISE, ID	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	TWIN FALLS
Wind Dir/Speed- 180/015 KTS	ATC/Airspace	Runway Ident - 25
Visibility - 40.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 8703/ 150
Lowest Sky/Clouds - 12000 FT SCATTERED	Type of Clearance - VFR	Runway Surface - ASPHALT
Lowest Ceiling - 25000 FT BROKEN	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 - 46	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 201
SE LAND	Months Since - 24	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 18
		Instrument- 5
		Last 30 Days- UNK/NR
		Last 90 Days- 14

Instrument Rating(s) - NONE

-----Narrative-----

DURING FINAL APCH THE ATCT ADVISED THE PLT OF A 17 KT X-WIND WITH GUSTS TO 22 KTS. THE PLT LANDED BUT WAS UNABLE TO MAINTAIN DIRECTIONAL CONTROL AND THE ACFT DEPARTED THE RWY INTO A GRASS AREA. THE PLT ATTEMPTED TO TAKEOFF AGAIN, THE WIND LIFTED UP THE WING AND THE ACFT TURNED DOWNWIND. THE ACFT SETTLED BACK TO THE GROUND NEXT TO THE RWY WHERE IT TRAVELED THROUGH FENCES BEFORE COMING TO A STOP.

Brief of Accident (Continued)

File No. - 325

5/02/86

TWIN FALLS, ID

A/C Reg. No. N6494U

Time (Lc1) - 0955 MST

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
3. DIRECTIONAL CONTROL - NOT ATTAINED - PILOT IN COMMAND

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

Finding(s)

4. ABORTED LANDING - PERFORMED - PILOT IN COMMAND
5. AIRSPEED(VS) - NOT ATTAINED - PILOT IN COMMAND

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

Finding(s)

6. STALL/MUSH

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 240      1/05/86      WEST CHICAGO, IL      A/C Reg. No. N6422Q      Time (Lcl) - 0845 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 - CESSNA 152	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 110 HP	

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

Weather Data	Itinerary	Airport Proximity 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	DUPAGE AIRPORT
Wind Dir/Speed- 250/012 KTS	ATC/Airspace	Runway Ident - 28
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4000/ 75
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 20000 FT BROKEN	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - SNOW - COMPACTED
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)
STUDENT	Current - N/A	Total - 69
	Months Since - N/A	Make/Model- 69
	Aircraft Type - N/A	Instrument- 2
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 25

Instrument Rating(s) - NONE

-----Narrative-----

DURING TAKEOFF ROLL THE AIRCRAFT RAN OFF THE RIGHT SIDE OF RUNWAY 28. THE STUDENT PILOT OPERATING THE CONTROLS FOR THIS SOLO FLIGHT STATED THAT HE DID NOT HOLD ENOUGH LEFT AILERON INTO THE WIND TO COMPENSATE FOR THE CROSSWIND HE WAS EXPERIENCING. WINDS AT THE TIME WERE OUT OF 250 DEGREES AT 12 KNOTS.

Brief of Accident (Continued)

File No. - 240

1/05/86

WEST CHICAGO, IL

A/C Reg. No. N6422Q

Time (Lcl) - 0845 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 PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
4. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND

Occurrence #2 NOSE GEAR COLLAPSED  
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

5. TERRAIN CONDITION - ROUGH/UNEVEN

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 254      1/11/86      SCHAUMBURG, IL      A/C Reg. No. N8470H      Time (Lcl) - 1225 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	0
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During	-LANDING					

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

Make/Model	- PIPER PA-28-236	Eng Make/Model	- LYCOMING O-540-J3A5D	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3000	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 235 HP		

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

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - TELEPHONE</p> <p>Completeness - WEATHER NOT PERTINENT</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 230/010 KTS</p> <p>Visibility - 4.000 SM</p> <p>Lowest Sky/Clouds - 25000 FT SCATTERED</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>CHICAGO, IL</p> <p>Destination</p> <p>SCHAUMBURG, IL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FORCED LANDING</p>	<p>Airport Proximity</p> <p>OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>SCHAUMBURG AIR PARK</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-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND</p>	<p>Age - 29</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 7</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 487</p> <p>Make/Model- 143</p> <p>Instrument- 91</p> <p>Last 24 Hrs - 5</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 15</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACCORDING TO THE PILOT, THE AIRCRAFT HAD BEEN REFUELED THE DAY BEFORE IN BUFFALO NEW YORK. THE AIRCRAFT WAS THEN FLOWN TO CHICAGO, IL. THE DURATION OF THE FLIGHT WAS FOUR HOURS AND THIRTY MINUTES. THE FOLLOWING DAY, WITHOUT REFUELING, THE AIRCRAFT WAS FLOWN TO SCHAUMBURG, IL WHERE THE ENGINE STOPPED. THE PILOT SUBSEQUENTLY MADE A FORCED LANDING ON A STATE HIGHWAY STRIKING A CAR AND A ROW OF MAILBOXES. THE PILOT STATED HE FELT HE HAD 15.1 GALS OF FUEL REMAINING WHEN HE DEPARTED CHICAGO FOR SCHAUMBURG. HIS CALCULATION WAS BASED ON THE 4.5 HRS. FLOWN THE DAY BEFORE AT 75% POWER WITH 72 USABLE GALS. INVESTIGATION REVEALED LESS THAN ONE QUART OF FUEL REMAINING AFTER THE CRASH LANDING.

Brief of Accident (Continued)

File No. - 254

1/11/86

SCHAUMBURG, IL

A/C Reg. No. N8470H

Time (Lcl) - 1225 CST

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

Finding(s)

1. FLUID, FUEL - EXHAUSTION
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. FUEL CONSUMPTION CALCULATIONS - MISJUDGED - PILOT IN COMMAND
4. REFUELING - NOT PERFORMED - PILOT IN COMMAND
5. JUDGEMENT - POOR - PILOT IN COMMAND

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

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

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 357      2/05/86      GALESBURG, IL      A/C Reg. No. N3849G      Time (Lcl) - 1011 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
SUBSTANTIAL  
Fire  
NONE

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

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

Make/Model - CESSNA 340R  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 2800  
No. of Seats - 6

Eng Make/Model - CONTINENTAL TSIO-520-N  
Number Engines - 2  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 310 HP

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

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

Weather Data

Wx Briefing - FSS  
Method - TELEPHONE  
Completeness - UNK/NR  
Basic Weather - IMC

Wind Dir/Speed- CALM

Visibility - 500 SM

Lowest Sky/Clouds - 200 FT PART OBS

Lowest Ceiling - NONE

Obstructions to Vision- FOG

Precipitation - RAIN

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
WEST CHICAGO, IL

Destination  
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - IFR

Type of Clearance - IFR

Type Apch/Lndg - ILS-COMPLETE

Airport Proximity  
ON AIRPORT

Airport Data

GALESBURG MUNICIPAL  
Runway Ident - 02  
Runway Lth/Wid - 5793/ 150  
Runway Surface - ASPHALT  
Runway Status - WET

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND, ME LAND

Age - UNK/NR

Biennial Flight Review

Current - YES

Months Since - 3

Aircraft Type - UNK/NR

Medical Certificate - UNK/NR

Flight Time (Hours)

Total	-	6000	Last 24 Hrs	-	3
Make/Model	-	600	Last 30 Days	-	UNK/NR
Instrument	-	500	Last 90 Days	-	30
Multi-Eng	-	800			

Instrument Rating(s) - AIRPLANE

-----Narrative-----

FOLLOWING A DESCENT THROUGH ICING CONDITIONS THE PLT WAS TOLD BY THE UNICOM OPERATOR THAT THE ACTIVE RWY WAS "SLIPPERY". THE PLT LANDED APRX 600-700 FT DOWN THE 3176 FT RWY AND FOUND THAT THE BRAKING ACTION DETERIORATED FROM POOR TO NIL DURING ROLLOUT. HE ATTEMPTED TO SLOW DOWN BY RUNNING ONE MAIN GEAR TIRE INTO SNOW ALONG THE EDGE OF THE RWY, BUT RAN OFF THE END OF THE PAVED SURFACE. THE ACFT STOPPED APRX 100 FT INTO A FLD.



Brief of Accident (Continued)

File No. - 357

2/05/86

GALESBURG, IL

A/C Reg. No. N3849G

Time (Lcl) - 1011 CST

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

Finding(s)

1. TERRAIN CONDITION - ICY
2. WEATHER EVALUATION - NOT UNDERSTOOD - PILOT IN COMMAND
3. UNSAFE/HAZARDOUS CONDITION WARNING - INACCURATE - FBO PERSONNEL

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

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. - 356      2/16/86      WHEELING, IL

A/C Reg. No. N2743Y

Time (Lcl) - 1320 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

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

Make/Model - CESSNA 340A  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 5990  
No. of Seats - 6

Eng Make/Model - CONTINENTAL TS10-520-NB  
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 - NWS  
Method - ACFT RADIO  
Completeness - FULL

Basic Weather - VMC

Wind Dir/Speed- 120/010 KTS

Visibility - 5.0 SM

Lowest Sky/Clouds - 3200 FT

Lowest Ceiling - 3200 FT OVERCAST

Obstructions to Vision- HAZE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

BOSTON, MA

ATC/Airspace

Type of Flight Plan - IFR

Type of Clearance - IFR

Type Apch/Lndg - NONE

Airport Proximity  
ON AIRPORT

Airport Data

PALWAUKEE

Runway Ident - 16

Runway Lth/Wid - 5000/ 100

Runway Surface - ASPHALT

Runway Status - WET

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND, ME LAND

Age - 44

Biennial Flight Review

Current - YES

Months Since - 16

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 2236

Make/Model- 794

Instrument- 568

Multi-Eng - 822

Last 24 Hrs - 1

Last 30 Days- UNK/NR

Last 90 Days- 39

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACCORDING TO THE PLT THE LEFT ENG LOST PWR AT ROTATION. HE COULD THEN NOT CORRECT THE LEFT GROUND TRACK DEVIATION WITH RIGHT RUDDER. TO AVOID OBSTACLES AT THE EDGE OF THE RWY HE PULLED THE ACFT OFF THE GROUND BUT THE ACFT SOON SETTLED BACK DOWN, SUSTAINING SUBSTANTIAL DAMAGE. AN ENG TEARDOWN REVEALED A SMALL HOLE IN THE FUEL CONTROLLER INLET SCREEN AND A VARIABLE ABSOLUTE PRESSURE CONTROLLER OUT OF CALIBRATION. THOSE INDIVIDUALS INVOLVED IN THE TEARDOWN STATED THAT THESE DISCREPANCIES WOULD NOT HAVE RESULTED IN THE PWR LOSS AS DESCRIBED BY THE PLT. THE REASON THE ENG LOST PWR COULD NOT BE DETERMINED.

Brief of Accident (Continued)

File No. - 356

2/16/86

WHEELING, IL

A/C Reg. No. N2743Y

Time (Lc1) - 1320 CST

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

Finding(s)  
1. UNDETERMINED

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

Finding(s)  
2. DIRECTIONAL CONTROL - REDUCED - PILOT IN COMMAND  
3. AIRSPEED - INADEQUATE - PILOT IN COMMAND  
4. STALL/MUSH - INADVERTENT - PILOT IN COMMAND

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

----Probable Cause----

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 355      2/16/86      FRANKFORT, IL

A/C Reg. No. N8663K

Time (Lcl) - 1530 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Fire  
NONE

Crew  
Pass

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

Make/Model - CESSNA 340A  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 2800  
No. of Seats - 6

Eng Make/Model - CONTINENTAL TS10-520-NB  
Number Engines - 2  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 310 HP

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

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

Weather Data

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

Basic Weather - VMC

Wind Dir/Speed- 090/005 KTS

Visibility - 2.000 SM

Lowest Sky/Clouds - 1500 FT

Lowest Ceiling - 1500 FT OVERCAST

Obstructions to Vision- FOG

Precipitation - RAIN

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

LEXINGTON, KY

Destination

SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - IFR

Type of Clearance - IFR

Type Apch/Lndg - FULL STOP

Airport Proximity

ON AIRPORT

Airport Data

FRANKFORT

Runway Ident - 27

Runway Lth/Wid - 3176/ 50

Runway Surface - ASPHALT

Runway Status - ICE COVERED

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

Pilot-In-Command

Certificate(s)/Rating(s)

ATP, CFI

SE LAND, ME LAND

Age - 34

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 - 3858      Last 24 Hrs - 10

Make/Model- 356      Last 30 Days- UNK/NR

Instrument- 210      Last 90 Days- 188

Multi-Eng - 1500

Instrument Rating(s) - AIRPLANE

-----Narrative-----

FOLLOWING A DESCENT THROUGH ICING CONDITIONS THE PLT WAS TOLD BY THE UNICOM OPERATOR THAT THE ACTIVE RWY WAS "SLIPPERY". THE PLT LANDED APRX 600-700 FT DOWN THE 3176 FT RWY AND FOUND THAT THE BRAKING ACTION DETERIORATED FROM POOR TO NIL DURING ROLLOUT. HE ATTEMPTED TO SLOW DOWN BY RUNNING ONE MAIN GEAR TIRE INTO SNOW ALONG THE EDGE OF THE RWY, BUT RAN OFF THE END OF THE PAVED SURFACE. THE ACFT STOPPED APRX 100 FT INTO A FLD.

Brief of Accident (Continued)

File No. - 355

2/16/86

FRANKFORT, IL

A/C Reg. No. N8663K

Time (Lcl) - 1530 CST

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

Finding(s)

1. TERRAIN CONDITION - ICY
  2. WEATHER EVALUATION - NOT UNDERSTOOD - PILOT IN COMMAND
  3. UNSAFE/HAZARDOUS CONDITION WARNING - INACCURATE - FBO PERSONNEL
- 

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

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. - 261      4/26/86      CANTON, IL      A/C Reg. No. N2285Y      Time (Lcl) - 1228 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	1	0

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

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

Make/Model - CESSNA 177  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2350  
No. of Seats - 4

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

ELT Installed/Activated - YES/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 - 15.0 SM

Lowest Sky/Clouds - 10000 FT SCATTERED

Lowest Ceiling - BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

PEORIA, IL

Destination

SAME AS ACC/INC

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

INGERSOLL

Runway Ident - 18

Runway Lth/Wid - 3900/ 75

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

Age - 53

Biennial Flight Review

Current - YES

Months Since - 19

Aircraft Type - C-177

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 922      Last 24 Hrs - 1

Make/Model- 754      Last 30 Days- UNK/NR

Instrument- 137      Last 90 Days- 23

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT SHEARED THE NOSE GEAR IN A FORCED LANDING OFF ARPT IN A PARTIALLY CULTIVATED FIELD. THE ACFT HAD LOST POWER AT ABOUT 100 FT AGL DURING TAKEOFF. THE PLT SAID THAT HE CHECKED THE MIXTURE, THROTTLE, FUEL SELECTOR AND TURNED ON THE ELECTRIC FUEL PUMP. THE ENG CONTINUED TO LOSE POWER AND A LANDING WAS MADE. AFTER THE ACC THE CARBURETOR WAS REMOVED AND TESTED. THE ONLY QUESTIONABLE AREA WAS THE POSSIBILITY OF A SATURATED & HEAVY COMPOSITE FLOAT DUE TO USE OF AUTOMOTIVE FUEL.

Brief of Accident (Continued)

File No. - 261

4/26/86

CANTON,IL

A/C Reg. No. N2285Y

Time (Lcl) - 1228 CST

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

Finding(s)

1. UNDETERMINED
2. FUEL SYSTEM,CARBURETOR - UNDETERMINED

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

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

Finding(s)

3. LANDING GEAR,NOSE GEAR ASSEMBLY - FAILURE,TOTAL
4. LANDING GEAR,NOSE GEAR ASSEMBLY - SEPARATION
5. TERRAIN CONDITION - ROUGH/UNEVEN
6. TERRAIN CONDITION - OPEN FIELD

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 364      1/05/86      ANDERSON, IN      A/C Reg. No. N8521X      Time (Lcl) - 2205 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Fire  
NONE

Crew  
Pass

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

Make/Model - CESSNA 172M  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2400  
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 - FSS  
Method - ACFT RADIO  
Completeness - FULL  
Basic Weather - VMC  
Wind Dir/Speed- 240/015 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  
JAMESTOWN, TN  
Destination  
ANDERSON, IN

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data  
ANDERSON

Runway Ident - 18  
Runway Lth/Wid - 3400/ 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 - UNK/NR  
Months Since - UNK/NR  
Aircraft Type - UNK/NR

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

Total - 550	Last 24 Hrs - 9
Make/Model- 35	Last 30 Days- UNK/NR
Instrument- UNK/NR	Last 90 Days- 35
Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT TOUCHED DOWN HARD ON THE NOSE GEAR DURING A X-WIND LANDING. THE PLT REPORTED THE ACFT DROPPED TO THE RWY FROM AN ALT OF APRX 10 FT AGL. REPORTED WINDS AT THE TIME OF THE ACCIDENT WERE FROM 240 DEGS AT 15 KTS GUSTING TO 23 KTS.



Brief of Accident (Continued)

File No. - 364

1/05/86

ANDERSON, IN

A/C Reg. No. N8521X

Time (Lcl) - 2205 EST

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. WEATHER CONDITION - GUSTS
3. COMPENSATION FOR WIND CONDITIONS - IMPROPER - 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. - 353      2/27/86      ELKHART, IN      A/C Reg. No. N5150M      Time (Lcl) - 1500 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage						
	NONE						
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 -LANDING			0	0	0	1	

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

Make/Model - BEECH SUNDOWNER C-23	Eng Make/Model - LYCOMING O-360-A4K	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2450	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	ELKHART, IN	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	ELKHART MUNICIPAL
Wind Dir/Speed- 360/002 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 12.0 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 - 50	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 262
SE LAND	Months Since - 5	Make/Model- 70
	Aircraft Type - UNK/NR	Instrument- 82
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 9

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT WAS UNABLE TO START THE ACFT ENG AND GOT OUT TO PULL THE PROP THROUGH BY HAND. THE MAGNETO SWITCH HAD BEEN LEFT IN THE BOTH POSITION AND THE ENG STARTED AS THE PASSENGER PRIMED THE ENG WHILE THE PLT PULLED THE PROP THROUGH. THE PLT WAS UNABLE TO STOP THE ACFT BY HOLDING THE WING. THE ACFT WAS DESTROYED WHEN IT TAXIED INTO A HANGAR WALL.

Brief of Accident (Continued)

File No. - 353

2/27/86

ELKHART, IN

A/C Reg. No. N5150M

Time (Lc1) - 1500 EST

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

Finding(s)

1. IGNITION SYSTEM, MAGNETO - ENGAGED
  2. PROCEDURES/DIRECTIVES - MISREAD - PILOT IN COMMAND
  3. STARTING PROCEDURE - IMPROPER - PILOT IN COMMAND
  4. IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION - PILOT IN COMMAND
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 213      4/07/86      FALL RIVER, KS      A/C Reg. No. N5307V      Time (Lcl) - 1100 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

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

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

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

Make/Model - HILLER UH-12B  
Landing Gear - SKID  
Max Gross Wt - 2500  
No. of Seats - 3

Eng Make/Model - FRANKLIN O-335-5D  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 210 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 090/010 KTS  
Visibility - 5.0 SM  
Lowest Sky/Clouds -  
Lowest Ceiling - 10000 FT BROKEN  
Obstructions to Vision- HAZE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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)  
STUDENT  
  
HELICOPTER

Age - 29  
Biennial Flight Review  
Current - N/A  
Months Since - N/A  
Aircraft Type - N/A

Medical Certificate - EXPIRED  
Flight Time (Hours)

Total	- 70	Last 24 Hrs	- UNK/NR
Make/Model-	49	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	UNK/NR
Multi-Eng	- UNK/NR	Rotorcraft	- 49

Instrument Rating(s) - NONE

-----Narrative-----

THE HELICOPTER FLEW THROUGH THE TOPS OF TREES NEXT TO A PLOWED FIELD AND IMPACTED ALMOST STRAIGHT DOWN IN THE PLOWED FIELD AND NOSED OVER TO THE INVERTED POSITION. THE PILOT STATED THAT HE HAD INTENDED TO LAND IN THE FIELD AND ALLOWED THE AIRSPEED AND MAIN ROTOR RPM TO DECREASE DURING THE DESCENT. AFTER HE SAW THE TREES, IT WAS TOO LATE TO RECOVER.

Brief of Accident (Continued)

File No. - 213

4/07/86

FALL RIVER,KS

A/C Reg. No. N5307V

Time (Lc1) - 1100 CST

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

Finding(s)

1. OBJECT - TREE(S)
2. PLANNED APPROACH - IMPROPER - PILOT IN COMMAND
3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
4. ROTOR RPM - NOT MAINTAINED - PILOT IN COMMAND

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

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 352      5/10/86      LOUISBURG,KS      A/C Reg. No. N7027M      Time (Lcl) - 2000 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
SUBSTANTIAL

Fire  
NONE

Fatal  
Crew      0  
Pass      0

Injuries  
Serious      0  
Minor      0

None  
1  
0

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

Make/Model    - CESSNA 175  
Landing Gear   - TRICYCLE-FIXED  
Max Gross Wt   - 2350  
No. of Seats   - 4

Eng Make/Model - CONTINENTAL GO-300-A  
Number Engines - 1  
Engine Type    - RECIPROCATING-CARBURETOR  
Rated Power    - 175 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- 360/006 KTS  
Visibility      - 20.0    SM  
Lowest Sky/Clouds - 5000 FT SCATTERED  
Lowest Ceiling   - 8000 FT BROKEN  
Obstructions to Vision- NONE  
Precipitation    - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
GARDNER,KS  
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 - 42  
Biennial Flight Review  
Current        - UNK/NR  
Months Since   - UNK/NR  
Aircraft Type   - UNK/NR

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

Total        - 172      Last 24 Hrs - UNK/NR  
Make/Model- 170      Last 30 Days- UNK/NR  
Instrument- 0        Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING A FLY-BY OVER A PVT AIRSTRIP OWNED BY THE PLT, THE ACFT CONTACTED POWER LINES BORDERING THE SOUTH END OF THE AIRSTRIP WHICH THE PLT STATED HE FORGOT ABOUT. THE PLT REPORTED HE FAILED TO PULL UP DURING THE OVER FLY AND FLEW UNDER THE POWER LINES. THE ACFT STRUCK THE LINES WHICH SUBSTANTIALLY DAMAGED THE VERTICAL AND HORIZONTAL STABILIZERS. THE ACFT WAS ABLE TO CONTINUE FLIGHT TO ANOTHER PVT AIRSTRIP WHERE A LANDING WAS PERFORMED. THE PLT'S PVT AIRSTRIP WAS RECENTLY SEEDED AND THE PLT WAS OBSERVING THE RWY SURFACE FROM THE AIR.

Brief of Accident (Continued)

File No. - 352

5/10/86

LOUISBURG,KS

A/C Reg. No. N7027M

Time (Lcl) - 2000 CDT

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

Finding(s)

1. OBJECT - WIRE,TRANSMISSION
2. LOW PASS - INTENTIONAL - PILOT IN COMMAND
3. PULL-UP - DELAYED - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT,INATTENTIVE - PILOT IN COMMAND

----Probable Cause----

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

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. - 396      5/18/86      WINFIELD,KS      A/C Reg. No. N1770B      Time (Lcl) - 1800 CDT

-----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

Crew  
Pass

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

Make/Model - MYERS EAA BI-PLANE  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 1350  
No. of Seats - 1

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

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

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

Weather Data

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

Itinerary

Last Departure Point  
PONCA CITY,OK  
Destination  
SAME AS ACC/INC

Airport Proximity  
ON AIRPORT

Airport Data

STROTHER FIELD  
Runway Ident - 35  
Runway Lth/Wid - 5500/ 150  
Runway Surface - ASPHALT  
Runway Status - DRY

Wind Dir/Speed- 050/012 KTS  
Visibility - 20.0 SM  
Lowest Sky/Clouds - 4600 FT SCATTERED  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 56

Biennial Flight Review

Current - YES  
Months Since - 1  
Aircraft Type - PA-28

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	919	Last 24 Hrs -	1
Make/Model-	40	Last 30 Days-	UNK/NR	
Instrument-	225	Last 90 Days-	26	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED HE WAS LANDING HIS TAILDRAGGER TO THE NORTH WITH WINDS FROM THE NORTH AT 12 TO 15 KNOTS. HE SAID HE WAS MAKING A THREE POINT LANDING AND JUST BEFORE TOUCHDOWN, THE AIRPLANE CHANGED DIRECTIONS AND AFTER TOUCHDOWN, IT WENT OFF THE SIDE OF THE RUNWAY INTO THE GRASS AND SOFT MUD. IT THEN FLIPPED FORWARD TO THE INVERTED POSITION. WINDS AT WICHITA, KS, 34 NM TO THE NORTHWEST WERE FROM 050 DEGREES AT 12 KNOTS.



Brief of Accident (Continued)

File No. - 396

5/18/86

WINFIELD,KS

A/C Reg. No. N1770B

Time (Lcl) - 1800 CDT

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 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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 339      5/30/86      ORANGE GROVE, LA      A/C Reg. No. N96158      Time (Lcl) - 1915 CDT

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

Type Operating Certificate-ON-DEMAND AIR TAXI

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

Aircraft Damage  
DESTROYED  
Fire      NONE

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

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

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

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

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

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

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- 180/005 KTS  
Visibility      - 7.0 SM  
Lowest Sky/Clouds      - 15000 FT SCATTERED  
Lowest Ceiling      - 20000 FT BROKEN  
Obstructions to Vision- HAZE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
HOUMA, LA  
Destination  
LAKE DECADE, LA

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      - COMPANY (VFR)  
Type of Clearance      - NONE  
Type Apch/Lndg      - NONE

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

Pilot-In-Command

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

Age - 58

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 5100	Last 24 Hrs	- 5
Make/Model-	5100	Last 30 Days-	UNK/NR
Instrument-	40	Last 90 Days-	109

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A PART 135 CHECK RIDE, THE CHECK PLT HAD THE PLT EXECUTE A PWR OFF LANDING FROM AN ALT OF 150 FT AGL. THE PLT REACTED TO THE PWR LOSS BY ATTEMPTING A LEFT TURN TO LAND. THE ACFT THEN STALLED AND IMPACTED THE GROUND AFTER THE FAILURE MAINTAIN AIRSPEED.

Brief of Accident (Continued)

File No. - 339

5/30/86

ORANGE GROVE, LA

A/C Reg. No. N96158

Time (Lc1) - 1915 CDT

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

Finding(s)

1. EMERGENCY PROCEDURE - SIMULATED - CHECK PILOT
- 

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

-----

Occurrence #3      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
  3. STALL/MUSH - NOT CORRECTED - PILOT IN COMMAND
- 

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

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 266      6/04/86      TIMBALIER, LA      A/C Reg. No. N20379      Time (Lcl) - 1400 CDT

-----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

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

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

Make/Model - CESSNA 180K  
Landing Gear - FLOAT  
Max Gross Wt - 2650  
No. of Seats - 6

Eng Make/Model - CONTINENTAL O-470-U  
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 - TV WX  
Method - TV/RADIO  
Completeness - PARTIAL, LMTD BY PILOT  
Basic Weather - VMC  
Wind Dir/Speed- 130/015 KTS  
Visibility - 10.0 SM  
Lowest Sky/Clouds - 2000 FT SCATTERED  
Lowest Ceiling - 5000 FT BROKEN  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
BELLE CHASE, LA

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 - WATER  
Runway Status - WATER-CALM

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

Pilot-In-Command

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

Age - 39

Biennial Flight Review

Current - YES  
Months Since - 2  
Aircraft Type - C-180K

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 1227	Last 24 Hrs	- 8
Make/Model-	979	Last 30 Days-	UNK/NR
Instrument-	13	Last 90 Days-	140

Instrument Rating(s) - NONE

-----Narrative-----

DURING THE GROUND RUN PORTION OF A WATER TAKE-OFF FROM A CANAL, THE PILOT ENCOUNTERED A STRONG GUST OF WIND TO THE RIGHT OF THE AIRCRAFT NOSE. THE PILOT LOST CONTROL OF THE AIRCRAFT AND COLLIDED WITH AN OIL RIG. THE PILOT FAILED TO COMPENSATE FOR THE DIRECTION AND SPEED OF THE WIND.

Brief of Accident (Continued)

File No. - 266

6/04/86

TIMBALIER, LA

A/C Reg. No. N20379

Time (Lcl) - 1400 CDT

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

Finding(s)

1. WEATHER CONDITION - GUSTS
  2.    COMPENSATION FOR WIND CONDITIONS - POOR - PILOT IN COMMAND
- 

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

Finding(s)

3. 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) 1,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 341      6/05/86      NEW ORLEANS, LA      A/C Reg. No. N232T      Time (Lcl) - 1535 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
SUBSTANTIAL

Fire  
NONE

Crew  
Pass

Fatal  
0  
0

Injuries  
Serious      Minor      None  
0      0      0

1  
1

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

Make/Model      - MAULE M7-235  
Landing Gear      - TAILWHEEL-ALL FIXED  
Max Gross Wt      - 2500  
No. of Seats      - 4

Eng Make/Model      - LYCOMING IO-540-W/A  
Number Engines      - 1  
Engine Type      - RECIP-FUEL INJECTED  
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- 120/010 KTS  
Visibility      - 10.0 SM  
Lowest Sky/Clouds      - 2000 FT SCATTERED  
Lowest Ceiling      - 4000 FT BROKEN  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
DOTHAN, AL  
Destination  
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity  
ON AIRSTRIP

Airport Data

NEW ORLEANS LAKEFRONT  
Runway Ident      - 18L  
Runway Lth/Wid      - 3700/ 75  
Runway Surface      - ASPHALT  
Runway Status      - DRY

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

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

Age - 63  
Biennial Flight Review  
Current      - YES  
Months Since      - 12  
Aircraft Type      - M-7-235

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 1500  
Make/Model- 75  
Instrument- 100  
Last 24 Hrs - 4  
Last 30 Days- UNK/NR  
Last 90 Days- 30

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT LOST DIRECTIONAL CONTROL OF THE ACFT DURING THE LANDING ROLL WHEN HE FAILED TO COMPENSATE ADEQUATELY FOR THE X-WIND RESULTING IN A GROUND LOOP.

Brief of Accident (Continued)

File No. - 341

6/05/86

NEW ORLEANS, LA

A/C Reg. No. N232T

Time (Lcl) - 1535 CDT

---

Occurrence #1        LOSS OF CONTROL - ON GROUND

Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - CROSSWIND
  2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
  3. GROUND LOOP/SWERVE - INADVERTENT - 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

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. - 288      1/31/86      NEW BEDFORD, MA      A/C Reg. No. N4033Q      Time (Lcl) - 1544 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

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

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

Fire  
IN FLIGHT

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

Make/Model - CESSNA 402  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 6300  
No. of Seats - 7

Eng Make/Model - CONTINENTAL IO-520-E  
Number Engines - 2  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 340 HP

ELT Installed/Activated - YES/YES  
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- 250/014 KTS  
Visibility - 12.0 SM  
Lowest Sky/Clouds - 3000 FT SCATTERED  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
NEWPORT, RI  
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

NEW BEDFORD  
Runway Ident - 05  
Runway Lth/Wid - 4997/ 150  
Runway Surface - ASPHALT  
Runway Status - DRY

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

Pilot-In-Command

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

Age - 24

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 1249	Last 24 Hrs	- 2
Make/Model-	242	Last 30 Days-	UNK/NR
Instrument-	141	Last 90 Days-	173
Multi-Eng	- 392		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT EXPERIENCED INADEQUATE L ENG MANIFOLD PRES DURING A TKF ATTEMPT AT NEWPORT. THE TKF WAS ABORTED AND AFTERWARDS THE PLT DECIDED TO FERRY THE ACFT TO NEW BEDFORD FOR INSPECTION. THE ENG WERE RESTARTED AND OPERATION WAS GOOD. THE FLT TO NEW BEDFORD WAS WITHOUT INCIDENT UNTIL THE ACFT WAS ON A 2 MIS FINAL TO RWY 05 AT THIS TIME THE L ENG STOPPED WHILE THE PLT ATTEMPTED TO FEATHER THE ENG, BOTH THE ENGINE AND PART OF THE L WING CAUGHT ON FIRE. THE PLT CONTINUED TO THE ARPT WITH THE FLAPS & GEAR DOWN AND A/S AT 125 MPH. THE PLT STATED HE WAS IN A GOOD POSITION TO LAND WHEN HE HEARD A LOUD BANG WHICH HE DESCRIBED SOUNDED LIKE A CABLE. THE ACFT ENTERED A 25 DEG L BANK. HE LEVELED THE WINGS BY REDUCING R ENG POWER. COLLOSION WITH TREES TO THE L OF THE RWY OCCURRED AFTERWARDS. EXAMINATION OF THE ACFT DISCLOSED THAT THE L ENG EXHAUST MANIFOLD HEADER ASSEMBLY, WHICH IS CONNECTED TO THE TURBOCHARGER, WAS CRACKED ALONG A WELD SEAM. ALSO REVEALED WAS THAT THE AILERON CABLES THAT ARE ROUTED BEIND THE L ENG WERE BURNED TO SEPARATION.



Brief of Accident (Continued)

File No. - 288

1/31/86

NEW BEDFORD, MA

A/C Reg. No. N4033Q

Time (Lc1) - 1544 EDT

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

Finding(s)

1. EXHAUST SYSTEM, MANIFOLD - CRACKED
2. EXHAUST SYSTEM, TURBOCHARGER - DISABLED

Occurrence #2      FIRE  
Phase of Operation      APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

3. EXHAUST SYSTEM - FIRE

Occurrence #3      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

4. FLT CONTROL SYST, AILERON CONTROL - BURNED
5. FLIGHT CONTROL, AILERON - DISABLED
6. AILERON - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #4      IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

7. OBJECT - TREE(S)

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 381      3/20/86      NEWBURYPORT, MA      A/C Reg. No. N2643N      Time (Lcl) - 1540 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Fire  
NONE

Crew  
Pass

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

Make/Model - CESSNA 140  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 1450  
No. of Seats - 2

Eng Make/Model - CONTINENTAL C-90  
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 - UNK/NR  
Method - UNK/NR  
Completeness - WEATHER NOT PERTINENT  
Basic Weather - VMC  
Wind Dir/Speed- 315/015 KTS  
Visibility - 7.0 SM  
Lowest Sky/Clouds - 3000 FT  
Lowest Ceiling - 3000 FT OVERCAST  
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

PLUM ISLAND  
Runway Ident - UNK/NR  
Runway Lth/Wid - UNK/NR  
Runway Surface - GRASS/TURF  
Runway Status - WET

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

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

Age - 28  
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 - 212  
Make/Model- 7  
Instrument- 27  
Multi-Eng - 2  
Last 24 Hrs - UNK/NR  
Last 30 Days- UNK/NR  
Last 90 Days- 9

Instrument Rating(s) - NONE

-----Narrative-----

WHILE TAXIING ON A GRASS TAXIWAY, THE ACFT CONTACTED A SOFT SPOT IN THE GRASS AND NOSED OVER.

Brief of Accident (Continued)

File No. - 381

3/20/86

NEWBURYPORT, MA

A/C Reg. No. N2643N

Time (Lcl) - 1540 EST

---

Occurrence

NOSE OVER

Phase of Operation

TAXI - TO TAKEOFF

Finding(s)

1. TERRAIN CONDITION - SOFT
  2. TERRAIN CONDITION - WET
  3. UNSUITABLE TERRAIN - SELECTED - 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. - 362      1/17/86      HASTINGS, MI      A/C Reg. No. N6900Q      Time (Lcl) - 1930 EST

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

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

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

Make/Model - BEECH A23A	Eng Make/Model - CONTINENTAL IO-346A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2400	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 165 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	PONTIAC, MI	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	HASTINGS, MI	Runway Ident - N/A
Wind Dir/Speed- 240/007 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 15000 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 25000 FT OVERCAST	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 52	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 796
SE LAND	Months Since - 4	Make/Model- 655
	Aircraft Type - UNK/NR	Instrument- 38
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 7

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT ESTIMATED HE HAD 13 GALLONS OF FUEL ON BOARD FOR THE ESTIMATED FIFTY MINUTE FLIGHT. HE ESTIMATED HIS FUEL BURN AT NINE GALLONS PER HOUR GIVING HIM AN HOUR AND TWENTY FIVE MINUTE FUEL ENDURANCE. HE RAN OUT OF FUEL AN HOUR AND TWENTY FIVE MINUTES AFTER ENGINE START AFTER OVERFLYING SUITABLE INTERMEDIATE AIRPORTS TO LAND AND REFUEL. THE PILOT RECOMMENDED THAT HE "CURB HIS URGE TO RUSH, FACTOR IN WIND SPEED, CARRY A 45 MINUTE RESERVE. FOLLOW INSTINCTS TO LAND WHEN IN DOUBT ABOUT CONTINUING, AND REREAD APPLICABLE FARs."

Brief of Accident (Continued)

File No. - 362

1/17/86

HASTINGS, MI

A/C Reg. No. N6900Q

Time (Lcl) - 1930 EST

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

Finding(s)

1. ENGINE INSTRUMENTS, FUEL QUANTITY GAGE - FALSE INDICATION
2. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SELF-INDUCED PRESSURE - PILOT IN COMMAND
4. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
5. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
6. FUEL CONSUMPTION CALCULATIONS - IMPROPER USE OF - PILOT IN COMMAND
7. VFR PROCEDURES - NOT FOLLOWED - PILOT IN COMMAND
8. JUDGEMENT - POOR - PILOT IN COMMAND

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

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

Finding(s)

9. TERRAIN CONDITION - ROUGH/UNEVEN

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 256      1/20/86      ST. IGNACE, MI      A/C Reg. No. N1573F      Time (Lcl) - 0800 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

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

Make/Model - CESSNA 185  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 3200  
No. of Seats - 6

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

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

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

Weather Data

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

Basic Weather - VMC

Wind Dir/Speed- CALM

Visibility - 15.0 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

SAME AS ACC/INC

Destination

MACKINAC ISL, MI

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity  
ON AIRPORT

Airport Data

MACKINAC COUNTY

Runway Ident - 07

Runway Lth/Wid - 3200/ 50

Runway Surface - ASPHALT

Runway Status - ICE COVERED

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND, SE SEA

Age - 32

Biennial Flight Review

Current - YES

Months Since - 4

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 361

Make/Model- 179

Instrument- 4

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 51

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT AFTER THE APPLICATION OF FULL POWER FOR TAKEOFF HIS SEAT SLID BACK TO ITS FULL AFT POSITION. HE COULD NOT REACH ANY OF THE CONTROLS. HE THEN UNFASTENED HIS SEAT BELT AND LUNGED FORWARD TO PULL THE POWER OFF. AT THIS TIME THE RIGHT WING HIT A SNOWBANK AND SUSTAINED SUBSTANTIAL DAMAGE. LATER, THE PILOT COULD NOT DETERMINE WHETHER THE SEAT TRACK OR THE RETAINING PIN WAS WORN.

Brief of Accident (Continued)

File No. - 256

1/20/86

ST. IGNACE, MI

A/C Reg. No. N1573F

Time (Lc1) - 0800 EST

-----  
Occurrence #1      AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation      TAKEOFF - GROUND RUN

Finding(s)

1. FUSELAGE, SEAT - WORN
  2. MAINTENANCE, REPLACEMENT - NOT PERFORMED - COMPANY/OPERATOR MGMT
- 

Occurrence #2      LOSS OF CONTROL - ON GROUND  
Phase of Operation      TAKEOFF - GROUND RUN

Finding(s)

3. REMEDIAL ACTION - NOT POSSIBLE - PILOT IN COMMAND
- 

Occurrence #3      ON GROUND COLLISION WITH OBJECT  
Phase of Operation      TAKEOFF - GROUND RUN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 354      2/27/86      WHILE LAKE TWP., MI      A/C Reg. No. N761VX      Time (Lcl) - 2253 EST

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation - POSITIONING  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - LANDING

Fire Crew  
NONE Pass

-----Aircraft Information-----

Make/Model - CESSNA 210M  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 3800  
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-520-L4  
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 - IN PERSON  
Completeness - FULL  
Basic Weather - IMC  
Wind Dir/Speed- 090/015 KTS  
Visibility - 1.000 SM  
Lowest Sky/Clouds - 2000 FT  
Lowest Ceiling - 2000 FT OVERCAST  
Obstructions to Vision- FOG  
Precipitation - SNOW  
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point  
DETROIT, MI  
Destination  
PONTIAC, MI

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

ATC/Airspace

Type of Flight Plan - IFR  
Type of Clearance - IFR  
Type Apch/Lndg - ILS-COMPLETE  
FORCED LANDING

Runway Ident - N/A  
Runway Lth/Wid - N/A  
Runway Surface - ICE  
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
COMMERCIAL  
SE LAND, ME LAND

Age - 29  
Biennial Flight Review  
Current - YES  
Months Since - 5  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 4520  
Make/Model- 515  
Instrument- 285  
Multi-Eng - 105  
Last 24 Hrs - 10  
Last 30 Days- UNK/NR  
Last 90 Days- 365

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS FOUR MILES FROM THE ARPT ON AN ILS APCH WHEN AN ENG FAILURE WAS EXPERIENCED. THE ACFT WAS DAMAGED DURING THE FORCED LANDING ON A FROZEN LAKE. POST ACCIDENT ENG TEARDOWN REVEALED THE ENG FAILURE ORIGINATED FROM MOVEMENT OF THE #2 MAIN BEARING. THIS RESULTED IN A BENDING OVERLOAD OF THE CRANKSHAFT AND EVENTUAL SEPARATION OF THE CRANKSHAFT AT THE #3 CHEEK.



Brief of Accident (Continued)

File No. - 354

2/27/86

WHILE LAKE TWP., MI

A/C Reg. No. N761VX

Time (Lc1) - 2253 EST

Occurrence #1      LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION  
Phase of Operation      APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

1. ENGINE ASSEMBLY, BEARING - DISINTEGRATED
2. ENGINE ASSEMBLY, CRANKSHAFT - OVERLOAD

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Occurrence #3      HARD LANDING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Occurrence #4      NOSE GEAR COLLAPSED  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 370      3/29/86      PLYMOUTH, MI      A/C Reg. No. N3900P      Time (Lcl) - 1420 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew	0	0	0	1
Flight Conducted Under - 14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During - LANDING						

-----Aircraft Information-----

Make/Model - PIPER PA-22-150	Eng Make/Model - LYCOMING O-320	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1950	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NWS	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	PLYMOUTH, MI	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 180/018 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - 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-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 372
SE LAND, ME LAND	Months Since - 18	Make/Model- 154
	Aircraft Type - UNK/NR	Instrument- 77
		Multi-Eng - 186
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 2

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ENG QUIT DURING CLIMB OUT SHORTLY AFTER TAKEOFF. THE PLT SWITCHED TANKS AND TRIED A RESTART WITH NO SUCCESS. THE ACFT THEN EXPERIENCED A NOSE GEAR COLLAPSE AND NOSED OVER DURING A LANDING ROLL IN A FIELD. INVESTIGATION REVEALED THE FUEL LINE TO THE CARBURETOR HAD BECOME DISCONNECTED RESULTING IN FUEL STARVATION.

Brief of Accident (Continued)

File No. - 370

3/29/86

PLYMOUTH, MI

A/C Reg. No. N3900P

Time (Lc1) - 1420 EST

-----  
Occurrence #1      LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION  
Phase of Operation      CLIMB - TO CRUISE

Finding(s)

1. FUEL SYSTEM, LINE - DISCONNECTED
  2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
- 

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

-----

Occurrence #3      NOSE OVER  
Phase of Operation      LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - NONE SUITABLE
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 358 1/29/86 ELY,MN

A/C Reg. No. N1856G

Time (Lcl) - 1400 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	1	0
0	0	1	0

Type of Operation -BUSINESS

Fire Crew

Flight Conducted Under -14 CFR 91

NONE

Accident Occurred During -DESCENT

-----Aircraft Information-----

Make/Model - CHAMPION CITABRIA 7GCBC

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 - 1650

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 3

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- 320/005 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

KAWISHIWAY RIV.,MN

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND,SE SEA

Age - 45

Biennial Flight Review

Current - YES

Months Since - 3

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 951

Make/Model- 951

Instrument- 3

Last 24 Hrs - 1

Last 30 Days- UNK/NR

Last 90 Days- 28

Instrument Rating(s) - NONE

-----Narrative-----

DURING A DESCENT FROM 1000 FT AGL TO 200 FT AGL TO PHOTOGRAPH WILDLIFE THE PILOT APPLIED CARB HEAT. WHEN HE ADVANCED THE THROTTLE AT 200 FT TO LEVEL OFF THE ENGINE DID NOT RESPOND. THE AIRCRAFT THEN SETTLED INTO TREES. TEMPERATURE AT THE TIME WAS -5 DEG F., SKYS WERE CLEAR. AN EXAMINATION OF THE ENGINE REVEALED NOTHING THAT WOULD HAVE CAUSED A POWER LOSS. 31 GALLONS OF FUEL WERE ON BOARD AT THE TIME OF THE ACCIDENT.

Brief of Accident (Continued)

File No. - 358

1/29/86

ELY, MN

A/C Reg. No. N1856G

Time (Lc1) - 1400 CST

Occurrence #1      LOSS OF POWER  
Phase of Operation      DESCENT - NORMAL

Finding(s)  
1. UNDETERMINED

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Finding(s)  
2. TERRAIN CONDITION - NONE SUITABLE

Occurrence #3      IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      DESCENT - EMERGENCY

Finding(s)  
3. OBJECT - TREE(S)

Occurrence #4      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 400      2/14/86      ST. CLOUD, MN

A/C Reg. No. N5466D

Time (Lcl) - 1407 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 - LANDING

Fire  
NONE

Crew  
Pass

-----Aircraft Information-----

Make/Model - CESSNA 172N  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2150  
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-H2AD  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 160 HP

ELT Installed/Activated - UNK/NR  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS  
Method - TELEPHONE  
Completeness - FULL  
Basic Weather - VMC  
Wind Dir/Speed- VARIABLE  
Visibility - 15.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
ST. PAUL, MN  
Destination  
ST. PAUL, MN

ATC/Airspace

Type of Flight Plan - VFR  
Type of Clearance - VFR  
Type Apch/Lndg - STRAIGHT-IN  
FULL STOP

Airport Proximity  
ON AIRPORT

Airport Data

ST. CLOUD MUNICIPAL  
Runway Ident - 31  
Runway Lth/Wid - 5200/ 100  
Runway Surface - ASPHALT  
Runway Status - SNOW - COMPACTED

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 47

Biennial Flight Review

Current - UNK/NR  
Months Since - UNK/NR  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	48	Last 24 Hrs	-	1
Make/Model-	2		Last 30 Days-	UNK/NR	
Instrument-	0		Last 90 Days-	2	

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS DIVERTING INTO GALESBURG DUE TO BAD WEATHER AT HIS ORIGINAL DESTINATION. FOLLOWING AN ILS APPROACH AT GALESBURG HE SPOTTED THE RWY AT "200 FT PLUS" OFF TO HIS RIGHT. HE THEN "SIDE-STEPPED" TO THE RIGHT BUT TOUCHED DOWN IN A CRABBED ANGLE. HE ATTEMPTED TO GO-AROUND BUT AS PWR WAS APPLIED, THE ACFT SETTLED TO THE RWY ONTO COLLAPSED LANDING GEAR.

Brief of Accident (Continued)

File No. - 400

2/14/86

ST. CLOUD, MN

A/C Reg. No. N5466D

Time (Lcl) - 1407 CST

---

Occurrence #1      GEAR COLLAPSED  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

1. PROPER ALIGNMENT - NOT ATTAINED - PILOT IN COMMAND
  2.      IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
  3. GO-AROUND - DELAYED - 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. - 399      2/18/86      ROCHESTER,MN      A/C Reg. No. N3940C      Time (Lcl) - 1730 CST

-----Basic Information-----

Type Operating Certificate	ON-DEMAND AIR TAXI	Aircraft Damage						
Name of Carrier	-HINSON AIRWAYS, INC.	SUBSTANTIAL						
Type of Operation	-NON SCHED,DOMESTIC,PASSENGER	Fire	Crew	Fatal	Injuries			
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	Serious	Minor	None	
Accident Occurred During	-LANDING			0	0	0	1	6

-----Aircraft Information-----

Make/Model	- CESSNA 402B	Eng Make/Model	- CONTINENTAL TS10-520-E	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 6300	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 10	Rated Power	- 300 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- FSS	Last Departure Point		ON AIRPORT	
Method	- IN PERSON	GRAND RAPIDS,MI			
Completeness	- FULL	Destination		Airport Data	
Basic Weather	- IMC	ROCHESTER,MN		ROCHESTER MUNI	
Wind Dir/Speed	- 070/010 KTS	ATC/Airspace		Runway Ident	- 13
Visibility	- 3.000 SM	Type of Flight Plan	- IFR	Runway Lth/Wid	- 7535/ 150
Lowest Sky/Clouds	- 800 FT	Type of Clearance	- IFR	Runway Surface	- ASPHALT
Lowest Ceiling	- 800 FT OVERCAST	Type Apch/Lndg	- ILS-COMPLETE	Runway Status	- SNOW - COMPACTED
Obstructions to Vision	- FOG		FULL STOP		
Precipitation	- FREEZING RAIN				
Condition of Light	- DUSK				

-----Personnel Information-----

Pilot-In-Command	Age - 59	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL,CFI	Current - YES	Total - 6970	Last 24 Hrs - 7
SE LAND,ME LAND	Months Since - 2	Make/Model- 357	Last 30 Days- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 705	Last 90 Days- 60
		Multi-Eng - 1423	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A ILS APPROACH IN FREEZING RAIN CONDITIONS THE PILOT ENTERED A HIGH SINK RATE HE COULD NOT STOP UNTIL GROUND CONTACT. THE ACFT TOUCHED DOWN SHORT OF THE RWY AND ALL THREE LANDING GEAR COLLAPSED.



Brief of Accident (Continued)

File No. - 399

2/18/86

ROCHESTER, MN

A/C Reg. No. N3940C

Time (Lcl) - 1730 CST

Occurrence #1      UNDERSHOOT  
Phase of Operation      APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

1. WEATHER CONDITION - ICING CONDITIONS
2. PLANNED APPROACH - POOR - PILOT IN COMMAND
3. AIRSPEED - IMPROPER - PILOT IN COMMAND

Occurrence #2      HARD LANDING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Occurrence #3      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) 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. - 262      3/29/86      WINONA, MN      A/C Reg. No. N295MM      Time (Lcl) - 1230 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	1	0
Accident Occurred During -LANDING			0	0	0	0

-----Aircraft Information-----

Make/Model - MONNETT MONI	Eng Make/Model - KFM MAXI	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 550	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 25 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	WINONA AIRPORT, MN	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	ST CLOUD ARPT, MN	
Wind Dir/Speed- 180/008 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 6.0 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- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 34	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 500
SE LAND	Months Since - 9	Last 24 Hrs - 2
	Aircraft Type - C-172	Make/Model- 51
		Last 30 Days- 6
		Instrument- 0
		Last 90 Days- 9

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CRASH LANDED OFF THE ARPT DUE TO A REPORTED LOSS OF POWER. THE PLT LANDED IN A SMALL FIELD SURROUNDED BY HILLS. THE ACFT SINK RATE DURING THE LANDING WAS HIGH AND THE ACFT WAS DAMAGED. INSPECTION OF THE ENG AFTER THE ACC WAS NOT ACCOMPLISHED DUE TO LACK OF COORDINATION BY THE OWNER WHO WAS TRYING TO GET A FACTORY WARRANTY ON THE 51 HOUR ENGINE.

Brief of Accident (Continued)

File No. - 262

3/29/86

WINONA, MN

A/C Reg. No. N295MM

Time (Lcl) - 1230 CST

-----  
Occurrence #1      LOSS OF POWER  
Phase of Operation      CRUISE - NORMAL

Finding(s)  
1. UNDETERMINED  
-----

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY  
-----

Occurrence #3      HARD LANDING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN  
-----

-----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. - 209      3/30/86      ST.CHARLES,MO      A/C Reg. No. N5055G      Time (Lc1) - 1300 CST

-----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

Fire  
NONE

Crew  
Pass

-----Aircraft Information-----

Make/Model - BELLANCA 7GCBC  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 1650  
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 - FSS  
Method - TELEPHONE  
Completeness - FULL  
Basic Weather - VMC

Wind Dir/Speed- 240/006 KTS  
Visibility - 10.0 SM  
Lowest Sky/Clouds - 4500 FT SCATTERED  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
ST. CHARLES,MO  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - TRAFFIC PATTERN  
FULL STOP

Airport Proximity  
ON AIRSTRIP

Airport Data

ST. CHARLES  
Runway Ident - 27  
Runway Lth/Wid - 3500/ 50  
Runway Surface - ASPHALT  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE  
SE LAND

Age - 25

Biennial Flight Review

Current - YES  
Months Since - 19  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 109	Last 24 Hrs	- UNK/NR
Make/Model-	21	Last 30 Days-	UNK/NR
Instrument-	2	Last 90 Days-	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PIC WAS NERVOUSLY CONCERNED ABOUT AN ACFT THAT WAS CLOSE BEHIND HIM IN THE TRAFFIC PATTERN. THE PIC LANDED FAST ON THE RWY AND THE RIGHT MAIN GEAR AXLE BROKE. THE GEAR LEG DUG INTO THE RWY AND THE ACFT VEERED OFF THE LEFT SIDE INTO THE SOFT TERRAIN WHICH GROUND LOOPED THE ACFT AND DAMAGED THE WING. THE PIC STATED HE ALSO ENCOUNTERED A SHIFT IN WINDS DURING THE LANDING AND TOUCHDOWN. AN INSPECTION OF THE ACCIDENT SITE REVEALED A TIRE SKIDMARK ON THE RWY PRIOR TO THE RIGHT MAIN GEAR AXLE BREAKING FREE FROM THE LANDING GEAR. THE RECORDED WINDS WERE FM 240 DEGREES AT 6 KNOTS. NO EVIDENCE OF PREEXISTING CRACKING OF THE AXLE WAS DISCOVERED.

Brief of Accident (Continued)

File No. - 209

3/30/86

ST.CHARLES,MO

A/C Reg. No. N5055G

Time (Lcl) - 1300 CST

Occurrence #1        HARD LANDING  
Phase of Operation    LANDING - ROLL

Finding(s)

1. LANDING GEAR, AXLE - OVERLOAD
2. PROPER DESCENT RATE - EXCESSIVE - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SELF-INDUCED PRESSURE - PILOT IN COMMAND

Occurrence #2        ON GROUND COLLISION WITH TERRAIN  
Phase of Operation    LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - SOFT
5. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

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. - 212      3/31/86      ST. LOUIS, MO      A/C Reg. No. N106DC      Time (Lcl) - 1445 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		Injuries			
Type of Operation	-PERSONAL	DESTROYED		Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire		Crew 1	0	0	0
Accident Occurred During	-DESCENT	NONE		Pass 0	0	0	0

-----Aircraft Information-----

Make/Model	- DONALD R. CASPER SKYOTE	Eng Make/Model	- LYCOMING O-235C2C	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 895	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 1	Rated Power	- 108 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- 200/015 KTS</p> <p>Visibility - 10.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>SAME AS ACC/INC</p> <p>Destination</p> <p>LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p>OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>CREVE COEUR</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND</p>	<p>Age - 57</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 5</p> <p>Aircraft Type - AA5A</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 1046</p> <p>Make/Model- 51</p> <p>Instrument- 2</p> <p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- UNK/NR</p>
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Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT BUILT THE HOMEBUILT AIRPLANE FROM DATA OBTAINED FROM SKYOTE AEROMARINE LTD. AT THE TIME OF THE ACCIDENT, THE AIRPLANE HAD 51 HOURS ON IT AND THE PILOT/BUILDER HAD FLOWN ALL OF THE 51 HOURS. ON THIS FLIGHT HE WAS OBSERVED TO DEPART ON RUNWAY 16, FLY OUT FOR OVER A MILE, MAKE AN ABRUPT 180 DEGREE TURN WITH THE WINGS BANKED 90 DEGREES. THE WINGS WERE LEVELED FOR SEVERAL SECONDS AND THEN THE AIRPLANE ENTERED A LEFT NOSEDOWN SPIRAL. AFTER ONE COMPLETE TURN, THE AIRPLANE STOPPED TURNING BUT CONTINUED IN A 70 TO 80 DEGREES NOSEDOWN ATTITUDE UNTIL IT COULD NO LONGER BE SEEN DUE TO TREES IN THE LINE OF SIGHT. THE AIRPLANE IMPACTED IN A WIDE OPEN, LEVEL FIELD, ALMOST STRAIGHT DOWN. NO PREIMPACT PROBLEMS WITH THE AIRPLANE COULD BE FOUND.

Brief of Accident (Continued)

File No. - 212

3/31/86

ST. LOUIS, MO

A/C Reg. No. N106DC

Time (Lc1) - 1445 CST

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Occurrence #1        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    MANEUVERING

Finding(s)

1. SPIRAL - NOT CORRECTED - PILOT IN COMMAND
- 

Occurrence #2        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    DESCENT  
-----

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 252      4/11/86      JACKSON, MO      A/C Reg. No. N5564X      Time (Lc1) - 1200 CST

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT		Aircraft Damage SUBSTANTIAL	Injuries			
Type of Operation	-AERIAL APPLICATION	Fire	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 137	ON GROUND	Crew 0	0	0	1
Accident Occurred During	-MANEUVERING		Pass 0	0	0	0

-----Aircraft Information-----

Make/Model	- AERO COMMANDER S2R	Eng Make/Model	- P & W R1340	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 6000	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 1	Rated Power	- 600 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 340/008 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 CAPE GIRARDEAU, MO</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - PRECAUTIONARY LANDING</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - WET</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL</p> <p>SE LAND, ME LAND</p> <p>HELICOPTER , GYROPLANE</p>	<p>Age - 43</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 1</p> <p>Aircraft Type - C-172</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 13453</p> <p>Make/Model- 3500</p> <p>Instrument- 65</p> <p>Multi-Eng - 920</p> <p>Last 24 Hrs - 8</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 100</p> <p>Rotorcraft - 3500</p>
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Instrument Rating(s) - NONE

-----Narrative-----

IN CRUISE FLT THE PIC SMELLED SOMETHING BURNING AND NOTICED BLACK AND WHITE SMOKE POURING FM THE ENG COWLING. THIS WAS FOLLOWED BY A PARTIAL LOSS OF PWR. A PRECAUTIONARY LANDING WAS MADE IN A FIELD. THE PIC NOTICED FLAMES ERUPTING FM THE ENG AREA AFTER EXITING THE ACFT. LATER INSPECTION REVEALED A LOOSE EXHAUST COLLECTOR RING CLAMP HAD SLIPPED OUT OF POSITION. THE RESULTANT SEPARATION OF THE EXHAUST TUBING ALLOWED THE HOT EXHAUST TO BE DIVERTED TO THE CARBURETOR AREA OF THE ENG AND A FIRE ENSUED. THE HOT EXHAUST WAS INGESTED INTO THE CARBURETOR INLET CONTRIBUTING TO THE ENG'S PARTIAL PWR LOSS.



Brief of Accident (Continued)

File No. - 252

4/11/86

JACKSON,MO

A/C Reg. No. N5564X

Time (Lc1) - 1200 CST

Occurrence #1 FIRE  
Phase of Operation CRUISE - NORMAL

Finding(s)

1. EXHAUST SYSTEM,CLAMP - SEPARATION
2. MAINTENANCE,INSPECTION OF AIRCRAFT - INADEQUATE - OTHER MAINTENANCE PSNL

Occurrence #2 LOSS OF POWER  
Phase of Operation CRUISE - NORMAL

Occurrence #3 FORCED LANDING  
Phase of Operation MANEUVERING

Finding(s)

3. TERRAIN CONDITION - OPEN FIELD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 253      5/01/86      FULTON,MO      A/C Reg. No. N3XX      Time (Lcl) - 1145 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	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

-----Aircraft Information-----

Make/Model      - PIPER PA-12  
Landing Gear      - TAILWHEEL-ALL FIXED  
Max Gross Wt      - 1625  
No. of Seats      - 3

Eng Make/Model      - LYCOMING O-235 C1  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 100 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- 330/012 KTS  
Visibility      - 20.0 SM

Lowest Sky/Clouds      - 25000 FT THIN BKN  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan      - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - TRAFFIC PATTERN  
GO AROUND

Airport Proximity  
ON AIRPORT

Airport Data  
MUNICIPAL

Runway Ident      - 05  
Runway Lth/Wid      - 3200/ 50  
Runway Surface      - ASPHALT  
Runway Status      - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,CFI  
SE LAND  
GLIDER

Age - 64

Biennial Flight Review

Current      - YES  
Months Since      - 1  
Aircraft Type      - 103

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 2551	Last 24 Hrs	- UNK/NR
Make/Model-	50	Last 30 Days-	UNK/NR
Instrument-	90	Last 90 Days-	25

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT AND HIS PASSENGER WERE ON A SHORT FLIGHT TO CHECK THE OPERATION OF A VOR RECEIVER. WHILE THEY WERE ON THE LANDING ROLL, A GUST OF WIND TURNED THE NOSE OF THE AIRPLANE TO THE LEFT AND THE AIRPLANE RAN OFF THE RUNWAY AND THE RIGHT GEAR HIT A RUNWAY LIGHT.

Brief of Accident (Continued)

File No. - 253

5/01/86

FULTON, MO

A/C Reg. No. N3XX

Time (Lcl) - 1145 CDT

-----  
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
  3. WEATHER CONDITION - GUSTS
- 

Occurrence #2        ON GROUND COLLISION WITH OBJECT  
Phase of Operation    LANDING - ROLL

Finding(s)

4. OBJECT - RUNWAY LIGHT
- 

-----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. - 313      5/19/86      BOLIVAR, MO      A/C Reg. No. 118CC      Time (Lcl) - 1729 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	Crew	0	0	1
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During	-DESCENT					

-----Aircraft Information-----

Make/Model	- COLLIN CAMPBELL ZIPPY SPORT	Eng Make/Model	- VOLKSWAGEN GLOBAL 7892	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	- 40 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	BOLIVAR
Wind Dir/Speed	- 310/006 KTS		Runway Ident
Visibility	- 15.0 SM	ATC/Airspace	- 01
Lowest Sky/Clouds	- 4700 FT SCATTERED	Type of Flight Plan	- 2485/ 255
Lowest Ceiling	- 4700 FT	Type of Clearance	- GRASS/TURF
Obstructions to Vision	- NONE	Type Apch/Lndg	- DRY
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 36	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 250	Last 24 Hrs - UNK/NR
SE LAND	Months Since - 2	Make/Model - 0	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 20	Last 90 Days - 4

Instrument Rating(s) - NONE

-----Narrative-----

WHILE PERFORMING A HIGH SPEED TAXI RUN ON A TURF RWY THE PLT STATED THE ACFT HIT A BUMP IN THE RWY WHERE A DRAINAGE PIPE RUNS BENEATH THE SURFACE AND INADVERTENTLY BECAME AIRBORNE. THE PLT DID NOT REDUCE THROTTLE TO ABORT THE TAKEOFF AND THE ACFT STALLED AFTER THE PLT MADE A TURN TO THE EAST. THE ACFT IMPACTED THE GROUND SHORT OF GROUP OF TREES. THE ACFT WAS A RECENTLY CONSTRUCTED EXPERIMENTAL AND HAD NOT BEEN CERTIFICATED FOR FLT. THE PLT STATED HE COULD NOT REMEMBER IF HE HAD CLOSED THE THROTTLE OR IF THE ENG FAILED JUST PRIOR TO GROUND IMPACT. EXAM OF THE ENG DID NOT REVEAL ANY DISCREPANCY. THE NEW WOODEN PROPELLER WAS COMPLETELY DESTROYED DURING THE IMPACT. THE PURPOSE OF THE TAXI TESTS WAS TO DETERMINE THE PERFORMANCE OF THE ACFT WITH VARIOUS PROPELLERS INSTALLED ON THE ACFT.

Brief of Accident (Continued)

File No. - 313

5/19/86

BOLIVAR,MO

A/C Reg. No. 118CC

Time (Lcl) - 1729 CDT

Occurrence #1        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    TAKEOFF - INITIAL CLIMB

Finding(s)

1. LIFT-OFF - INADVERTENT - PILOT IN COMMAND
2. ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND
3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
4. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #2        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) 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. - 235      1/20/86      CARTHAGE, MS      A/C Reg. No. N973JM      Time (Lcl) - 1630 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 182Q  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2950  
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470-U  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 230 HP

ELT Installed/Activated - YES/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-  
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  
JACKSON, MS  
Destination  
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - TRAFFIC PATTERN  
FORCED LANDING

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

CARTHAGE-LEAKE CO  
Runway Ident - 17  
Runway Lth/Wid - 3000/ 75  
Runway Surface - ASPHALT  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
COMMERCIAL  
SE LAND, ME LAND

Age - 30  
Biennial Flight Review  
Current - YES  
Months Since - 13  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)

Total	- 1915	Last 24 Hrs	- 2
Make/Model-	351	Last 30 Days-	UNK/NR
Instrument-	99	Last 90 Days-	47
Multi-Eng -	50	Rotorcraft -	UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE ON FINAL APPROACH FOR LANDING THE PILOT ADVANCED THE THROTTLE TO ADJUST HIS FINAL APPROACH PATH AND THE ENGINE LOST POWER. THE AIRCRAFT IMPACTED THE GROUND SHORT OF THE RUNWAY AND FLIPPED INVERTED. THE ENGINE WAS LATER TEST RUN AND PERFORMED TO MANUFACTURERS SPECIFICATIONS. HOWEVER, THE CARBURETOR AIRBOX WHICH REGULATES THE CARBURETOR HEAT WAS IMPROPERLY REPAIRED BY REDRILLING A HOLE IN THE CONTROL ARM ATTACHMENT POINT. IT COULD NOT BE DETERMINED WHAT EFFECT THIS HAD UPON THE OPERATION OF THE CARBURETOR HEAT CONTROL DUE TO THE DAMAGE TO THE AIRCRAFT.

Brief of Accident (Continued)

File No. - 235

1/20/86

CARTHAGE, MS

A/C Reg. No. N973JM

Time (Lc1) - 1630 CST

-----  
Occurrence #1        LOSS OF POWER  
Phase of Operation    APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. CARBURETOR HEAT CONTROL, TORQUE BOX - BOGUS PART
  2. PROPER DESCENT RATE - NOT MAINTAINED - PILOT IN COMMAND
  3. PROPER GLIDEPATH - NOT MAINTAINED - PILOT IN COMMAND
  4. PROPER TOUCHDOWN POINT - NOT OBTAINED - PILOT IN COMMAND
- 

Occurrence #2        FORCED LANDING  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

-----

Occurrence #3        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    LANDING

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) 1,2,3,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 306      2/24/86      GREENWOOD, MS      A/C Reg. No. N9936J      Time (Lcl) - 0900 CST

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -AERIAL APPLICATION	Fire	0	1	0	0
Flight Conducted Under -14 CFR 137	NONE	0	0	0	0
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - CESSNA T188C	Eng Make/Model - CONTINENTAL TS10-520-T	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2500	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 1	Rated Power - 310 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 340/012 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 10000 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 - 43	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 4800
SE LAND	Months Since - 8	Make/Model- 4754
	Aircraft Type - UNK/NR	Instrument- 0
		Multi-Eng - 147
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 200

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT DURING AN AERIAL APPLICATION SWATH RUN, HE STRUCK A GROUP OF POWER LINES & CRASHED INTO A FIELD.



Brief of Accident (Continued)

File No. - 306

2/24/86

GREENWOOD,MS

A/C Reg. No. N9936J

Time (Lcl) - 0900 CST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. OBJECT - WIRE,TRANSMISSION
2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
3. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 315      3/02/86      PASCAGOULA, MS      A/C Reg. No. N4446K      Time (Lcl) - 0915 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -AERIAL OBSERVATION  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -LANDING

Aircraft Damage  
SUBSTANTIAL

Fire  
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	2
Pass	0	0	0	4

-----Aircraft Information-----

Make/Model	- BEECH D-18S	Eng Make/Model	- P&W R-985-14B	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL-RETRACTABLE MAINS	Number Engines	- 2	Stall Warning System	- NO
Max Gross Wt	- 8750	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 10	Rated Power	- 450 HP		

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - FSS  
Method      - TELEPHONE  
Completeness      - FULL  
Basic Weather      - VMC  
Wind Dir/Speed- 160/006 KTS  
Visibility      - 7.0 SM  
Lowest Sky/Clouds      - CLEAR  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
MOBILE, AL

ATC/Airspace

Type of Flight Plan - VFR  
Type of Clearance      - NONE  
Type Apch/Lndg      - FORCED LANDING

Airport Proximity  
ON AIRPORT

Airport Data

Runway Ident      - UNK/NR  
Runway Lth/Wid      - UNK/NR  
Runway Surface      - UNK/NR  
Runway Status      - UNK/NR

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
COMMERCIAL, CFI  
SE LAND, ME LAND, SE SEA  
GLIDER

Age - 28  
Biennial Flight Review  
Current      - YES  
Months Since      - 9  
Aircraft Type - PA-22

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 4883      Last 24 Hrs - 3  
Make/Model- 209      Last 30 Days- 131  
Instrument- 233      Last 90 Days- 228  
Multi-Eng - 1361

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT HE SENSED A LOSS OF PWR ON ONE ENG AFTER TAKEOFF, JUST PRIOR TO GEAR RETRACTION. HE ELECTED TO REMOVE ALL PWR AND LAND STRAIGHT AHEAD ON THE REMAINING RWY. THE ACFT WENT OFF THE END OF THE RWY AND ENTERED A WET GRASS AREA. THE ACFT COULD NOT BE STOPPED PRIOR TO THE LEFT WING COLLIDING WITH A TREE. THE PLT STATED THAT HE WAS UNCERTAIN WHICH ENG HAD LOST PWR. NO REASON FOR THE PWR LOSS COULD BE DETERMINED.

Brief of Accident (Continued)

File No. - 315

3/02/86

PASCAGOULA, MS

A/C Reg. No. N4446K

Time (Lc1) - 0915 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        ON GROUND COLLISION WITH OBJECT  
Phase of Operation    LANDING - ROLL  
-----

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 286      1/03/86      WHITEVILLE, NC      A/C Reg. No. N66218      Time (Lcl) - 1745 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation -PERSONAL	Fire	Crew	Fatal	Injuries	Minor	None
Flight Conducted Under -14 CFR 91	ON GROUND	Pass	0	0	0	1
Accident Occurred During -STANDING			0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 150M	Eng Make/Model - CONTINENTAL O-200A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	COLUMBUS COUNTY MUNI
Wind Dir/Speed- 280/008 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - 8000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - UNK/NR
Lowest Ceiling -	Type Apch/Lndg - NONE	Runway Status - UNK/NR
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DUSK		

-----Personnel Information-----

Pilot-In-Command	Age - 34	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 59
	Months Since - N/A	Last 24 Hrs - UNK/NR
	Aircraft Type - N/A	Make/Model- 39
		Instrument- 1
		Last 30 Days- UNK/NR
		Last 90 Days- 36

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT HAD MOVED THE AIRCRAFT CLOSER TO THE TERMINAL ABOUT 15 MINUTES PRIOR TO THIS ATTEMPTED START. HE TRIED SEVERAL TIMES BUT IT WOULD NOT START. THE PLT THEN PRIMED THE ENG SEVERAL TIMES. HIS WIFE SHOUTED TO HIM THAT THE AIRCRAFT WAS ON FIRE. HIS EFFORTS TO PUT THE FIRE OUT WERE UNSUCCESSFUL.

Brief of Accident (Continued)

File No. - 286

1/03/86

WHITEVILLE, NC

A/C Reg. No. N66218

Time (Lcl) - 1745 EST

---

Occurrence

FIRE

Phase of Operation

STANDING - STARTING ENGINE(S)

Finding(s)

1. STARTING PROCEDURE - IMPROPER - PILOT IN COMMAND
  2. PROPER ASSISTANCE - NOT USED - 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. - 374 1/29/86 LEXINGTON, NC

A/C Reg. No. N25277

Time (Lcl) - 2330 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Fire	1	0	0	0
Crew				
Pass	1	0	0	0

Type of Operation -UNKNOWN  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -DESCENT

Fire  
NONE

Crew  
Pass

-----Aircraft Information-----

Make/Model - CESSNA 152  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 1670  
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 118 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 280/008 KTS  
Visibility - 10.0 SM  
Lowest Sky/Clouds - 3500 FT  
Lowest Ceiling - 3500 FT BROKEN  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - NONE

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

LEXINGTON  
Runway Ident - 26  
Runway Lth/Wid - 3300/ 50  
Runway Surface - N/A  
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 24  
Biennial Flight Review  
Current - YES  
Months Since - 1  
Aircraft Type - C-152

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total	72
Last 24 Hrs	UNK/NR
Make/Model-	48
Instrument-	0
Last 30 Days-	UNK/NR
Last 90 Days-	15

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT/MECHANIC HAD COMPLETED A TOP OVERHAUL ON THE ACFT ENG AND WAS BELIEVED TO HAVE BEEN CONDUCTING A NIGHT MAINTENANCE FLIGHT WHEN THE ACCIDENT OCCURRED. THE ACFT IMPACTED THE GROUND IN A NEAR VERTICAL ATTITUDE IN A WOODED AREA APRX ONE MILE FROM THE DEPARTURE END OF RWY 26. POST ACCIDENT EXAMINATION FAILED TO DISCLOSE ANY ACFT/ENG FAILURE OR MALFUNCTION. THE PLT WAS A RECENTLY CERTIFICATED PVT PLT WITH A TOTAL FLIGHT TIME OF 72 HOURS.

Brief of Accident (Continued)

File No. - 374

1/29/86

LEXINGTON, NC

A/C Reg. No. N25277

Time (Lcl) - 2330 EST

Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      OTHER

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
2. LIGHT CONDITION - DARK NIGHT
3. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
4. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
5. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #2      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      DESCENT - UNCONTROLLED

Finding(s)

6. TERRAIN CONDITION - GROUND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4,5

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 373      2/01/86      LUMBERTON, NC

A/C Reg. No. N25350

Time (Lcl) - 1200 EST

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage  
DESTROYED

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	- INSTRUCTIONAL				
Flight Conducted Under	- 14 CFR 91	Crew 0	1	0	0
Accident Occurred During	- DESCENT	Pass 0	0	0	0

Type of Operation - INSTRUCTIONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - DESCENT

Fire NONE  
Crew 0  
Pass 0

-----Aircraft Information-----

Make/Model - CESSNA 152  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 1670  
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 110 HP

ELT Installed/Activated - YES/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 - 7.0 SM  
Lowest Sky/Clouds - 20000 FT  
Lowest Ceiling - 20000 FT BROKEN  
Obstructions to Vision - NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - NONE

Airport Proximity  
ON AIRPORT

Airport Data

LUMBERTON MUNICIPAL  
Runway Ident - 05  
Runway Lth/Wid - 5000/ 150  
Runway Surface - ASPHALT  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
COMMERCIAL  
  
HELICOPTER

Age - 29  
Biennial Flight Review  
Current - YES  
Months Since - 1  
Aircraft Type - C-152

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 1310  
Make/Model - 10  
Instrument - UNK/NR  
Multi-Eng - UNK/NR  
Last 24 Hrs - 1  
Last 30 Days - UNK/NR  
Last 90 Days - 130  
Rotorcraft - 1300

Instrument Rating(s) - HELICOPTER

-----Narrative-----

THE PLT WAS ON TAKEOFF FROM RWY 05 WHEN RWY 13 WAS BEING REPORTED BY THE ARPT OPERATOR OVER UNICOM AS THE ACTIVE RWY. DURING CLIMB OUT THE PLT SPOTTED ANOTHER ACFT LINED UP WITH RWY 13 (APPARENTLY TO LAND). HE ENTERED A STEEP CLIMB AND STARTED LOOKING FOR THE OTHER ACFT. AT AN ALT OF APRX 200-300 FT AGL, THE ACFT STALLED AND SPUN TO GROUND IMPACT.



Brief of Accident (Continued)

File No. - 373

2/01/86

LUMBERTON, NC

A/C Reg. No. N25350

Time (Lcl) - 1200 EST

Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
2. CLIMB - IMPROPER - PILOT IN COMMAND
3.      IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION - PILOT IN COMMAND
4. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
5. STALL/SPIN

Occurrence #2      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      DESCENT - UNCONTROLLED

Finding(s)

6. TERRAIN CONDITION - GROUND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 311      2/04/86      COUNCIL,NC      A/C Reg. No. N9374F      Time (Lcl) - 1830 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage DESTROYED	Injuries				
Type of Operation	-OTHER WORK USE	Fire	Crew	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 137	NONE	Pass	0	1	0	0
Accident Occurred During	-LANDING			0	0	0	1

-----Aircraft Information-----

Make/Model	- HUGHES 269B	Eng Make/Model	- LYCOMING HIO-360-A1A	ELT Installed/Activated	- NO -N/A
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 1600	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 2	Rated Power	- 180 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- CALM</p> <p>Visibility - 7.0 SM</p> <p>Lowest Sky/Clouds - 15000 FT THIN BKN</p> <p>Lowest Ceiling - 15000 FT BROKEN</p> <p>Obstructions to Vision- SMOKE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DUSK</p>	<p>Itinerary</p> <p>Last Departure Point SAME AS ACC/INC</p> <p>Destination SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FORCED LANDING</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL,ATP,CFI</p> <p>SE LAND,ME LAND</p> <p>HELICOPTER</p>	<p>Age - 44</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 12</p> <p>Aircraft Type - E55</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 11076</p> <p>Make/Model- 821</p> <p>Instrument- UNK/NR</p> <p>Multi-Eng - UNK/NR</p>	<p>Last 24 Hrs - 4</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 75</p> <p>Rotorcraft - UNK/NR</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A CONTROL BURNING OPERATION, THE PLT EXPERIENCED A COMPLETE ENG FAILURE. THE PLT ENTERED AN AUTOROTATION AND COLLIDED WITH TREES. THE ENG EXAMINATION DISCLOSED THAT THE #4 CONNECTING ROD HAD FAILED. THE FAILURE WAS DETERMINED TO HAVE RESULTED FROM FATIGUE CRACKING NEAR THE CRANKSHAFT AND INSERT CONNECTION.

Brief of Accident (Continued)

File No. - 311

2/04/86

COUNCIL,NC

A/C Reg. No. N9374F

Time (Lcl) - 1830 EST

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Occurrence #1        LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION  
Phase of Operation    MANEUVERING - AERIAL APPLICATION

Finding(s)

1. ENGINE ASSEMBLY,CONNECTING ROD - EXHAUSTION
  2. ENGINE ASSEMBLY,CONNECTING ROD - FATIGUE
- 

Occurrence #2        FORCED LANDING  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

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Occurrence #3        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

3. OBJECT - TREE(S)
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 210      2/16/86      LAKE LURE, NC      A/C Reg. No. N11JK      Time (Lcl) - 1328 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		Injuries			
		SUBSTANTIAL		Fatal	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	-CRUISE						

-----Aircraft Information-----

Make/Model	- BEECH V35B	Eng Make/Model	- CONTINENTAL IO-520-BA	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3400	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 4	Rated Power	- 285 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- FSS	Last Departure Point	OFF AIRPORT/STRIP
Method	- TELETYPE	STOW, MA	
Completeness	- FULL	Destination	Airport Data
Basic Weather	- VMC	ASHEVILLE, NC	
Wind Dir/Speed	- 180/014 KTS	ATC/Airspace	Runway Ident
Visibility	- 20.0 SM	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- 25000 FT SCATTERED	Type of Clearance	- N/A
Lowest Ceiling	- NONE	Type of Clearance	- VFR FLIGHT FOLLOWING
Obstructions to Vision	- NONE	Type Apch/Lndg	- FORCED LANDING
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 57	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL, ATP, CFI	Current - YES	Total - 8010	Last 24 Hrs - 5
SE LAND, ME LAND	Months Since - 18	Make/Model - 820	Last 30 Days - UNK/NR
	Aircraft Type - V-35B	Instrument - 210	Last 90 Days - 15
		Multi-Eng - 2530	Rotorcraft - 40

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT CONTACTED APPROACH CONTROL FOR VFR STAGING TO AIRPORT AND RADAR SERVICE. THE PLT LATER INDICATED A FORCED LANDING WAS NECESSARY DUE TO FUEL EXHAUSTION. THE PLT CALCULATED FULL FUEL TANKS FOR FLT BUT FAILED TO RECALL TWO LOCAL FLIGHTS THAT WERE MADE WITHOUT REFUELING AND TO TAKE INTO CONSIDERATION STRONG HEADWINDS.

Brief of Accident (Continued)

File No. - 210

2/16/86

LAKE LURE, NC

A/C Reg. No. N11JK

Time (Lcl) - 1328 EST

Occurrence #1      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      CRUISE - NORMAL

Finding(s)

1. FLUID, FUEL - EXHAUSTION
2. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
3. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
4. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Occurrence #3      ON GROUND COLLISION WITH TERRAIN  
Phase of Operation      LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - MOUNTAINOUS/HILLY

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 247      3/25/86      ADVANCE, NC

A/C Reg. No. N737DR

Time (Lcl) - 1805 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - LANDING

Fire  
NONE

Crew  
Pass

-----Aircraft Information-----

Make/Model - CESSNA 172N  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2300  
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-H2AD  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 160 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed - 270/005 KTS  
Visibility - 10.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision - NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity  
ON AIRPORT

Airport Data

TWIN LAKES  
Runway Ident - 27  
Runway Lth/Wid - 2950/ 50  
Runway Surface - ASPHALT  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
PRIVATE  
SE LAND, ME LAND

Age - 41  
Biennial Flight Review  
Current - YES  
Months Since - 17  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)

Total	- 277	Last 24 Hrs	- UNK/NR
Make/Model	- 41	Last 30 Days	- UNK/NR
Instrument	- UNK/NR	Last 90 Days	- 41
Multi-Eng	- 25	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ON FINAL APCH TO RWY 27, PLTS VISION RESTRICTED BY SUN GLARE. PLT INDICATED THAT HE WAS HIGH & FAST AND LANDED TOO LONG TO ALLOW GO AROUND. OVERRAN RUNWAY, NOSE GEAR MIRED AND ACFT NOSED OVER.

Brief of Accident (Continued)

File No. - 247

3/25/86

ADVANCE,NC

A/C Reg. No. N737DR

Time (Lcl) - 1805 EST

Occurrence #1      OVERRUN  
Phase of Operation      LANDING

Finding(s)

1. LIGHT CONDITION - SUNGLARE
2. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
3. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
4. PROPER TOUCHDOWN POINT - EXCEEDED - 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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 271      5/20/86      SWANSBORO, NC      A/C Reg. No. N103SM      Time (Lcl) - 1230 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	Crew	0	0	0
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During	-LANDING					1

-----Aircraft Information-----

Make/Model	- BEECH A36	Eng Make/Model	- CONTINENTAL IO-520BA	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3600	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 285 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - IN PERSON</p> <p>Completeness - FULL</p> <p>Basic Weather - UNK/NR</p> <p>Wind Dir/Speed- 300/003 KTS</p> <p>Visibility - 1.000 SM</p> <p>Lowest Sky/Clouds -</p> <p>Lowest Ceiling - 1500 FT OVERCAST</p> <p>Obstructions to Vision- FOG</p> <p>Precipitation - RAIN</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>ROCKY MOUNT, NC</p> <p>Destination</p> <p>UNK/NR</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - IFR</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN</p> <p>FULL STOP</p>	<p>Airport Proximity</p> <p>ON AIRSTRIP</p> <p>Airport Data</p> <p>TRIPLE M</p> <p>Runway Ident - 23</p> <p>Runway Lth/Wid - 2700 -UNK/NR</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - WET</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>ME LAND</p>	<p>Age - 47</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 3</p> <p>Aircraft Type - F-33</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 2954</p> <p>Make/Model- 113</p> <p>Instrument- 253</p> <p>Multi-Eng - 10</p> <p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 44</p> <p>Rotorcraft - UNK/NR</p>
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Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT THE ACFT TOUCHED DOWN ABOUT 700 FT DOWN THE 2700 FT SOD RWY. THE RWY WAS WET FROM RAIN AND BRAKING ACTION WAS NIL. THE PLT ELECTED TO STAY ON THE RWY AND CONTINUE BRAKING EFFORTS. THE ACFT SLID OFF THE RWY END INTO A DRAINAGE DITCH. THE PLT STATED THAT HE SHOULD HAVE PLANNED BETTER AND SET UP FOR A SHORT-FLD LDG, AND BEEN AWARE OF POSSIBLE REDUCED BRAKING ACTION DUE TO RWY CONDITIONS.



Brief of Accident (Continued)

File No. - 271

5/20/86

SWANSBORO, NC

A/C Reg. No. N103SM

Time (Lcl) - 1230 EDT

Occurrence #1      OVERRUN  
Phase of Operation      LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - RAIN
2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
3. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
4. BRAKES(NORMAL) - ATTEMPTED - PILOT IN COMMAND
5. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - WET

Occurrence #2      ON GROUND COLLISION WITH TERRAIN  
Phase of Operation      LANDING - ROLL

Finding(s)

6. TERRAIN CONDITION - DITCH

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

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. - 393      5/22/86      CRETE, NE      A/C Reg. No. N5229X      Time (Lcl) - 1115 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Fire	Crew	0	0	0	1
NONE	Pass	0	0	0	1

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - LANDING

-----Aircraft Information-----

Make/Model - CHAMPION 7KCAB  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 1650  
No. of Seats - 2

Eng Make/Model - LYCOMING IO-320  
Number Engines - 1  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 150 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS  
Method - IN PERSON  
Completeness - FULL  
Basic Weather - VMC  
Wind Dir/Speed- 090/030 KTS  
Visibility - 5.0 SM  
Lowest Sky/Clouds - 1500 FT SCATTERED  
Lowest Ceiling - NONE  
Obstructions to Vision- HAZE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
HILL CITY, KS  
Destination  
SAME AS ACC/INC

Airport Proximity  
ON AIRPORT

Airport Data

MUNICIPAL  
Runway Ident - 17  
Runway Lth/Wid - 3600/ 75  
Runway Surface - CONCRETE  
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 - 41  
Biennial Flight Review  
Current - YES  
Months Since - 4  
Aircraft Type - 108-3

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 517  
Make/Model- 114  
Instrument- 4  
Last 24 Hrs - 4  
Last 30 Days- UNK/NR  
Last 90 Days- 4

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT OF THIS TAIL-WHEEL ACFT ATTEMPTED A LANDING ON A RWY WITH A STRONG X-WIND. AFTER A GO-AROUND, HE STARTED AN APCH TO A TURF RWY THAT WAS BETTER ALIGNED WITH THE WIND BUT MADE A GO-AROUND WHEN HE THOUGHT THE GRASS WAS TOO HIGH. HE THEN ATTEMPTED ANOTHER LANDING WITH THE STRONG X-WIND. THE LEFT WING CAME UP DURING THE LANDING AND THE RIGHT WING STRUCK THE GROUND. AS THE ACFT PIVOTED TO THE RIGHT, THE LEFT GEAR FOLDED BACKWARD AND THE LEFT WING IMPACTED THE GROUND.

Brief of Accident (Continued)

File No. - 393

5/22/86

CRETE,NE

A/C Reg. No. N5229X

Time (Lcl) - 1115 CDT

-----  
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
- 

Occurrence #2      DRAGGED WING, ROTOR, POD, OR FLOAT  
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

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 270      5/09/86      BERINO,NM      A/C Reg. No. N4491Q      Time (Lc1) - 0830 MDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -AERIAL APPLICATION	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 137	NONE	Pass 0	0	0	0
Accident Occurred During -TAKEOFF					

-----Aircraft Information-----

Make/Model - CESSNA A188B	Eng Make/Model - CONTINENTAL IO-520-D9	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3300	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 1	Rated Power - 300 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity ON AIRSTRIP
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point SAME AS ACC/INC	
Method - N/A	Destination LOCAL	Airport Data
Completeness - N/A		Runway Ident - 36
Basic Weather - VMC	ATC/Airspace	Runway Lth/Wid - 2400 -UNK/NR
Wind Dir/Speed- 320/001 KTS	Type of Flight Plan - NONE	Runway Surface - DIRT
Visibility - 20.0 SM	Type of Clearance - NONE	Runway Status - DRY
Lowest Sky/Clouds - CLEAR	Type Apch/Lndg - NONE	
Lowest Ceiling - NONE		
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 34	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 3777
SE LAND	Months Since - 2	Make/Model- 562
	Aircraft Type - C-152	Instrument- 40
		Multi-Eng - UNK/NR
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 133
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTS THAT HE WAS TAKING OFF ON HIS THIRD AERIAL APP FLT OF THE DAY. HE SAID THE WIND WAS FROM THE NW AND VERY LIGHT AND HE WAS DEPARTING TO THE N. THE DENSITY ALT WAS CALCULATED TO BE 5,200 FT. ACCELERATION SEEMED TO BE NORMAL UNTIL ABOUT TWO THIRDS OF THE WAY DOWN THE 2,400 FT LONG, DIRT STRIP WHEN "THE PLANE SEEMED LIKE IT SUDDENLY PICKED UP A TAIL WIND." THE PLT DUMPED THE LOAD OF CHEM IN HOPES OF GETTING AIRBORNE BUT THE ACFT DID NOT FLY. THERE IS A TWO FT HIGH LEVY AT THE END OF THE STRIP AND WHEN THE MAIN GEAR HIT THE LEVY THE ACFT BOUNCED AIRBORNE AND THEN CRASHED. THE ENG WAS EXAMINED AFTER THE ACFT AND NO EVIDENCE WAS FOUND TO EXPLAIN THE REPORTED POWER LOSS.

Brief of Accident (Continued)

File No. - 270

5/09/86

BERINO,NM

A/C Reg. No. N4491Q

Time (Lcl) - 0830 MDT

Occurrence #1      LOSS OF POWER(PARTIAL) - NON-MECHANICAL  
Phase of Operation      TAKEOFF - GROUND RUN

Finding(s)  
1. UNDETERMINED

Occurrence #2      ON GROUND COLLISION WITH TERRAIN  
Phase of Operation      TAKEOFF - GROUND RUN

Finding(s)  
2. TERRAIN CONDITION - DIRT BANK  
3. WEATHER CONDITION - HIGH DENSITY ALTITUDE

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 228      3/26/86      LAS VEGAS,NV      A/C Reg. No. N6355G      Time (Lcl) - 1600 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	

-----Aircraft Information-----

Make/Model - CESSNA 150K	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 - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	HAWTHORNE,CA	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	LAS VEGAS,NV	MCCARREN INTERNATIONAL
Wind Dir/Speed- 050/004 KTS	ATC/Airspace	Runway Ident - 07
Visibility - 75.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 12636/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		SNOW - DRY
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 19	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 76
SE LAND	Months Since - UNK/NR	Make/Model- 6
	Aircraft Type - UNK/NR	Instrument- 3
		Multi-Eng - 1
		Last 24 Hrs - 4
		Last 30 Days- UNK/NR
		Last 90 Days- 6

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ON FINAL VFR APPROACH TO LANDING, TOTAL LOSS OF POWER OCCURRED. ACFT LANDED SHORT ON ROUGH TERRAIN, COLLAPSING THE NOSE LANDING GEAR, AND ACFT NOSED OVER. INVESTIGATION FOUND A QUART OF WATER IN THE FUEL SYSTEM. ACFT HAD BEEN PARKED OUTSIDE THREE DAYS PRIOR IN HEAVY RAIN.

Brief of Accident (Continued)

File No. - 228

3/26/86

LAS VEGAS, NV

A/C Reg. No. N6355G

Time (Lcl) - 1600 PST

-----  
Occurrence #1        LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation    DESCENT - NORMAL

Finding(s)

1. FLUID,FUEL - CONTAMINATION
  2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
- 

Occurrence #2        FORCED LANDING  
Phase of Operation    LANDING

-----

Occurrence #3        NOSE GEAR COLLAPSED  
Phase of Operation    LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - ROUGH/UNEVEN
- 

Occurrence #4        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) 1,2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 321      3/31/86      FALLON,NV      A/C Reg. No. N6282P      Time (Lcl) - 1310 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	1	0	0	
Pass	0	0	2	0	

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - LANDING

Fire  
NONE

Crew  
Pass

-----Aircraft Information-----

Make/Model - PIPER PA-24-250  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2800  
No. of Seats - 4

Eng Make/Model - LYCOMING O-540-A1A5  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 250 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- 030/009 KTS

Visibility - 60.0 SM

Lowest Sky/Clouds - 4000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

DYER,NV

Destination

FALLON,NV

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

FALLON MUNICIPAL

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 - 38

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 373      Last 24 Hrs - 2

Make/Model- 70      Last 30 Days- UNK/NR

Instrument- 5      Last 90 Days- 15

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ON FINAL APCH TO THE ARPT, THE ACFT'S ENG CEASED OPERATING DUE TO FUEL EXHAUSTION. THE ACFT WAS DAMAGED DURING A HARD FORCED LANDING ON A BASEBALL FLD.



Brief of Accident (Continued)

File No. - 321

3/31/86

FALLON,NV

A/C Reg. No. N6282P

Time (Lc1) - 1310 PST

-----  
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. 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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 319      4/08/86      EMIGRANT PASS,NV      A/C Reg. No. N644FM      Time (Lcl) - 1714 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -BUSINESS  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -DESCENT

Aircraft Damage  
SUBSTANTIAL  
Fire      NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model      - CESSNA 180K  
Landing Gear      - TAILWHEEL-ALL FIXED  
Max Gross Wt      - 2800  
No. of Seats      - 6

Eng Make/Model - CONTINENTAL O-470-U  
Number Engines - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 230 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - FSS  
Method      - IN PERSON  
Completeness      - FULL

Basic Weather      - VMC

Wind Dir/Speed- 200/008 KTS  
Visibility      - 10.0 SM

Lowest Sky/Clouds      - 900 FT SCATTERED

Lowest Ceiling      - 1500 FT OVERCAST

Obstructions to Vision- NONE

Precipitation      - RAIN

Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point

ELKO,NV

Destination

SACRAMENTO,CA

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident      - N/A  
Runway Lth/Wid      - N/A  
Runway Surface      - N/A  
Runway Status      - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance      - NONE

Type Apch/Lndg      - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND,ME LAND

Age - 39

Biennial Flight Review

Current      - YES

Months Since      - 20

Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total      - 1019      Last 24 Hrs      - 2

Make/Model- 499      Last 30 Days- UNK/NR

Instrument- 2      Last 90 Days- 41

Multi-Eng - 313      Rotorcraft - UNK/NR

Instrument Rating(s)      - NONE

-----Narrative-----

THE PLT WAS INFORMED DURING A WX BRIEFING THAT VFR FLT WAS NOT RECOMMENDED. THE PLT ELECTED TO TAKEOFF REGARDLESS AND ENCOUNTERED LOW CEILINGS AND VISIBILITIES. WHILE LOOKING FOR AN AREA OF A HIGHWAY TO LAND THE ACFT, PWR LINES WERE CONTACTED WITH THE TOP OF THE VERTICAL STABILIZER. THE PLT THEN CONTINUED TO AN ARPT WHERE AN UNEVENTFUL LANDING WAS ACCOMPLISHED.

Brief of Accident (Continued)

File No. - 319

4/08/86

EMIGRANT PASS,NV

A/C Reg. No. N644FM

Time (Lcl) - 1714 PST

-----  
Occurrence            IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    DESCENT

Finding(s)

1. WEATHER CONDITION - CLOUDS
2. WEATHER CONDITION - RAIN
3. FLIGHT INTO KNOWN ADVERSE WEATHER - DISREGARDED - PILOT IN COMMAND
4. WEATHER EVALUATION - DISREGARDED - PILOT IN COMMAND
5. OBJECT - WIRE,TRANSMISSION
6. VISUAL LOOKOUT - REDUCED - PILOT IN COMMAND

-----  
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,6

Factor(s) relating to this accident is/are finding(s) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 324      5/03/86      LAS VEGAS, NV      A/C Reg. No. N602HB      Time (Lcl) - 0820 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	2
Pass	0	0	0	0	0

Type of Operation - INSTRUCTIONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - LANDING

Fire  
NONE

-----Aircraft Information-----

Make/Model - HANSON JUNGSMANN 131E  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 1600  
No. of Seats - 2

Eng Make/Model - ENMASA TIERE G-IV-B  
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- 190/017 KTS  
Visibility - 75.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
LAS VEGAS, NV  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity  
ON AIRPORT

Airport Data

N. LAS VEGAS AIR TERMINAL  
Runway Ident - 22  
Runway Lth/Wid - 3270/ 65  
Runway Surface - ASPHALT  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 38

Biennial Flight Review

Current - YES  
Months Since - 3  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)

Total	-	925	Last 24 Hrs -	2
Make/Model-	43		Last 30 Days-	UNK/NR
Instrument-	62		Last 90 Days-	37

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING ROLLOUT AFTER A LEFT X-WIND LANDING AND WHILE DECELERATING THROUGH APRX 20-25 MPH, THE PLT ENCOUNTERED A WIND GUST. DIRECTIONAL CONTROL WAS LOST AND THE ACFT NOSED OVER AS IT DEPARTED THE RWY. THE PLT REPORTED HAVING ONLY 2 HRS TOTAL FLT TIME IN THIS MAKE/MODEL ACFT.

Brief of Accident (Continued)

File No. - 324

5/03/86

LAS VEGAS, NV

A/C Reg. No. N602HB

Time (Lcl) - 0820 PDT

-----  
Occurrence #1        LOSS OF CONTROL - ON GROUND  
Phase of Operation    LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - GUSTS
  2. WEATHER CONDITION - CROSSWIND
  3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  4. 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

-----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. - 211      3/12/86      WHITE PLAINS, NY      A/C Reg. No. N5217C      Time (Lcl) - 1852 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

		Injuries			
		Fatal	Serious	Minor	None
Crew		0	0	0	1
Pass		0	0	0	2

-----Aircraft Information-----

Make/Model - CESSNA T210N  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 4000  
No. of Seats - 6

Eng Make/Model - CONTINENTAL TSI0-520-R  
Number Engines - 1  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 310 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS  
Method - UNK/NR  
Completeness - WEATHER NOT PERTINENT

Basic Weather - IMC  
Wind Dir/Speed- 030/004 KTS  
Visibility - 7.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - 600 FT BROKEN  
Obstructions to Vision- NONE  
Precipitation - RAIN SHOWERS  
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point  
RICHMOND, VA

Destination  
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - IFR  
Type of Clearance - IFR  
Type Apch/Lndg - CONTACT

Airport Proximity  
ON AIRPORT

Airport Data

WESTCHESTER CO  
Runway Ident - 11  
Runway Lth/Wid - 4451/ 150  
Runway Surface - ASPHALT  
Runway Status - WET

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 58  
Biennial Flight Review  
Current - YES  
Months Since - 5  
Aircraft Type - T210N

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)

Total	-	2054	Last 24 Hrs -	8
Make/Model-	901	Last 30 Days-	UNK/NR	
Instrument-	584	Last 90 Days-	36	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING THE FLIGHT THE PLT NOTED A FULL DISCHARGE ON THE AMMETER AND A OPEN ALTERNATOR CIRCUIT BREAKER AFTER ATC REPORTED LOSS OF TRANSPX SIGNAL. THE CIRCUIT BREAKER WOULD NOT RESET. THE LOW VOLTAGE LIGHT DID NOT COME ON. HE DIVERTED THE FLIGHT TO WHITE PLAINS AND REDUCED ELECTRICAL LOAD. DURING THE APCH, THE PLT LOWERED THE FLAPS AND GEAR ELECTRICALLY. HE DID NOT RECALL WHETHER THE GEAR DOWN LIGHTS CAME ON. UPON LANDING THE NOSE GEAR COLLAPSED. THE MAIN GEAR WAS FOUND IN THE GEAR BAY. EXAMINATION OF THE ACFT REVEALED 3 WIRES LOOSELY CONNECTED TO THE ALTERNATOR CIRCUIT BREAKER. THE TERMINALS OF THE CIRCUIT BREAKER WERE DISCOLORED FROM SILVER TO BLUE. APPROX 1-1/2 TURNS OF THE SCREWS WERE REQUIRED TO SNUG THE WIRES TO TERMINAL.

Brief of Accident (Continued)

File No. - 211

3/12/86

WHITE PLAINS, NY

A/C Reg. No. N5217C

Time (Lc1) - 1852 EST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation CRUISE

Finding(s)

1. ELECTRICAL SYSTEM, CIRCUIT BREAKER - OVERTEMPERATURE
2. MAINTENANCE - INADEQUATE -
3. ELECTRICAL SYSTEM, ELECTRIC WIRING - ARCING
4. ELECTRICAL SYSTEM, ELECTRIC WIRING - LOOSE
5. ELECTRICAL SYSTEM, ALTERNATOR - DISABLED

Occurrence #2 GEAR COLLAPSED  
Phase of Operation LANDING

Finding(s)

6. LANDING GEAR, NORMAL RETRACTION/EXTENSION ASSEMBLY - DISABLED

----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. - 363      1/11/86      MOUNT GILEAD, OH      A/C Reg. No. N3003Z      Time (Lcl) - 1300 EST

-----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	1
Accident Occurred During	- TAXI						

-----Aircraft Information-----

Make/Model	- PIPER PA-22-150	Eng Make/Model	- LYCOMING O-320-B2B	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1950	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 150 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		ON AIRPORT	
Method	- N/A	MOUNT GILEAD, OH			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	COLUMBUS, OH		MORROW COUNTY	
Wind Dir/Speed	- 220/014 KTS	ATC/Airspace		Runway Ident	- 27
Visibility	- 10.0 SM	Type of Flight Plan	- NONE	Runway Lth/Wid	- 3500/ 65
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- NONE	Runway Surface	- ASPHALT
Lowest Ceiling	- NONE	Type Apch/Lndg	- NONE	Runway Status	- DRY
Obstructions to Vision	- NONE				
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

-----Personnel Information-----

Pilot-In-Command	Age - 39	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 288	Last 24 Hrs - UNK/NR
SE LAND	Months Since - 7	Make/Model - 40	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 0	Last 90 Days - 10

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE ARPT MANAGER, THE PLT WAS TAXIING DOWN THE ACTIVE IN GUSTY WIND CONDITIONS AT A FAIRLY RAPID RATE OF SPEED. AS THE PLT TURNED INTO THE RUN-UP PAD AREA THE ACFT NOSED OVER.



Brief of Accident (Continued)

File No. - 363

1/11/86

MOUNT GILEAD, OH

A/C Reg. No. N3003Z

Time (Lc1) - 1300 EST

Occurrence NOSE OVER  
Phase of Operation TAXI - TO TAKEOFF

Finding(s)

1. COMPENSATION FOR WIND CONDITIONS - POOR - PILOT IN COMMAND
2. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
3. FLT CONTROL SYST, ELEVATOR CONTROL - IMPROPER
4. FLT CONTROL SYST, AILERON CONTROL - IMPROPER

-----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. - 372      1/11/86      CINCINNATI,OH      A/C Reg. No. N4000G      Time (Lcl) - 1200 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Crew	0	0	0	1
Pass	0	0	0	0

Type of Operation -PERSONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -LANDING

Fire  
NONE

-----Aircraft Information-----

Make/Model - NAVION A  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 2750  
No. of Seats - 4

Eng Make/Model - CONTINENTAL E185-9  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 205 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- 170/008 KTS  
Visibility - 4.000 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
HAMILTON,OH  
Destination  
CINCINNATI,OH

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - FORCED LANDING

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data  
HAMILTON

Runway Ident - N/A  
Runway Lth/Wid - N/A  
Runway Surface - GRASS/TURF  
Runway Status - HIGH VEGETATION

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 52  
Biennial Flight Review  
Current - YES  
Months Since - 21  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

	Flight Time (Hours)	
Total	475	Last 24 Hrs - 1
Make/Model-	76	Last 30 Days- UNK/NR
Instrument-	0	Last 90 Days- 7

Instrument Rating(s) - NONE

-----Narrative-----

TEN MINUTES AFTER TAKEOFF THE PLT HEARD A LOUD BANG FOLLOWED BY A LOSS OF ENG PWR. THE RIGHT MAIN GEAR SEPARATED DURING THE FORCED LANDING IN A ROUGH FIELD. EXAMINATION DISCLOSED THE PISTON HAD SEPARATED FROM THE WRIST PIN CAUSING THE #5 CYLINDER TO SEPARATE FROM THE BLOCK.

Brief of Accident (Continued)

File No. - 372

1/11/86

CINCINNATI, OH

A/C Reg. No. N4000G

Time (Lcl) - 1200 EST

-----  
Occurrence #1      LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION  
Phase of Operation      CRUISE - NORMAL

Finding(s)

1. ENGINE ASSEMBLY, PISTON - FAILURE, TOTAL
  2. ENGINE ASSEMBLY, CONNECTING ROD - FAILURE, TOTAL
  3. ENGINE ASSEMBLY, CYLINDER - FAILURE, TOTAL
- 

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

-----  
Occurrence #3      MAIN GEAR COLLAPSED  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

4. UNSUITABLE TERRAIN - INADVERTENT USE - PILOT IN COMMAND
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 255      1/17/86      CANTON, OH      A/C Reg. No. N68PC      Time (Lcl) - 1850 EST

-----Basic Information-----

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-BECK AIR, INC.	SUBSTANTIAL					
Type of Operation	-NON SCHED, DOMESTIC, PASSENGER	Fire	Crew	Fatal	0	0	0
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	1
Accident Occurred During	-LANDING						

-----Aircraft Information-----

Make/Model	- BEECH BE-90C	Eng Make/Model	- P & W PT6A-21	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 9650	Engine Type	- TURBOPROP		
No. of Seats	- 8	Rated Power	- 550 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- FSS	Last Departure Point		ON AIRPORT	
Method	- TELEPHONE	ELKHART, IN			
Completeness	- FULL	Destination		Airport Data	
Basic Weather	- IMC	AKRON, OH		AKRON CANTON	
Wind Dir/Speed	- 230/012 KTS	ATC/Airspace		Runway Ident	- 23
Visibility	- 1.000 SM	Type of Flight Plan	- IFR	Runway Lth/Wid	- 5599/ 150
Lowest Sky/Clouds	- 300 FT	Type of Clearance	- IFR	Runway Surface	- ASPHALT
Lowest Ceiling	- 300 FT OVERCAST	Type Apch/Lndg	- ILS-COMPLETE	Runway Status	- WET
Obstructions to Vision	- FOG		STRAIGHT-IN		
Precipitation	- NONE		FULL STOP		
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)	
ATP	Current - YES	Total	- 4884
SE LAND, ME LAND, SE SEA	Months Since - 1	Make/Model	- 113
	Aircraft Type - UNK/NR	Instrument	- 819
		Multi-Eng	- 3907
		Last 24 Hrs	- 0
		Last 30 Days	- UNK/NR
		Last 90 Days	- 126

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER MAKING A COUPLED ILS APPROACH TO 300 FEET, THE PILOT STATED HE COULD NOT DISCONNECT OR OVERRIDE THE AUTOPILOT. HE SUBSEQUENTLY LANDED HARD AND BOUNCED, SNAPPING THE NOSE GEAR OFF. THE AIRCRAFT CAME TO REST ON ITS NOSE WITH BOTH PROPELLERS CONTACTING THE RUNWAY. THE CONTROLS AND AUTOPILOT WERE INSPECTED AND TESTED AND FOUND TO BE FUNCTIONING PROPERLY.

Brief of Accident (Continued)

File No. - 255

1/17/86

CANTON, OH

A/C Reg. No. N68PC

Time (Lcl) - 1850 EST

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Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

1. AUTOPILOT/FLIGHT DIRECTOR - ENGAGED
  2. AUTOPILOT - IMPROPER USE OF - PILOT IN COMMAND
  3. REMEDIAL ACTION - NOT PERFORMED - PILOT IN COMMAND
  4. EMERGENCY PROCEDURE - NOT PERFORMED - PILOT IN COMMAND
- 

Occurrence #2      HARD LANDING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

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Occurrence #3      NOSE GEAR COLLAPSED  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

-----

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 361      1/18/86      MECHANICSBURG, OH      A/C Reg. No. N3414W      Time (Lcl) - 1700 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries			
	Fire	Crew	Serious	Minor	None	
Type of Operation - PERSONAL	NONE	Pass	0	0	0	1
Flight Conducted Under -14 CFR 91			0	0	0	4
Accident Occurred During -LANDING						

-----Aircraft Information-----

Make/Model - PIPER PA-32-260	Eng Make/Model - LYCOMING O-540-E4B5	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3400	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 6	Rated Power - 260 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - PATWAS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	URBANA, OH	
Completeness - PARTIAL, LMTD BY PILOT	Destination	Airport Data
Basic Weather - IMC	GROVE CITY, OH	Runway Ident - N/A
Wind Dir/Speed- 220/008 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 1.000 SM	Type of Flight Plan - NONE	Runway Surface - GRASS/TURF
Lowest Sky/Clouds - 1000 FT SCATTERED	Type of Clearance - NONE	Runway Status - WET
Lowest Ceiling - 1600 FT OVERCAST	Type Apch/Lndg - PRECAUTIONARY LANDING	
Obstructions to Vision- HAZE		
Precipitation - RAIN		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 46	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 245
SE LAND	Months Since - 5	Make/Model- 158
	Aircraft Type - PA-32	Instrument- 13
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 13

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS ON A PERSONAL FLT WHEN IMC WAS ENCOUNTERED. THE PLT ELECTED TO CLIMB TO A CLEAR AREA ABOVE THE IMC WHEN THE ACFT BECAME TOTALLY "SOCKED IN." A 180 DEG TURN WAS MADE, VERTIGO WAS EXPERIENCED AND CONTROL OF THE ACFT WAS LOST. AN EMERGENCY DESCENT WAS MADE AND CONTROL OF THE ACFT WAS REGAINED AT 1500 FT MSL JUST BELOW THE CLOUD LAYER. IMC WAS ENTERED AGAIN WHEN THE DECISION WAS MADE TO MAKE A PRECAUTIONARY LANDING AS SOON AS POSSIBLE. A PASTURE WAS SELECTED AND A LANDING WAS MADE. THE RIGHT WING STRUCK A POST ON ROLLOUT DAMAGING THE RIGHT WING AND SHEARING OFF THE RIGHT MAIN GEAR.

Brief of Accident (Continued)

File No. - 361

1/18/86

MECHANICSBURG, OH

A/C Reg. No. N3414W

Time (Lc1) - 1700 EST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. WEATHER CONDITION - CLOUDS
2. WEATHER CONDITION - LOW CEILING
3. WEATHER CONDITION - RAIN
4. LIGHT CONDITION - DARK NIGHT
5. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
6. VFR FLIGHT INTO IMC - PERFORMED - PILOT IN COMMAND
7. WEATHER EVALUATION - INADEQUATE - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT  
Phase of Operation CLIMB - TO CRUISE

Finding(s)

8. REMEDIAL ACTION - NOT PERFORMED - PILOT IN COMMAND
9. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - PILOT IN COMMAND

Occurrence #3 ON GROUND COLLISION WITH OBJECT  
Phase of Operation LANDING - ROLL

Finding(s)

10. TERRAIN CONDITION - ROUGH/UNEVEN
11. TERRAIN CONDITION - HIDDEN OBSTRUCTION(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,6,7,8,9,11

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,10

✓ National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 371      2/01/86      MARENGO, OH      A/C Reg. No. N2942V      Time (Lcl) - 2350 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -BUSINESS	Fire	0	1	0	0
Flight Conducted Under -14 CFR 91	NONE	0	0	0	0
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - CESSNA 150M	Eng Make/Model - CONTINENTAL O-200-A	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	SEBRING, OH	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	DELAWARE, OH	
Wind Dir/Speed- 210/005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 3.000 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 1100 FT	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 1100 FT OVERCAST	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- FOG		
Precipitation - DRIZZLE		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 43	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1011
SE LAND	Months Since - 18	Last 24 Hrs - 4
	Aircraft Type - UNK/NR	Make/Model- 250
		Instrument- 115
		Last 30 Days- UNK/NR
		Last 90 Days- 40
		Multi-Eng - 10

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS RELYING ON HIS LORAN C FOR NAVIGATION WHEN HE DECIDED TO ALTER HIS DESTINATION TO DELAWARE MUNICIPAL ARPT DUE TO ADVERSE WINDS AND TURBULENCE. HE HAD BEEN CHECKING HIS CHARTS FOR OBSTRUCTIONS WHEN THE ACFT COLLIDED WITH TREES IN A WOODED AREA SHORT OF HIS DESTINATION. THE PLT HAD JUST DESCENDED TO 2200 FT MSL TO AVOID TURBULENCE. HE STATED HE MAY HAVE BEEN LOOKING AT HIS CHARTS FOR UP TO FORTY SECONDS BUT THAT WAS NOT CUSTOMARY FOR HIM BECAUSE HIS ACFT "HAS A TENDENCY TO ENTER A LEFT TURN EASY, HANDS OFF."



Brief of Accident (Continued)

File No. - 371

2/01/86

MARENGO,OH

A/C Reg. No. N2942V

Time (Lc1) - 2350 EST

Occurrence #1 ALTITUDE DEVIATION, UNCONTROLLED  
Phase of Operation CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - LOW CEILING
2. WEATHER CONDITION - RAIN
3. WEATHER CONDITION - TURBULENCE
4. WEATHER CONDITION - UNFAVORABLE WIND
5. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND
6. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND
7. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 7

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 250      3/30/86      COLUMBIA STAT., OH      A/C Reg. No. N2894C      Time (Lcl) - 1545 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	Crew	0	0	1
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During	-LANDING					

-----Aircraft Information-----

Make/Model	- CESSNA 170B	Eng Make/Model	- CONTINENTAL O-145	ELT Installed/Activated	- YES/YES
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2200	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 145 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	ON AIRPORT
Method	SAME AS ACC/INC	
Completeness	Destination	Airport Data
Basic Weather	LOCAL	COLUMBIA AIRPORT
Wind Dir/Speed	ATC/Airspace	Runway Ident
Visibility	Type of Flight Plan	- 18
Lowest Sky/Clouds	Type of Clearance	Runway Lth/Wid
- 6000 FT SCATTERED	- NONE	- 2010/ 50
Lowest Ceiling	Type Apch/Lndg	Runway Surface
- NONE	- TRAFFIC PATTERN	- ASPHALT
Obstructions to Vision	FULL STOP	Runway Status
- NONE		- DRY
Precipitation		
- NONE		
Condition of Light		
- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 62	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current	- YES	Total
SE LAND	Months Since	- 8	- 474
	Aircraft Type	- C-170B	Make/Model
			- 375
			Instrument
			- 4
			Last 24 Hrs
			- UNK/NR
			Last 30 Days
			- UNK/NR
			Last 90 Days
			- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT MADE A HARD LANDING DURING WHICH THE LEFT MAIN GEAR WAS SHEARED OFF AT THE FUSELAGE. WEATHER WAS NOT A FACTOR. IN THE 90 DAYS PRECEDING THIS ACCIDENT THE PLT HAD ONLY FLOWN 1 HOUR IN THIS MAKE & MODEL OF ACFT.

Brief of Accident (Continued)

File No. - 250

3/30/86

COLUMBIA STAT., OH

A/C Reg. No. N2894C

Time (Lcl) - 1545 EST

-----  
Occurrence #1        HARD LANDING  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND
  2.        IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF RECENT EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
- 

Occurrence #2        MAIN GEAR COLLAPSED  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

3. LANDING GEAR, MAIN GEAR - FAILURE, TOTAL
  4. LANDING GEAR, MAIN GEAR - SEPARATION
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 331      5/31/86      MT. VERNON, OH      A/C Reg. No. N899MG      Time (Lc1) - 1800 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation - PERSONAL	Fire	Crew	Fatal	Injuries		
Flight Conducted Under -14 CFR 91	NONE	Pass	0	Serious	Minor	None
Accident Occurred During -DESCENT			0	0	0	0

-----Aircraft Information-----

Make/Model - GREEN PIETENPOL	Eng Make/Model - FORD MOTOR MODEL A	ELT Installed/Activated - NO	-N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - 1089	Engine Type - RECIPROCATING-CARBURETOR		
No. of Seats - 2	Rated Power - 50 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	MOUNT VERNON, OH	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	
Wind Dir/Speed- 310/004 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 40	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 122
SE LAND	Months Since - 10	Last 24 Hrs - UNK/NR
	Aircraft Type - C-152	Make/Model- 1
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT STALLED AND ENTERED A SPIN TO GROUND IMPACT DURING THE INITIAL TAKEOFF CLIMB. THE PLT REPORTED THAT DURING THE TAKEOFF AND CLIMB THE AIRSPEED INDICATOR DID NOT EXCEED 40 MPH. HE ALSO STATED THE ACFT DID NOT APPEAR TO BE TRAVELING VERY FAST. HE THEN INITIATED A RUDDER TURN BACK TOWARD THE ARPT. AFTER THE TURN THE ACFT ENTERED THE STALL. POST ACCIDENT INSPECTION DISCLOSED THE TWO FRONT EXHAUST STACKS AND SPARK PLUGS WERE COVERED WITH BLACK SOOT. THE #3 CYLINDER SPARK PLUG AND PLUG GASKET WERE ALSO SOOT COVERED. THE PLT REPORTED BLACK SMOKE WAS EMITTED FROM THE EXHAUST STACKS DURING HIGH SPEED TAXI RUNS JUST PRIOR TO THIS TAKEOFF. THE PITOT SYSTEM WAS NOT BLOCKED AND THE PITOT TUBE EXTENDED 1 1/2 TO 2 INCHES FROM THE CENTER OF THE WING LEADING EDGE RADIUS.

Brief of Accident (Continued)

File No. - 331

5/31/86

MT. VERNON, OH

A/C Reg. No. N899MG

Time (Lc1) - 1800 EDT

Occurrence #1      LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - INTENTIONAL - PILOT IN COMMAND
2. FUEL SYSTEM, CARBURETOR - INCORRECT
3. MIXTURE - IMPROPER -
4. FLIGHT/NAV INSTRUMENTS, AIRSPEED INDICATOR - FALSE INDICATION

Occurrence #2      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      DESCENT - EMERGENCY

Finding(s)

5. AIRSPEED - NOT POSSIBLE - PILOT IN COMMAND
6. STALL/SPIN

Occurrence #3      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,5

Factor(s) relating to this accident is/are finding(s) 1,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 280      5/31/86      WARREN, OH      A/C Reg. No. N3564Z      Time (Lcl) - 1600 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Fire	Crew	0	0	0	1
NONE	Pass	0	0	0	0

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - LANDING

-----Aircraft Information-----

Make/Model - PIPER PA-22  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 1950  
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-A2B  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 150 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 270/011 KTS  
Visibility - 10.0 SM  
Lowest Sky/Clouds - 5000 FT  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
WARREN, OH  
Destination  
YOUNGSTOWN, OH

Airport Proximity  
ON AIRPORT

Airport Data

PRICE FIELD  
Runway Ident - 18  
Runway Lth/Wid - 2400 -UNK/NR  
Runway Surface - GRASS/TURF  
Runway Status - UNK/NR

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 - 67  
Biennial Flight Review  
Current - YES  
Months Since - 10  
Aircraft Type - PA-22

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 314  
Make/Model- 102  
Instrument- 14  
Last 24 Hrs - 1  
Last 30 Days- UNK/NR  
Last 90 Days- 11

Instrument Rating(s) - NONE

-----Narrative-----

DURING A NORMAL TAKEOFF, THE PILOT DECIDED TO ABORT THE TAKEOFF AFTER HE DETERMINED THAT THE AIRCRAFT WAS NOT ACCELERATING AS FAST AS HE THOUGHT IT SHOULD. AFTER THE AIRCRAFT TOUCHED DOWN ON THE SOD SURFACE, THE PILOT PROCEEDED TO APPLY FULL BRAKING. SINCE THE SOD WAS WET, THE BRAKING ACTION WAS INEFFECTIVE. THE AIRCRAFT CONTINUED OFF THE DEPARTURE END THROUGH A TREE LINE. THE PILOT DID NOT REPORT ANY AIRCRAFT MALFUNCTION.

Brief of Accident (Continued)

File No. - 280

5/31/86

WARREN, OH

A/C Reg. No. N3564Z

Time (Lcl) - 1600 EDT

Occurrence ON GROUND COLLISION WITH OBJECT

Phase of Operation LANDING - ROLL

Finding(s)

1. OBJECT - TREE(S)
2. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND
3. PLANNING-DECISION - INADEQUATE - PILOT IN COMMAND
4. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - WET

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 337      2/08/86      MCALESTER,OK      A/C Reg. No. N8557K      Time (Lcl) - 1400 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -BUSINESS	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - ROBINSON R-22	Eng Make/Model - LYCOMING O-320-B2C	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 2350	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 165 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 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 - 59	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2360
SE LAND,ME LAND	Months Since - 15	Make/Model- 860
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 10
		Multi-Eng - 1000
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - 860

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT WAS HEARDING CATTLE WITH THE HELICOPTER WHEN THE ACCIDENT OCCURRED. HE WAS TRAVELING SLOW AND PARALLEL WITH A BARBED WIRE FENCE. HE HAD TO TURN TO THE RIGHT TO AVOID A TREE WHICH WAS DIRECTLY AHEAD OF THE ACFT. UPON MAKING THE TURN HE CAUGHT THE TAIL ROTOR IN THE FENCE AND TORE THE TAIL ROTOR ASSEMBLY OFF THE TAIL BOOM. THE HELICOPTER THEN WENT INTO A SPIN. THE PLT CLOSED THE THROTTLE AND LANDED THE HELICOPTER. THE TOUCHDOWN WAS HARD ENOUGH THAT THE FUSELAGE WAS SLIGHTLY WARPED DURING THE IMPACT.



Brief of Accident (Continued)

File No. - 337

2/08/86

MCLESTER,OK

A/C Reg. No. N8557K

Time (Lc1) - 1400 CST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation MANEUVERING

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
3. OBJECT - FENCE
4. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
5. LIGHT CONDITION - DAYLIGHT

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,4

Factor(s) relating to this accident is/are finding(s) 2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 236      3/15/86      MARIETTA, OK      A/C Reg. No. N7576G      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      -TAKEOFF

Aircraft Damage  
SUBSTANTIAL

Fire  
NONE

Crew  
Pass

Fatal  
0  
0

Injuries  
Serious      Minor      None

0      0      0

0      0      0

1  
2

-----Aircraft Information-----

Make/Model      - CESSNA 172N  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 2150  
No. of Seats      - 4

Eng Make/Model - LYCOMING O-320-H2AD  
Number Engines - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 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- 180/015 KTS  
Visibility      - 20.0 SM  
Lowest Sky/Clouds - 4000 FT SCATTERED  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
MARIETTA, OK  
Destination  
FORT WORTH, TX

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - NONE

Airport Proximity  
ON AIRPORT

Airport Data

MCGHEE CATFISH FARM ARPT  
Runway Ident      - 17  
Runway Lth/Wid      - 2400/ 60  
Runway Surface      - GRASS/TURF  
Runway Status      - DRY  
SOFT

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 44  
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      - 73      Last 24 Hrs - 2  
Make/Model- 15      Last 30 Days- UNK/NR  
Instrument- 4      Last 90 Days- 36  
Multi-Eng - UNK/NR      Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING TAKEOFF ROLL, AT ABOUT 45 KNOTS GROUND SPEED, THE LEFT MAIN LANDING GEAR CONTACTED A WATER ERODED SPOT ON THE RUNWAY. THE AIRCRAFT BOUNCED AND/OR WAS PULLED OFF THE GROUND WITHOUT SUFFICIENT SPEED TO MAINTAIN FLIGHT. THE AIRCRAFT SETTLED AND STRUCK A DIRT BANK WHICH RESULTED IN SUBSTANTIAL AIRCRAFT DAMAGE.

Brief of Accident (Continued)

File No. - 236

3/15/86

MARIETTA,OK

A/C Reg. No. N7576G

Time (Lcl) - 1145 CST

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Occurrence #1            ON GROUND COLLISION WITH TERRAIN

Phase of Operation      TAKEOFF - GROUND RUN

Finding(s)

1. TERRAIN CONDITION - ROUGH/UNEVEN
  2. AIRSPEED - NOT OBTAINED - PILOT IN COMMAND
  3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 385      3/25/86      TALIHIINA,OK      A/C Reg. No. N5531D      Time (Lcl) - 1710 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL					
Type of Operation - PERSONAL	Fire	Crew	Fatal	Injuries		
Flight Conducted Under -14 CFR 91	NONE	Pass	0	Serious	Minor	None
Accident Occurred During -APPROACH			0	0	0	1

-----Aircraft Information-----

Make/Model - BEECH H35	Eng Make/Model - CONTINENTAL IO-470-G	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2900	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 240 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	TULSA,OK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	TALIHIINA MUNI
Wind Dir/Speed- 190/035 KTS	ATC/Airspace	Runway Ident - 19
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3300/ 60
Lowest Sky/Clouds - 4000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 25000 FT OVERCAST	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 51	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 8000
SE LAND,ME LAND	Months Since - 5	Make/Model- 2000
	Aircraft Type - UNK/NR	Instrument- 1000
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 191

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACFT HAD A LONG DESCENT FROM CRUISE ALT OF 7500' MSL AT REDUCED POWER SETTING DUE TO PLT'S DESIRE TO AVOID THE MODERATE TURBULENCE AT LOWER ALTITUDES. ON SHORT FINAL, OVER TALL TREES, THE ACFT ENCOUNTERED A DOWNDRAFT. THE PLT STATED THAT WHEN HE APPLIED POWER TO ARREST THE DESCENT RATE, THE ENG HESITATED AND CONSEQUENTLY THE ACFT ENTERED THE TOPS OF THE TREES. WINDS WERE VARIABLE FROM 160 TO 230 DEGS AT 15 TO 26 KTS. HILLY TERRAIN IN THE VICINITY OF THE AIRPORT POSSIBLY CONTRIBUTED TO MECHANICAL TURBULENCE. PLT GAVE NO INDICATION THAT HE EVER ADDED POWER AT ANY TIME DURING THE DESCENT OR INITIAL APPROACH. ICING PROBABILITY CHARTS INDICATE THAT THE CONDITIONS WERE PRESENT FOR THE FORMATION OF INDUCTION ICING AT GLIDE POWER SETTINGS.

Brief of Accident (Continued)

File No. - 385

3/25/86

TALIHINA,OK

A/C Reg. No. N5531D

Time (Lc1) - 1710 CST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. WEATHER CONDITION - DOWNDRAFT
2. WEATHER CONDITION - WINDSHEAR
3. COMPENSATION FOR WIND CONDITIONS - DELAYED - PILOT IN COMMAND
4. PROPER GLIDEPATH - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 LOSS OF POWER(PARTIAL) - NON-MECHANICAL  
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

5. IGNITION SYSTEM, SPARK PLUG - CONTAMINATION
6. THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND
7. IGNITION SYSTEM, SPARK PLUG - LEADED PLUGS
8. MIXTURE - IMPROPER USE OF - PILOT IN COMMAND
9. INDUCTION AIR CONTROL - ICE

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

10. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,6,8,10

Factor(s) relating to this accident is/are finding(s) 1,2,5,7,9

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 340      6/04/86      THOMAS,OK      A/C Reg. No. N8580V      Time (Lcl) - 1850 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage DESTROYED		Injuries			
Type of Operation	-PERSONAL	Fire	Crew	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During	-DESCENT			0	0	0	0

-----Aircraft Information-----

Make/Model	- BELLANCA 7GCAA	Eng Make/Model	- LYCOMING O-320-A2B	ELT Installed/Activated	- YES/YES
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1650	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 3	Rated Power	- 150 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method	- N/A	SAME AS ACC/INC	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	ANADARKO,OK	THOMAS
Wind Dir/Speed	- 180/011 KTS		Runway Ident
Visibility	- 10.0 SM	ATC/Airspace	Runway Lth/Wid
Lowest Sky/Clouds	- 10000 FT SCATTERED	Type of Flight Plan	- 17
Lowest Ceiling	- 20000 FT OVERCAST	Type of Clearance	- 3100/ 50
Obstructions to Vision	- NONE	Type Apch/Lndg	- ASPHALT
Precipitation	- RAIN SHOWERS		Runway Status
Condition of Light	- DAYLIGHT		- DRY

-----Personnel Information-----

Pilot-In-Command	Age - 32	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total	- 367
SE LAND	Months Since - 4	Make/Model	- 154
	Aircraft Type - 7GCAA	Instrument	- 0
		Last 24 Hrs	- UNK/NR
		Last 30 Days	- UNK/NR
		Last 90 Days	- 17

Instrument Rating(s) - NONE

-----Narrative-----

SHORTLY AFTER TAKEOFF AT AN ALT OF APRX 200 FT AGL, THE PLT ATTEMPTED A SNAP-ROLL. THE PLT WAS UNABLE TO RECOVER AFTER THE INTENDED 1 ROLL AND THE MANEUVER CONTINUED FOR 1 1/2 ROLLS. THE PLT WAS ABLE TO LEVEL THE WINGS BUT THE ACFT CONTACTED THE TERRAIN IN A STEEP NOSE DOWN ATTITUDE. THE ACFT THEN BOUNCED INTO THE AIR AND CONTACTED THE GROUND A SECOND TIME IN A TAIL DOWN ATTITUDE WHICH RESULTED IN THE ACFT FLIPPING OVER BACKWARD.

Brief of Accident (Continued)

File No. - 340

6/04/86

THOMAS,OK

A/C Reg. No. N8580V

Time (Lc1) - 1850 CDT

Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      MANEUVERING

Finding(s)

1. AEROBATICS - ATTEMPTED - PILOT IN COMMAND
2.      IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
3. ALTITUDE - IMPROPER - PILOT IN COMMAND

Occurrence #2      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 318      3/14/86      TROUTDALE,OR      A/C Reg. No. N5095M      Time (Lcl) - 1025 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation -INSTRUCTIONAL	Fire	Crew 0	Serious 0	Minor 0	None 2
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - BEECH 76	Eng Make/Model - LYCOMING O-360-A1G6D	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 3850	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

-----Environment/Operations Information-----

<b>Weather Data</b>	<b>Itinerary</b>	<b>Airport Proximity</b>
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	AURORA,OR	
Completeness - UNK/NR	Destination	<b>Airport Data</b>
Basic Weather - VMC	TROUTDALE,OR	PORTLAND-TROUTDALE
Wind Dir/Speed- CALM	<b>ATC/Airspace</b>	Runway Ident - UNK/NR
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4640/ 150
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 - 28	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - UNK/NR	Total - UNK/NR
SE LAND,ME LAND	Months Since - UNK/NR	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS SUBSTANTIALLY DAMAGED DURING A HARD LANDING PERFORMED BY THE MULTI-ENGING STUDENT DURING A DUAL INSTRUCTIONAL FLT.



Brief of Accident (Continued)

File No. - 318

3/14/86

TROUTDALE,OR

A/C Reg. No. N5095M

Time (Lcl) - 1025 PST

Occurrence            HARD LANDING  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - PREMATURE - DUAL STUDENT
2. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 347      3/30/86      WARM SPRINGS,OR      A/C Reg. No. N6958B      Time (Lcl) - 1300 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 -LANDING

Crew  
Pass

-----Aircraft Information-----

Make/Model - PIPER PA-22-150  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 1950  
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-A1A  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 150 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR  
Method - UNK/NR  
Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- 020/020 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - 5000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

BOISE,ID

Destination

AURORA,OR

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 - PRECAUTIONARY LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 30

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 - 74      Last 24 Hrs - 3

Make/Model- 25      Last 30 Days- UNK/NR

Instrument- 3      Last 90 Days- 12

Instrument Rating(s) - NONE

-----Narrative-----

A PRECAUTIONARY LANDING WAS MADE DUE TO THE PILOT BECOMING LOST, THE AIRCRAFT'S NAVIGATION RADIO NOT WORKING, AND LOW FUEL. A GUSTING CROSSWIND WAS PRESENT DURING LANDING. ON ROLLOUT THE AIRCRAFT'S WING TIP CAUGHT A FENCE AND THE AIRCRAFT NOSED OVER.

Brief of Accident (Continued)

File No. - 347

3/30/86

WARM SPRINGS,OR

A/C Reg. No. N6958B

Time (Lcl) - 1300 PST

Occurrence #1 MISCELLANEOUS/OTHER

Phase of Operation CRUISE - NORMAL

Finding(s)

1. BECAME LOST/DISORIENTED
2. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - INTENTIONAL - PILOT IN COMMAND
3. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
4. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
5. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH OBJECT

Phase of Operation LANDING - ROLL

Occurrence #3 NOSE OVER

Phase of Operation LANDING - ROLL

Finding(s)

6. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,6

Factor(s) relating to this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 317      4/15/86      ALBANY,OR      A/C Reg. No. N9417A      Time (Lcl) - 0900 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	- BELL 47G3B1	Eng Make/Model	- LYCOMING TVO-435-B2A	ELT Installed/Activated	- NO -N/A
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- UNK/NR
Max Gross Wt	- 2950	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 3	Rated Power	- 270 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP	
Method	- N/A	LEBANON,OR		
Completeness	- N/A	Destination	Airport Data	
Basic Weather	- VMC	SALEM,OR		
Wind Dir/Speed	- VARIABLE/005 KTS		Runway Ident	- N/A
Visibility	- 20.0 SM	ATC/Airspace	Runway Lth/Wid	- N/A
Lowest Sky/Clouds	- 2500 FT SCATTERED	Type of Flight Plan	Runway Surface	- N/A
Lowest Ceiling	- NONE	Type of Clearance	Runway Status	- N/A
Obstructions to Vision	- NONE	Type Apch/Lndg		
Precipitation	- NONE			
Condition of Light	- DAYLIGHT			

-----Personnel Information-----

Pilot-In-Command	Age - 30	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 375	Last 24 Hrs - 2
SE LAND,ME LAND	Months Since - 1	Make/Model- 56	Last 30 Days- UNK/NR
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 71	Last 90 Days- 40
		Multi-Eng - 16	Rotorcraft - 68

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED THAT AFTER APRX 15 MINUTES OF FLT, THE ENG SPUTTERED 2 OR 3 TIMES. AN AUTOROTATION WAS PERFORMED ONTO ROUGH TERRAIN DURING WHICH THE TAIL ROTOR DRIVE SHAFT WAS DAMAGED BY THE MAIN ROTOR BLADES. POST ACCIDENT INSPECTION REVEALED A HOLE IN THE FUEL LINE TO THE FILTER.

Brief of Accident (Continued)

File No. - 317

4/15/86

ALBANY,OR

A/C Reg. No. N9417A

Time (Lc1) - 0900 PST

Occurrence #1      LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF  
Phase of Operation      CRUISE - NORMAL

Finding(s)

1. FUEL SYSTEM,LINE - LEAK
2. PRECAUTIONARY LANDING - ATTEMPTED - PILOT IN COMMAND

Occurrence #2      HARD LANDING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

3. PROPER DESCENT RATE - NOT POSSIBLE - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 327 4/25/86 PORTLAND,OR

A/C Reg. No. N8536Z

Time (Lcl) - 0730 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -TRAFFIC WATCH  
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 - ROBINSON R22-A  
Landing Gear - SKID  
Max Gross Wt - 1300  
No. of Seats - 2

Eng Make/Model - LYCOMING O-320-B2C  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 124 HP

ELT Installed/Activated - NO -N/A  
Stall Warning System - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS  
Method - UNK/NR  
Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- 230/010 KTS

Visibility - 7.0 SM

Lowest Sky/Clouds - 1000 FT SCATTERED

Lowest Ceiling - 2000 FT OVERCAST

Obstructions to Vision- NONE

Precipitation - RAIN

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
HILLSBORO,OR

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

HELICOPTER

Age - 33

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 448

Make/Model- 107

Instrument- 17

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 69

Rotorcraft - 107

Instrument Rating(s) - NONE

-----Narrative-----

AT APRX 500 FT AGL, WHILE ON A LOCAL TRAFFIC WATCH, A LOSS OF PWR OCCURRED. A 15 KT TAIL WIND WAS PRESENT. PWR LINES HAD TO BE CLEARED AND A HARD LANDING RESULTED. AN EXAMINATION AND TEST RUN OF THE ENG FAILED TO DISCLOSE ANY FAILURE/ MALFUNCTION WHICH WOULD HAVE RESULTED IN THE PWR LOSS.

Brief of Accident (Continued)

File No. - 327

4/25/86

PORTLAND,OR

A/C Reg. No. N8536Z

Time (Lcl) - 0730 PST

Occurrence #1      LOSS OF POWER  
Phase of Operation      CRUISE

Finding(s)

1. UNDETERMINED

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Occurrence #3      HARD LANDING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

2. WEATHER CONDITION - TAILWIND
3. COMPENSATION FOR WIND CONDITIONS - NOT POSSIBLE - PILOT IN COMMAND
4. OBJECT - WIRE,STATIC
5. PROPER DESCENT RATE - NOT POSSIBLE - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,5

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. - 275      1/30/86      SAN JUAN, PR      A/C Reg. No. N68223      Time (Lcl) - 1530 AST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	- INSTRUCTIONAL	Fire	Crew	0	0	0
Flight Conducted Under	- 14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During	- LANDING					

-----Aircraft Information-----

Make/Model	- CESSNA 152	Eng Make/Model	- LYCOMING O-235-L2C	ELT Installed/Activated	- NO -N/A
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	Last Departure Point	ON AIRPORT
Method	SAME AS ACC/INC	
Completeness	Destination	Airport Data
Basic Weather	LOCAL	ISLA GRANDE
Wind Dir/Speed	ATC/Airspace	Runway Ident
Visibility	Type of Flight Plan	- 09
Lowest Sky/Clouds	- NONE	Runway Lth/Wid
Lowest Ceiling	- NONE	- 5317/ 100
Obstructions to Vision	Type Apch/Lndg	Runway Surface
Precipitation	- FULL STOP	- ASPHALT
Condition of Light		Runway Status
		- 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)	
STUDENT	Current	Total	- 32
	Months Since	Make/Model	- 32
	Aircraft Type	Instrument	- 0
		Last 24 Hrs	- 1
		Last 30 Days	- 4
		Last 90 Days	- 20

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT, ON HIS THIRD SUPERVISED SOLO FLIGHT, LOST CONTROL OF THE AIRCRAFT DURING THE LANDING ROLL AND COLLIDED WITH AN AIRCRAFT PARKED SOUTH OF THE RUNWAY.



Brief of Accident (Continued)

File No. - 275

1/30/86

SAN JUAN, PR

A/C Reg. No. N68223

Time (Lc1) - 1530 AST

Occurrence #1      LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING - ROLL

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2.      IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

Occurrence #2      ON GROUND COLLISION WITH OBJECT  
Phase of Operation      OTHER

Finding(s)

3. OBJECT - AIRCRAFT PARKED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 272      1/31/86      LAS PIEDRAS, PR      A/C Reg. No. N513HC      Time (Lcl) - 0623 AST

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage SUBSTANTIAL					
Type of Operation -EXECUTIVE/CORPORATE	Fire	Crew	Fatal	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During -TAXI						

-----Aircraft Information-----

Make/Model - AEROSPATIALE 350-B	Eng Make/Model - TURBOMECA ARRIEL 1	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 4190	Engine Type - TURBOSHAFT	
No. of Seats - 6	Rated Power - 478 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	BOQUERON
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 30
Visibility - 13.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 1300/ 120
Lowest Sky/Clouds - 2000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 43	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1494
SE LAND	Months Since - 15	Make/Model- 469
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 25
		Multi-Eng - UNK/NR
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 70
		Rotorcraft - 469

Instrument Rating(s) - NONE

-----Narrative-----

PILOT STATED THAT WHILE FLARING TO ENTER A HOVER TO REVERSE DIRECTION FOR TAKEOFF THE TAIL ROTOR GUARD STRUCK THE GROUND AND SEPARATED. THE HELICOPTER WAS NOSED OVER FORWARD AND AS IT WAS FLARED A SECOND TIME THE TAIL ROTOR STRUCK THE GROUND CAUSING LOSS OF CONTROL. THE MAIN ROTOR THEN CONTACTED THE GROUND AND THE AIRCRAFT CAME TO REST UPRIGHT.

Brief of Accident (Continued)

File No. - 272

1/31/86

LAS PIEDRAS, PR

A/C Reg. No. N513HC

Time (Lc1) - 0623 AST

Occurrence #1 DRAGGED WING, ROTOR, POD, OR FLOAT  
Phase of Operation TAXI - AERIAL

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - ON GROUND  
Phase of Operation TAXI - AERIAL

-----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. - 380      6/01/86      ABBEVILLE, SC      A/C Reg. No. N7567C      Time (Lcl) - 1900 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -LANDING

Aircraft Damage  
SUBSTANTIAL

Fire  
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model      - FORNEY F-1  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 1400  
No. of Seats      - 2

Eng Make/Model - CONTINENTAL C-90-12F  
Number Engines - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 90 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- CALM  
Visibility      - 7.0      SM  
Lowest Sky/Clouds      - CLEAR  
Lowest Ceiling      - NONE  
Obstructions to Vision- HAZE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - TRAFFIC PATTERN  
FULL STOP

Airport Proximity  
ON AIRPORT

Airport Data

DAVIS FIELD  
Runway Ident      - 08  
Runway Lth/Wid      - 2240/      40  
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      - 37      Last 24 Hrs - UNK/NR  
Make/Model- 4      Last 30 Days- UNK/NR  
Instrument- 0      Last 90 Days- 4

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT REPORTED THAT THE ACFT'S BRAKE SYSTEM WAS INOPERATIVE DURING LDG ROLLOUT. THE ACFT RAN OFF THE END OF THE RWY END INTO A TRASH PILE AND COLLIDED WITH PINE LOGS.

Brief of Accident (Continued)

File No. - 380

6/01/86

ABBEVILLE, SC

A/C Reg. No. N7567C

Time (Lcl) - 1900 EDT

Occurrence #1      OVERRUN  
Phase of Operation      LANDING - ROLL

Finding(s)

1. LANDING GEAR, NORMAL BRAKE SYSTEM - INOPERATIVE
2. UNDETERMINED
3. BRAKES(NORMAL) - ATTEMPTED - PILOT IN COMMAND
4. BRAKES(NORMAL) - NOT OBTAINED - 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) 1,3,4

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. - 329      6/14/86      DILLON, SC      A/C Reg. No. N2034Z      Time (Lcl) - 1800 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation -EXECUTIVE/CORPORATE	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 - BEECH BE-58	Eng Make/Model - LYCOMING IO-540	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 5400	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - UNK/NR	Rated Power - 300 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	RICHMOND, VA	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	DILLON
Wind Dir/Speed- 180/012 KTS	ATC/Airspace	Runway Ident - 24
Visibility - 7.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 3000/ 60
Lowest Sky/Clouds - 5000 FT SCATTERED	Type of Clearance - VFR	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - WET
Obstructions to Vision- NONE		
Precipitation - UNK/NR		
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	Current - YES	Total - 842
SE LAND, ME LAND	Months Since - 2	Make/Model- 384
	Aircraft Type - UNK/NR	Instrument- 201
		Multi-Eng - 408
		Last 24 Hrs - 5
		Last 30 Days- UNK/NR
		Last 90 Days- 127

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING LANDING ROLL, THE PLT REPORTED, THE RWY SURFACE WAS WET AND HE WAS UNABLE TO STOP THE ACFT BEFORE DEPARTING THE PAVED SURFACE. ACCORDING TO PUBLISHED LANDING PROCEDURES, THE PLT WOULD HAVE NEEDED APRX 1439 FT OF PAVED SURFACE FOR THE LANDING ROLL. THE PAVED SURFACE WAS 3000 FT LONG.

Brief of Accident (Continued)

File No. - 329

6/14/86

DILLON, SC

A/C Reg. No. N2034Z

Time (Lcl) - 1800 EDT

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Occurrence            OVERRUN

Phase of Operation    LANDING - ROLL

Finding(s)

1. TERRAIN CONDITION - WET
  2. ALL AVAILABLE RUNWAY - NOT USED - PILOT IN COMMAND
  3. PROPER TOUCHDOWN POINT - NOT OBTAINED - PILOT IN COMMAND
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 282      2/16/86      SEVIERVILLE, TN      A/C Reg. No. N30233      Time (Lcl) - 1230 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries			None
Type of Operation - INSTRUCTIONAL	Fire	Crew	0	Serious	Minor	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	2	0
Accident Occurred During -LANDING				0	0	0

-----Aircraft Information-----

Make/Model - PIPER J3L-65	Eng Make/Model - LYCOMING O-145B SERIES	ELT Installed/Activated - NO	-N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - 1220	Engine Type - RECIPROCATING-CARBURETOR		
No. of Seats - 2	Rated Power - 65 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SEVIERVILLE, TN	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	PIGION FORGE
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 - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 24	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
CFI	Current - YES	Total - 1690
SE LAND, ME LAND	Months Since - 20	Last 24 Hrs - 0
	Aircraft Type - UNK/NR	Make/Model- 15
		Last 30 Days- UNK/NR
		Instrument- 117
		Last 90 Days- 175
		Multi-Eng - 390

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING TAKEOFF INITIAL CLIMB THE ENGINE LOST POWER AND A FORCED LANDING WAS INITIATED. DURING THE DESCENT THE AIRCRAFT CONTACTED TREETOPS PRIOR TO GROUND IMPACT. POST-CRASH EXAMINATION OF THE ENGINE DISCLOSED THAT ONE OF THE CYLINDERS HAD BROKEN AWAY FROM THE CRANKCASE. THE ENGINE WAS PLACED INTO SERVICE IN THE YEAR 1940 AND THE TOTAL TIME ON THE ENGINE COULD NOT BE DETERMINED.



Brief of Accident (Continued)

File No. - 282

2/16/86

SEVIERVILLE, TN

A/C Reg. No. N30233

Time (Lc1) - 1230 EST

Occurrence #1      LOSS OF POWER  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)  
1. ENGINE ASSEMBLY, CYLINDER - SEPARATION

Occurrence #2      FORCED LANDING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Occurrence #3      IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)  
2. OBJECT - TREE(S)  
3. PROPER GLIDEPATH - NOT MAINTAINED - PILOT IN COMMAND  
4. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND

Occurrence #4      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 336      1/21/86      CORPUS CHRISTI, TX      A/C Reg. No. N738DC      Time (Lcl) - 1826 CST

-----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 - DESCENT					

-----Aircraft Information-----

Make/Model - CESSNA 172N	Eng Make/Model - LYCOMING O-320-H2AD	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2150	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 160 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - ACFT RADIO	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - IMC	SAME AS ACC/INC	CORPUS CHRISTI IN'L
Wind Dir/Speed- 140/013 KTS	ATC/Airspace	Runway Ident - 13
Visibility - .500 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 7500/ 150
Lowest Sky/Clouds - 100 FT	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - 100 FT OBSCURED	Type Apch/Lndg - ILS-COMPLETE	Runway Status - DRY
Obstructions to Vision- FOG		
Precipitation - NONE		
Condition of Light - DUSK		

-----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, CFI	Current - YES	Total - 1880
SE LAND, ME LAND	Months Since - 4	Last 24 Hrs - 3
	Aircraft Type - UNK/NR	Make/Model- 265
		Instrument- 194
		Multi-Eng - 42
		Last 30 Days- UNK/NR
		Last 90 Days- 31
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE STUDENT WAS RECEIVING DUAL INSTRUMENT FLT INSTRUCTION. SHE HAD CONDUCTED SEVERAL PRACTICE INSTRUMENT APCHS, ALL IN VMC CONDITIONS. THE LAST WAS AN ILS TO RWY 13 AT CORPUS CHRISTI INT'L ARPT. IT STARTED IN VMC CONDITIONS BUT ENTERED CLOUDS AT ABOUT 550 FT. THE DESCENT CONTINUED TO ABOUT 300 FT AT WHICH TIME THE CFI CALLED A MISSED APCH. THE CFI STARTED A CLIMB TO ABOUT 350 FT AND HE FELT GROUND IMPACT. BEFORE IMPACT HE NOTED THE ACFT WAS IN A 20 DEG RIGHT BANK AND HE LEVELED THE WINGS. THE STUDENT STATED SHE WAS IN A STATE OF FATIGUE WHEN THE ACCIDENT OCCURRED. SHE HAD BEEN USING THE AIRSPEED AND VERTICAL SPD INDICATORS TO VERIFY THE ACFT WAS CLIMBING. SHE MADE NO REFERENCE TO THE ALTITUDE INDICATOR FOR PITCH CONTROL. THE CFI STATED HE SPENT 3 OR 4 HRS WITH THE STUDENT DOING BASIC AIRWORK. THE CFI HAD RENEWED HIS CFI CERTIFICATE 3 DAYS BEFORE THE ACCIDENT BY ATTENDING A FAA APPROVED GROUND TRAINING COURSE. THERE WAS NO FLT CHECK INVOLVED IN THE CERTIFICATE RENEWAL.

Brief of Accident (Continued)

File No. - 336

1/21/86

CORPUS CHRISTI, TX

A/C Reg. No. N738DC

Time (Lcl) - 1826 CST

-----  
Occurrence #1        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    APPROACH - MISSED APPROACH (IFR)

Finding(s)

1. IFR PROCEDURE - NOT FOLLOWED - DUAL STUDENT
  2.        IMPROPER USE OF PROCEDURE, FATIGUE - DUAL STUDENT
  3.        IMPROPER USE OF EQUIPMENT/AIRCRAFT, INADEQUATE TRAINING - PILOT IN COMMAND(CFI)
- 

Occurrence #2        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 386      1/24/86      FREEPORT, TX      A/C Reg. No. N3599X      Time (Lcl) - 1430 CST

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage SUBSTANTIAL					
Type of Operation -TEST FLIGHT	Fire	Crew	Fatal	Injuries		
Flight Conducted Under -14 CFR 91	NONE	Pass	0	Serious	Minor	None
Accident Occurred During -LANDING			0	0	1	0
			0	0	0	1

-----Aircraft Information-----

Make/Model - AEROSPATIALE AS-350D	Eng Make/Model - LYCOMING LTSIO1-600A2	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 4300	Engine Type - TURBOSHAFT	
No. of Seats - 7	Rated Power - 590 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	FREEPORT, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 190/008 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 2000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - UNK/NR	Type Apch/Lndg - FORCED LANDING	Runway Status - HIGH VEGETATION
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 38	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 5499
SE LAND, ME LAND	Months Since - 7	Make/Model- 112
HELICOPTER	Aircraft Type - AS-350	Instrument- 314
		Multi-Eng - 250
		Last 24 Hrs - 4
		Last 30 Days- 40
		Last 90 Days- 120
		Rotorcraft - 5099

Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

WHILE ON A MAINTENANCE TEST FLT THE HELICOPTER EXPERIENCED AN ENG FAILURE. AN AUTOROTATION WAS ENTERED AND A HARD LANDING OCCURRED WHICH RESULTED IN A ROLL OVER. THE FLT ORIGINATED AT OYSTER CREEK HELIPORT AND RETURNED TWICE FOR MAINTENANCE ADJUSTMENTS AND WAS TURNING FOR HOME A THIRD TIME WHEN THE ENG FAILED. POST ACCIDENT INSPECTION REVEALED THAT A GAS PRODUCER TURBINE WHEEL BLADE HAD SEPARATED.

Brief of Accident (Continued)

File No. - 386

1/24/86

FREEPORT, TX

A/C Reg. No. N3599X

Time (Lcl) - 1430 CST

-----  
Occurrence #1        LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION  
Phase of Operation    MANEUVERING

Finding(s)  
1. TURBINE ASSEMBLY, TURBINE BLADE - FAILURE, TOTAL  
-----

Occurrence #2        FORCED LANDING  
Phase of Operation    DESCENT - UNCONTROLLED

Finding(s)  
2. AUTOROTATION - PERFORMED - PILOT IN COMMAND  
-----

Occurrence #3        HARD LANDING  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)  
3. FLARE - IMPROPER - PILOT IN COMMAND  
-----

Occurrence #4        ROLL OVER  
Phase of Operation    LANDING - FLARE/TOUCHDOWN  
-----

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 264      3/01/86      VEGA, TX      A/C Reg. No. N6110X      Time (Lcl) - 1300 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	2
0	0	0	0

Type of Operation -INSTRUCTIONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -LANDING

Fire  
NONE

Crew  
Pass

-----Aircraft Information-----

Make/Model - BEECHCRAFT C23  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2450  
No. of Seats - 4

Eng Make/Model - LYCOMING O-360  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 180 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 030/005 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  
AMARILLO, TX  
Destination  
AMARILLO, TX

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - TOUCH AND GO

Airport Proximity  
ON AIRPORT

Airport Data

OLDHAM  
Runway Ident - 17  
Runway Lth/Wid - 4200/ 60  
Runway Surface - ASPHALT  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
COMMERCIAL, CFI  
SE LAND

Age - 33  
Biennial Flight Review  
Current - YES  
Months Since - 3  
Aircraft Type - C24R

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 1466  
Make/Model- 10  
Instrument- 104  
Last 24 Hrs - UNK/NR  
Last 30 Days- UNK/NR  
Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT LANDED HARD FOLLOWING A SIMULATED SHORT FIELD LANDING OVER AN OBSTACLE. POWER WAS REDUCED AS THE ACFT CLEARED THE IMAGINARY OBSTACLE BUT THERE WAS A SLIGHT DELAY IN LOWERING THE NOSE TO MAINTAIN AIRSPEED. THE ACFT WAS FLARED AT A HIGH SINK RATE WITHOUT POWER AND WAS SUBSTANTIALLY DAMAGED.

Brief of Accident (Continued)

File No. - 264

3/01/86

VEGA, TX

A/C Reg. No. N6110X

Time (Lcl) - 1300 CST

Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

1. MANEUVER - SIMULATED - PILOT IN COMMAND(CFI)
2. REMEDIAL ACTION - DELAYED - DUAL STUDENT
3. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
4. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND(CFI)

Occurrence #2      HARD LANDING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

5. FLARE - MISJUDGED - DUAL STUDENT
6. WING - BENT

-----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. - 265      3/01/86      HOUSTON, TX      A/C Reg. No. N19271      Time (Lc1) - 1200 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		Injuries			
		NONE		Fatal	Serious	Minor	None
Type of Operation	- INSTRUCTIONAL	Fire		Crew 0	0	0	0
Flight Conducted Under	- 14 CFR 91	NONE		Pass 0	0	0	1
Accident Occurred During	- STANDING			Other 0	1	0	0

-----Aircraft Information-----

Make/Model - CESSNA 150L	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 - 1600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- CALM</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</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 - NONE</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRPORT</p> <p>Airport Data</p> <p style="padding-left: 20px;">WEISER AIR PARK</p> <p>Runway Ident - UNK/NR</p> <p>Runway Lth/Wid - UNK/NR</p> <p>Runway Surface - UNK/NR</p> <p>Runway Status - UNK/NR</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">COMMERCIAL, CFI</p> <p style="padding-left: 20px;">SE LAND</p>	<p>Age - 30</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - YES</p> <p style="padding-left: 20px;">Months Since - 1</p> <p style="padding-left: 20px;">Aircraft Type - MARK 20</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p style="padding-left: 20px;">Total - 443</p> <p style="padding-left: 20px;">Make/Model- 70</p> <p style="padding-left: 20px;">Instrument- 48</p> <p style="padding-left: 20px;">Multi-Eng - 5</p> <p style="padding-left: 20px;">Last 24 Hrs - UNK/NR</p> <p style="padding-left: 20px;">Last 30 Days- 12</p> <p style="padding-left: 20px;">Last 90 Days- 33</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT FAILED TO START SO THE CFI GOT OUT TO TURN THE PROP. THE MAG SWITCH WAS LEFT ON AND THE ENG FIRED AS THE CFI MOVED THE PROP BLADE. THE CFI WAS STRUCK BY THE BLADE AND SEROUSLY INJURED.



Brief of Accident (Continued)

File No. - 265

3/01/86

HOUSTON, TX

A/C Reg. No. N19271

Time (Lcl) - 1200 CST

-----  
Occurrence            PROPELLER/ROTOR CONTACT  
Phase of Operation    STANDING - STARTING ENGINE(S)

Finding(s)

1. JUDGEMENT - POOR - FLIGHT INSTRUCTOR(ON GROUND)
2. STARTING PROCEDURE - IMPROPER - FLIGHT INSTRUCTOR(ON GROUND)
3. PROPER ASSISTANCE - NOT ATTAINED - FLIGHT INSTRUCTOR(ON GROUND)

-----  
----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. - 237      3/17/86      BEAUMONT, TX      A/C Reg. No. N2275B      Time (Lcl) - 1915 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - FERRY	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	1
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - BELL 47G	Eng Make/Model - FRANKLIN 6VS335A	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2550	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 3	Rated Power - 220 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - FSS	Last Departure Point BEAUMONT, TX	
Method - TELEPHONE	Destination JENNINGS, LA	Airport Data BEAUMONT MUNI
Completeness - FULL		Runway Ident - UNK/NR
Basic Weather - VMC	ATC/Airspace	Runway Lth/Wid - UNK/NR
Wind Dir/Speed- 120/012 KTS	Type of Flight Plan - NONE	Runway Surface - GRASS/TURF
Visibility - 7.0 SM	Type of Clearance - NONE	Runway Status - WET
Lowest Sky/Clouds - 1400 FT SCATTERED	Type Apch/Lndg - NONE	SOFT
Lowest Ceiling - 3200 FT OVERCAST		
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DUSK		

-----Personnel Information-----

Pilot-In-Command	Age - 36	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 598
SE LAND	Months Since - 1	Make/Model- 4
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 116
		Multi-Eng - 8
		Last 24 Hrs - 4
		Last 30 Days- UNK/NR
		Last 90 Days- 14
		Rotorcraft - 154

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT WAS TAKING OFF FROM AN AREA WHICH WAS PROTECTED FROM THE WIND BY A LARGE BUILDING. AFTER OBTAINING TRANSLATIONAL LIFT AND CLIMBING ABOVE THE BUILDING, A RIGHT QUARTERING TAIL WIND, WITH GUSTS TO 20 KNOTS, WAS ENCOUNTERED. THE PILOT STATED HE LOST TRANSLATIONAL LIFT AND HIS ROTOR RPM DECAYED. THE HELICOPTER DESCENDED AND UPON TOUCHDOWN THE FRONT TOE OF THE RIGHT SKID SUNK INTO THE SOFT SOIL AND HELICOPTER ROLLED ONTO ITS RIGHT SIDE.

Brief of Accident (Continued)

File No. - 237

3/17/86

BEAUMONT, TX

A/C Reg. No. N2275B

Time (Lcl) - 1915 CST

-----  
Occurrence #1        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    DESCENT - EMERGENCY

Finding(s)

1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
  2. ROTOR RPM - NOT MAINTAINED - PILOT IN COMMAND
  3. WEATHER CONDITION - GUSTS
- 

Occurrence #2        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    DESCENT - UNCONTROLLED

-----

Occurrence #3        ROLL OVER  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

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

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 238      3/17/86      GOLIAD, TX      A/C Reg. No. N6633T      Time (Lc1) - UNK/NR

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -UNKNOWN  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -LANDING

Aircraft Damage  
DESTROYED

Fire  
UNK/NR

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0
Other	1	0	0	0

-----Aircraft Information-----

Make/Model      - CESSNA TU206F  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 3600  
No. of Seats      - 6

Eng Make/Model - CONTINENTAL TSIO-520-C  
Number Engines - 1  
Engine Type      - RECIP-FUEL INJECTED  
Rated Power      - 285 HP

ELT Installed/Activated - UNK/NR  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - UNK/NR  
Wind Dir/Speed-      UNK/NR  
Visibility      - UNK/NR  
Lowest Sky/Clouds      - UNK/NR  
Lowest Ceiling      - UNK/NR  
Obstructions to Vision-      UNK/NR  
Precipitation      - NONE  
Condition of Light      - UNK/NR

Itinerary

Last Departure Point  
UNK/NR  
Destination  
UNK/NR

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - NONE

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident      - N/A  
Runway Lth/Wid      - N/A  
Runway Surface      - GRAVEL  
Runway Status      - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
UNK/NR

Age - UNK/NR  
Biennial Flight Review  
Current      - UNK/NR  
Months Since      - UNK/NR  
Aircraft Type - UNK/NR

Medical Certificate - UNK/NR  
Flight Time (Hours)

Total	- UNK/NR	Last 24 Hrs	- UNK/NR
Make/Model-	UNK/NR	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	UNK/NR
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT APPARENTLY FAILED TO PROPERLY RECOVER FROM A BOUNCED LANDING AND BROKE A LANDING GEAR WHEEL. THE AIRCRAFT HIT AND FATALLY INJURED A PERSON ON THE GROUND. LOCAL AUTHORITIES BELIEVE THE PERSONS BODY WAS THEN TRANSPORTED ABOUT FOUR MILES AND THROWN INTO THE RIVER AND THE AIRCRAFT DELIBERATELY BURNED. THE AIRCRAFT WAS REPORTED BY ITS OWNER AS HAVING BEEN STOLEN ON 1/29/86.

Brief of Accident (Continued)

File No. - 238

3/17/86

GOLIAD, TX

A/C Reg. No. N6633T

Time (Lc1) - UNK/NR

-----  
Occurrence #1      LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING - ROLL

Finding(s)

1. RECOVERY FROM BOUNCED LANDING - NOT PERFORMED - PILOT IN COMMAND
  2. STOLEN AIRCRAFT/UNAUTHORIZED USE - IMPROPER - PILOT IN COMMAND
- 

Occurrence #2      ON GROUND COLLISION WITH OBJECT  
Phase of Operation      LANDING - ROLL

Finding(s)

3. OBJECT - OTHER PERSON
- 

Occurrence #3      FIRE  
Phase of Operation      OTHER

-----

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 202      4/18/86      EL PASO, TX      A/C Reg. No. N4881V      Time (Lcl) - 1600 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	0	1	0	0

-----Aircraft Information-----

Make/Model - BELLANCA 17-300	Eng Make/Model - CONTINENTAL IO-520-D	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3000	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 300 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	
Wind Dir/Speed- 260/005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 25000 FT THIN BKN	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 - 66	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, ATP, CFI	Current - YES	Total - 8058
SE LAND, ME LAND	Months Since - 8	Make/Model- 477
	Aircraft Type - LEAR	Instrument- 1483
		Multi-Eng - 4285
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 17

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ENG QUIT DUE TO FUEL STARVATION. THE ACFT HAD BEEN FLOWN 2-6 HOURS ON THE MAIN TANKS. NORMAL OPERATING TIME ON THE MAIN TANKS IS 2.5 HOURS ACCORDING TO THE OWNER'S MANUAL OF THE BELLANCA VIKING 300 SERIES. AT THE CRASH SITE THE MAIN TANKS WERE FOUND EMPTY AND THE AUX TANKS WERE FULL. THE PLT HAD FAILED TO SWITCH FROM THE MAIN TANKS TO THE AUX TANKS. NO EVIDENCE OF ENG MALFUNCTION WAS FOUND TO EXIST WHEN EXAMINED.

Brief of Accident (Continued)

File No. - 202

4/18/86

EL PASO, TX

A/C Reg. No. N4881V

Time (Lc1) - 1600 CST

Occurrence #1      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      CRUISE

Finding(s)

1. FLUID, FUEL - STARVATION
2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
3. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Occurrence #3      IN FLIGHT COLLISION WITH 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) 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. - 268      5/03/86      DALLAS, TX      A/C Reg. No. N13731      Time (Lcl) - 1355 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -TAXI

Aircraft Damage  
SUBSTANTIAL  
Fire  
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model      - CESSNA 172M  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 2300  
No. of Seats      - 4

Eng Make/Model      - LYCOMING O-320-E2D  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 150 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - FSS  
Method      - ACFT RADIO  
Completeness      - WEATHER NOT PERTINENT  
Basic Weather      - VMC  
Wind Dir/Speed- CALM  
Visibility      - 10.0      SM  
Lowest Sky/Clouds      - CLEAR  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - IFR  
Type of Clearance      - IFR  
Type Apch/Lndg      - NONE

Airport Proximity  
ON AIRPORT

Airport Data

LOVE FIELD  
Runway Ident      - UNK/NR  
Runway Lth/Wid      - UNK/NR  
Runway Surface      - ASPHALT  
Runway Status      - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
COMMERCIAL, CFI  
SE LAND

Age - 35  
Biennial Flight Review  
Current      - YES  
Months Since      - 4  
Aircraft Type      - C-172

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)

Total	- 595	Last 24 Hrs	- 2
Make/Model-	544	Last 30 Days-	UNK/NR
Instrument-	138	Last 90 Days-	32

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT COLLIDED WITH A FENCE WHILE TAXIING ON AN AIRPORT ACCESS ROAD, WHICH HE HAD MISTAKEN FOR THE TAXIWAY. ALTHOUGH THE PILOT SHOULD HAVE EXERCISED BETTER JUDGEMENT, IT HAS BEEN DETERMINED THAT THIS SAME TYPE OF MISHAP HAS OCCURRED BEFORE. AFTER A TELEPHONE CONVERSATION WITH THE DIRECTOR OF OPERATIONS AT LOVE FIELD, STEPS WILL BE TAKEN TO DISTINGUISH THE INTERSECTION OF ALPHA RUNWAY AND THE ACCESS ROAD.



Brief of Accident (Continued)

File No. - 268

5/03/86

DALLAS, TX

A/C Reg. No. N13731

Time (Lcl) - 1355 CDT

---

Occurrence ON GROUND COLLISION WITH OBJECT

Phase of Operation TAXI

Finding(s)

1. OBJECT - FENCE
  2. DISTANCE - MISJUDGED - PILOT IN COMMAND
  3. AIRPORT FACILITIES, TAXIWAY MARKING - INADEQUATE
  4. VISUAL LOOKOUT - 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) 3,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 269      5/04/86      GEORGETOWN, TX      A/C Reg. No. N102PM      Time (Lcl) - 1030 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Fire	Crew	0	0	0	1
NONE	Pass	0	0	0	1

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - LANDING

-----Aircraft Information-----

Make/Model - CESSNA A185F  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 3350  
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-520-D  
Number Engines - 1  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 300 HP

ELT Installed/Activated - YES-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- VARIABLE/010 KTS  
Visibility - 10.0 SM  
Lowest Sky/Clouds - 3000 FT SCATTERED  
Lowest Ceiling -  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
GEORGETOWN, TX  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity  
ON AIRPORT

Airport Data

GEORGETOWN MUNI  
Runway Ident - 18  
Runway Lth/Wid - 4100/ 100  
Runway Surface - ASPHALT  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
COMMERCIAL,CFI  
SE LAND,ME LAND

Age - 22

Biennial Flight Review

Current - YES  
Months Since - 9  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 1800	Last 24 Hrs	- 1
Make/Model-	30	Last 30 Days-	UNK/NR
Instrument-	220	Last 90 Days-	90
Multi-Eng	- 800		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT FAILED TO CORRECT FOR A WING WHICH WAS LIFTED IN A GUST OF WIND. THE WINGTIP TOUCHED THE GROUND AND THE AIRCRAFT NOSED OVER ONTO IT'S BACK AND STOPPED.

Brief of Accident (Continued)

File No. - 269

5/04/86

GEORGETOWN, TX

A/C Reg. No. N102PM

Time (Lc1) - 1030 CDT

-----  
Occurrence #1        LOSS OF CONTROL - ON GROUND  
Phase of Operation    LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - GUSTS
  2. REMEDIAL ACTION - NOT PERFORMED - 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

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 203      5/08/86      TYLER, TX      A/C Reg. No. N6610Y      Time (Lcl) - 2120 CDT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage  
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Fire	Crew	0	0	1	0
NONE	Pass	0	0	0	0

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - LANDING

-----Aircraft Information-----

Make/Model - CESSNA 210N  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 3800  
No. of Seats - 6

Eng Make/Model - CONTINENTAL TS10-520-R  
Number Engines - 1  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 310 HP

ELT Installed/Activated - 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- 170/004 KTS

Visibility - 7.0 SM

Lowest Sky/Clouds - 3000 FT SCATTERED

Lowest Ceiling - 7000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point

DALLAS, TX

Destination

SAME AS ACC/INC

Airport Proximity  
ON AIRPORT

Airport Data

TYLER

Runway Ident - 13

Runway Lth/Wid - 7200/ 150

Runway Surface - GRASS/TURF

Runway Status - WET

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - ILS-LOCALIZER

TRAFFIC PATTERN

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND, ME LAND

Age - 44

Biennial Flight Review

Current - YES

Months Since - 4

Aircraft Type - C-210N

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 2927

Make/Model- 1171

Instrument- 372

Multi-Eng - 656

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 14

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT FAILED TO FLARE THE AIRCRAFT BEFORE TOUCHDOWN, CAUSING THE AIRCRAFT TO BOUNCE AND ASSUME A NOSE DOWN ATTITUDE, BEFORE IT IMPACTED THE GROUND, ALTHOUGH THE PILOT STATES HE LOST DIRECTIONAL CONTROL DUE TO LOCKED CONTROLS, INVESTIGATION DID NOT REVEAL ANY MALFUNCTION.

Brief of Accident (Continued)

File No. - 203

5/08/86

TYLER, TX

A/C Reg. No. N6610Y

Time (Lc1) - 2120 CDT

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Occurrence #1      HARD LANDING  
Phase of Operation      LANDING

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
  2. FLARE - NOT PERFORMED - PILOT IN COMMAND
  3. RECOVERY FROM BOUNCED LANDING - 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

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. - 338      5/12/86      PEARLAND, TX

A/C Reg. No. N86874

Time (Lcl) - 1702 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  
DESTROYED

Fire  
ON GROUND

Crew  
Pass

Fatal  
0  
0

Injuries  
Serious      Minor

1  
1

0  
0

None  
0  
0

-----Aircraft Information-----

Make/Model      - BELLANCA 14-13  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 2100  
No. of Seats      - 4

Eng Make/Model - FRANKLIN 6A4-150-B3  
Number Engines - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 150 HP

ELT Installed/Activated - YES-UNK/NR  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- 160/009 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      - TOUCH AND GO

Airport Proximity  
ON AIRPORT

Airport Data

PERALAND  
Runway Ident      - 16  
Runway Lth/Wid      - 2400/ 30  
Runway Surface      - ASPHALT  
Runway Status      - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
COMMERCIAL,CFI  
SE LAND,ME LAND

Age - 54  
Biennial Flight Review  
Current      - UNK/NR  
Months Since      - UNK/NR  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)

Total      - 2600  
Make/Model- 20  
Instrument- UNK/NR  
Multi-Eng - 500  
Last 24 Hrs - 1  
Last 30 Days- UNK/NR  
Last 90 Days- 11  
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS PRACTICING TOUCH & GO LANDINGS AT A LOCAL ARPT. WHILE MAKING HIS APCH, HE UNDERSHOT THE RWY AND THE ACFT COLLIDED WITH A RAVINE. THE PLT REPORTED THAT THE AIRSPEED WAS TOO SLOW AND ALT WAS TOO LOW. HE CONTINUED TO STATE THAT HE SHOULD HAVE MADE A GO AROUND RATHER THAN ATTEMPTING TO SAVE THE LANDING.

Brief of Accident (Continued)

File No. - 338

5/12/86

PEARLAND, TX

A/C Reg. No. N86874

Time (Lc1) - 1702 CDT

Occurrence #1

UNDERSHOOT

Phase of Operation

APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
2. PROPER TOUCHDOWN POINT - NOT OBTAINED - PILOT IN COMMAND
3. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2

IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation

LANDING

Finding(s)

4. TERRAIN CONDITION - DITCH

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 388      5/15/86      DALLAS, TX      A/C Reg. No. N10583      Time (Lcl) - 1430 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL					
Type of Operation -PERSONAL	Fire	Crew	Fatal	Injuries Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -LANDING			0	0	0	1

-----Aircraft Information-----

Make/Model - BOEING PT-13/E-75	Eng Make/Model - LYCOMING R-680-B4	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2717	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 225 HP	

-----Environment/Operations Information-----

<b>Weather Data</b>	<b>Itinerary</b>	<b>Airport Proximity</b>
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	<b>Airport Data</b>
Basic Weather - VMC	SAME AS ACC/INC	LAKEVIEW
Wind Dir/Speed- 200/015 KTS	<b>ATC/Airspace</b>	Runway Ident - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 3000 FT THIN BKN	Type of Clearance - NONE	Runway Surface - WATER
Lowest Ceiling - 5000 FT OVERCAST	Type Apch/Lndg - FORCED LANDING	Runway Status - WATER-CALM
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

<b>Pilot-In-Command</b>	Age - 21	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 822
SE LAND, ME LAND	Months Since - 3	Make/Model- 533
	Aircraft Type - UNK/NR	Instrument- 106
		Multi-Eng - 716
		Last 24 Hrs - 5
		Last 30 Days- UNK/NR
		Last 90 Days- 67

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT HAD JUST DEPARTED THE ARPT, STARTED TO TURN CROSSWIND AT 500 FT AND BEGAN CLIMBING, WHEN THE ENG STARTED SPUTTERING AND LOST PWR. HE DID NOT HAVE ENOUGH ALT TO RETURN TO THE ARPT AND HAD TO DITCH THE ACFT 200 YDS OFF THE NORTH END OF THE RWY. NO REASON FOR THE ENG FAILURE, AS REPORTED BY THE PLT, COULD BE FOUND DURING POST ACCIDENT EXAMINATION.



Brief of Accident (Continued)

File No. - 388

5/15/86

DALLAS, TX

A/C Reg. No. N10583

Time (Lc1) - 1430 CDT

Occurrence #1      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      CLIMB

Finding(s)  
1. UNDETERMINED

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Occurrence #3      DITCHING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 201      5/18/86      SAN ANTONIO, TX      A/C Reg. No. N7902F      Time (Lcl) - 1448 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		Injuries			
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire		0	0	1	0
Flight Conducted Under	-14 CFR 91		Crew	0	0	0	0
Accident Occurred During	-TAKEOFF	NONE	Pass	0	0	0	0

-----Aircraft Information-----

Make/Model	- CESSNA 150F	Eng Make/Model	- CONTINENTAL O-200-A	ELT Installed/Activated	- YES-UNK/NR
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1600	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 100 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing		Last Departure Point	ON AIRPORT
Method		SAME AS ACC/INC	
Completeness		Destination	Airport Data
Basic Weather		SAME AS ACC/INC	ALAMO AEROLITE
Wind Dir/Speed		ATC/Airspace	Runway Ident
- 350/012 KTS		Type of Flight Plan	- UNK/NR
Visibility		Type of Clearance	- 1400 -UNK/NR
- 20.0 SM		Type Apch/Lndg	- GRASS/TURF
Lowest Sky/Clouds			Runway Status
- 25000 FT SCATTERED			- ROUGH
Lowest Ceiling			
- NONE			
Obstructions to Vision			
- NONE			
Precipitation			
- NONE			
Condition of Light			
- DAYLIGHT			

-----Personnel Information-----

Pilot-In-Command	Age - 56	Medical Certificate	- EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current	Total	- 754
SE LAND	- YES	Make/Model	- 332
	Months Since	Instrument	- 12
	- UNK/NR		
	Aircraft Type		
	- C-150F		
		Last 24 Hrs	- 1
		Last 30 Days	- UNK/NR
		Last 90 Days	- 13

Instrument Rating(s) - NONE

-----Narrative-----

PILOT FAILED TO OBTAIN SUFFICIENT AIRSPEED TO CLEAR THE TREES AT THE END OF THE RUNWAY. THE RUNWAY WAS SOFT AND THERE WAS A LEFT CROSSWIND.

Brief of Accident (Continued)

File No. - 201

5/18/86

SAN ANTONIO, TX

A/C Reg. No. N7902F

Time (Lc1) - 1448 CDT

Occurrence IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation TAKEOFF

Finding(s)

1. OBJECT - TREE(S)
2. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
3. AIRSPEED - NOT OBTAINED - PILOT IN COMMAND
4. WEATHER CONDITION - CROSSWIND

-----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. - 387      5/26/86      FORT WORTH, TX

A/C Reg. No. N94479

Time (Lcl) - 0930 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	1	0
0	0	0	0

Type of Operation -INSTRUCTIONAL

Fire

Crew

Flight Conducted Under -14 CFR 91

NONE

Pass

Accident Occurred During -LANDING

-----Aircraft Information-----

Make/Model - CESSNA 152  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 1670  
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 110 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 360/006 KTS

Visibility - 7.0 SM

Lowest Sky/Clouds - 10000 FT THIN BKN

Lowest Ceiling - 25000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TOUCH AND GO

Airport Proximity  
ON AIRPORT

Airport Data

MEACHAM FIELD

Runway Ident - 34L

Runway Lth/Wid - 7500/ 150

Runway Surface - ASPHALT

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 30

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 33

Last 24 Hrs - UNK/NR

Make/Model- 33

Last 30 Days- UNK/NR

Instrument- 0

Last 90 Days- 27

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT WAS PRACTICING TOUCH AND GO LANDINGS WHEN HE LANDED NOSE WHEEL FIRST, CAUSING THE ACFT TO BOUNCE SEVERAL TIMES AND VEER OFF THE RWY TOWARD A DITCH. THE STUDENT PLT, IN HIS ATTEMPT TO AVOID THE DITCH, OVER COMPENSATED WITH THE BRAKES AND THE ACFT NOSED OVER.

Brief of Accident (Continued)

File No. - 387

5/26/86

FORT WORTH, TX

A/C Reg. No. N94479

Time (Lcl) - 0930 CDT

-----  
Occurrence #1        HARD LANDING  
Phase of Operation    LANDING

Finding(s)

1. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
  2.        IMPROPER USE OF PROCEDURE, INADEQUATE TRAINING - FLIGHT INSTRUCTOR (ON GROUND)
  3. FLARE - IMPROPER - PILOT IN COMMAND
- 

Occurrence #2        LOSS OF CONTROL - ON GROUND  
Phase of Operation    LANDING

Finding(s)

4. BRAKES (NORMAL) - IMPROPER USE OF - PILOT IN COMMAND
  5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
- 

Occurrence #3        NOSE OVER  
Phase of Operation    LANDING

-----  
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 267      6/02/86      EAGLE PASS, TX      A/C Reg. No. N6079G      Time (Lcl) - 1630 CDT

-----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 150K	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	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	EAGLE PASS
Wind Dir/Speed- 160/008 KTS	ATC/Airspace	Runway Ident - 16
Visibility - 8.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3100/ 75
Lowest Sky/Clouds - 1300 FT SCATTERED	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - ROUGH
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 65	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 6610
SE LAND, ME LAND	Months Since - 7	Make/Model- 515
	Aircraft Type - C-150K	Instrument- 125
		Multi-Eng - 1225
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 15

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT FAILED TO TAKE APPROPRIATE STEPS TO PREVENT WATER FROM ENTERING THE MAGNETOS WHILE WASHING THE AIRCRAFT. AS A RESULT THE WATER CAUSED THE MAGNETOS TO CUT OUT AND IN TURN CAUSED THE ENGINE FAILURE.

Brief of Accident (Continued)

File No. - 267

6/02/86

EAGLE PASS, TX

A/C Reg. No. N6079G

Time (Lcl) - 1630 CDT

-----  
Occurrence #1        LOSS OF POWER  
Phase of Operation    CLIMB

Finding(s)

1. ENGINE ASSEMBLY - FAILURE, TOTAL
  2. IGNITION SYSTEM, MAGNETO - SHORTED
  3. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
- 

Occurrence #2        FORCED LANDING  
Phase of Operation    DESCENT - EMERGENCY

-----

Occurrence #3        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    LANDING

-----

Occurrence #4        NOSE OVER  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

4. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - ROUGH/UNEVEN
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

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. - 342      6/12/86      TAHOKA, TX      A/C Reg. No. N5195U      Time (Lcl) - 0715 CDT

-----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	0	0	1	0
Accident Occurred During	-LANDING	NONE	0	0	0	0
		Crew				
		Pass				

-----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	- 3300	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	TAHOKA, TX	
Completeness	Destination	Airport Data
Basic Weather	LUBBOCK, TX	Runway Ident
Wind Dir/Speed	ATC/Airspace	- N/A
Visibility	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- NONE	Runway Lth/Wid
Lowest Ceiling	Type of Clearance	- DIRT
Obstructions to Vision	- NONE	Runway Status
Precipitation	Type Apch/Lndg	- SOFT
Condition of Light	- FORCED LANDING	

-----Personnel Information-----

Pilot-In-Command	Age - 47	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current	Total	- 1554
SE LAND	Months Since	Make/Model	- 450
	Aircraft Type	Instrument	- 6
		Last 24 Hrs	- UNK/NR
		Last 30 Days	- UNK/NR
		Last 90 Days	- 4

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT NOSED OVER DURING A FORCED LANDING IN A FLD FOLLOWING A LOSS OF PWR DUE TO FUEL EXHAUSTION. THE PLT REPORTED THAT AFTER APRX 9 MINUTES OF FLT A TOTAL LOSS OF PWR WAS EXPERIENCED. THE PLT SELECTED AN OPEN FLD IN WHICH TO LAND. THE NOSE GEAR SUNK IN SOFT TERRAIN AND THE ACFT NOSED OVER. POST ACCIDENT INSPECTION FAILED TO DISCLOSE ANY FUEL IN THE FUEL SYSTEM. NO EVIDENCE OF FUEL SPILLAGE WAS FOUND.



Brief of Accident (Continued)

File No. - 342

6/12/86

TAHOKA, TX

A/C Reg. No. N5195U

Time (Lc1) - 0715 CDT

-----  
Occurrence #1 LOSS OF POWER  
Phase of Operation CRUISE

Finding(s)

1. FLUID, FUEL - EXHAUSTION
  2. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
  3. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
- 

Occurrence #2 FORCED LANDING  
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation LANDING

Finding(s)

4. TERRAIN CONDITION - SOFT
- 

Occurrence #4 NOSE OVER  
Phase of Operation LANDING - FLARE/TOUCHDOWN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 343      6/18/86      PEARLAND, TX

A/C Reg. No. N5154V

Time (Lcl) - 1430 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Fire	Crew	0	0	0	1
NONE	Pass	0	0	0	0

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - LANDING

-----Aircraft Information-----

Make/Model - BEECH T-34A  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 2950  
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-470-13  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 225 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed - 070/004 KTS  
Visibility - 12.0 SM  
Lowest Sky/Clouds - 2500 FT  
Lowest Ceiling - 2500 FT BROKEN  
Obstructions to Vision - NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
HOUSTON GULF, TX  
Destination  
HOUSTON, TX

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - VFR  
Type Apch/Lndg - FORCED LANDING

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

CLOVER  
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 - 27  
Biennial Flight Review  
Current - YES  
Months Since - 10  
Aircraft Type - B-45

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 491      Last 24 Hrs - 1  
Make/Model - 49      Last 30 Days - UNK/NR  
Instrument - 33      Last 90 Days - 6  
Multi-Eng - 139      Rotorcraft - 44

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT EXPERIENCED AN ENG FAILURE DURING CRUISE FLT DUE TO A BLOCKAGE OF THE AIR INDUCTION SYSTEM BY A SHEET OF PAPER. THE ACFT HAD BEEN PAINTED JUST PRIOR TO THE ACCIDENT. THE ACFT RECEIVED SUBSTANTIAL DAMAGE WHEN THE RIGHT WING COLLIDED WITH THE GROUND DUE TO THE RIGHT MAIN GEAR COLLAPSING WHEN IT STRUCK A GATE POST.

Brief of Accident (Continued)

File No. - 343

6/18/86

PEARLAND, TX

A/C Reg. No. N5154V

Time (Lcl) - 1430 CDT

-----  
Occurrence #1        LOSS OF POWER  
Phase of Operation    CRUISE

Finding(s)

1. INDUCTION AIR CONTROL - BLOCKED(TOTAL)
  2. MAINTENANCE, INSPECTION OF AIRCRAFT - POOR - OTHER PERSON
  3. AIRCRAFT PREFLIGHT - POOR - PILOT IN COMMAND
- 

Occurrence #2        FORCED LANDING  
Phase of Operation    DESCENT - EMERGENCY

-----

Occurrence #3        IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    LANDING - ROLL

-----

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

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. - 344      6/19/86      PALACIOS, TX      A/C Reg. No. N48398      Time (Lcl) - 0845 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage SUBSTANTIAL					
Type of Operation -AERIAL APPLICATION	Fire	Crew	Fatal	Injuries		
Flight Conducted Under -14 CFR 137	NONE	Pass	0	Serious	Minor	None
Accident Occurred During -TAKEOFF			0	0	0	1
			0	0	0	0

-----Aircraft Information-----

Make/Model - GRUMMAN G-164	Eng Make/Model - P&W R-985-AN1	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 - 450 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 020/005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 2000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - 20000 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - WET
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 42	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 7009
SE LAND	Months Since - 1	Last 24 Hrs - 6
	Aircraft Type - G-164	Make/Model- 310
		Last 30 Days- UNK/NR
		Instrument- 54
		Last 90 Days- 200
		Multi-eng - 0
		Rotorcraft - 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING THE GROUND RUN PORTION OF THE TAKEOFF, THE ACFT CONTACTED A MUD HOLE WHICH RESULTED IN IT VEERING OFF THE GRASS AND INTO BUSHES ALONGSIDE THE STRIP. THE PLT DID NOT SELECT SUITABLE TERRAIN FOR THE TAKEOFF.

Brief of Accident (Continued)

File No. - 344

6/19/86

PALACIOS, TX

A/C Reg. No. N48398

Time (Lcl) - 0845 CDT

Occurrence #1      LOSS OF CONTROL - ON GROUND  
Phase of Operation      TAKEOFF - GROUND RUN

Finding(s)

1. TERRAIN CONDITION - WET
2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
3. LOAD JETTISON - PERFORMED - PILOT IN COMMAND
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Occurrence #2      ON GROUND COLLISION WITH TERRAIN  
Phase of Operation      TAKEOFF - GROUND RUN

Finding(s)

6. TERRAIN CONDITION - HIGH VEGETATION

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,5

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. - 384      6/21/86      WEATHERFORD, TX      A/C Reg. No. N84839      Time (Lcl) - 1100 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-INSTRUCTIONAL	Fire	Crew	0	0	0
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During	-LANDING					

-----Aircraft Information-----

Make/Model	- CESSNA 172K	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	- 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- 200/007 KTS</p> <p>Visibility - 15.0 SM</p> <p>Lowest Sky/Clouds - 3000 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 DENTON, TX</p> <p>Destination SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - VFR</p> <p>Type Apch/Lndg - STRAIGHT-IN</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data</p> <p>HORSESHOE BEND</p> <p>Runway Ident - 16</p> <p>Runway Lth/Wid - 3110/ 35</p> <p>Runway Surface - GRAVEL</p> <p>Runway Status - UNK/NR</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>STUDENT</p>	<p>Age - 51</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 - 143</p> <p>Make/Model- 79</p> <p>Instrument- 0</p> <p>Last 24 Hrs - 1</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 5</p>
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Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED LOSING CONTROL OF THE ACFT DURING TOUCHDOWN DUE TO THE CROSSWIND. THE LANDING WAS BEING MADE ON RUNWAY 16 AND THERE WAS A 7 KT WIND FROM 200 DEGREES.

Brief of Accident (Continued)

File No. - 384

6/21/86

WEATHERFORD, TX

A/C Reg. No. N84839

Time (Lc1) - 1100 CDT

Occurrence #1      LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 285      1/20/86      RURAL RETREAT,VA      A/C Reg. No. N14259      Time (Lcl) - 1554 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-BUSINESS	Fire	Crew 0	1	0	0
Flight Conducted Under	-14 CFR 91	NONE	Pass 0	0	1	0
Accident Occurred During	-APPROACH					

-----Aircraft Information-----

Make/Model	- PIPER PA-23-250	Eng Make/Model	- LYCOMING IO-540-C4B5	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 5200	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 4	Rated Power	- 250 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - TELEPHONE</p> <p>Completeness - FULL</p> <p>Basic Weather - IMC</p> <p>Wind Dir/Speed- 270/025 KTS</p> <p>Visibility - 2.000 SM</p> <p>Lowest Sky/Clouds -</p> <p>Lowest Ceiling - 1000 FT OVERCAST</p> <p>Obstructions to Vision- BLOWING SNOW</p> <p>Precipitation - SNOW</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>QUINTON,VA</p> <p>Destination</p> <p>SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - IFR</p> <p>Type of Clearance - IFR</p> <p>Type Apch/Lndg - ADF/NDB</p>	<p>Airport Proximity</p> <p>OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>MOUNTAIN EAGLE</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 44	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1334
SE LAND,ME LAND	Months Since - 7	Make/Model- 143
	Aircraft Type - UNK/NR	Instrument- 148
		Multi-Eng - 190
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 157

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PILOT SAID FIRST ADF APPROACH TERMINATED BY MISSED APPROACH DUE TO OSCILLATING DIRECTIONAL NEEDLE. ON SECOND APPROACH ACFT BROKE OUT OF CLOUDS WITH TREES IN FRONT OF ACFT. IT IMPACTED A CLOUD OBSCURED RIDGE 3.5 MILES SOUTHEAST OF AIRPORT ON A SOUTHERLY HEADING. PILOT/WITNESSES REPORTED STRONG WINDS FROM THE NORTHWEST TO NORTH. FINAL APPROACH COURSE FOR NDB APPROACH WAS 253. CEILING REPORTED AT AIRPORT AS 1000'. MDA WAS 1100'. NDB WAS REPORTED BY FBO AS APPARENTLY OPERATING SATISFACTORILY. TESTS OF ACFT ADF RECEIVER REVEALED IT ALSO OPERATED SATISFACTORILY.



Brief of Accident (Continued)

File No. - 285

1/20/86

RURAL RETREAT, VA

A/C Reg. No. N14259

Time (Lcl) - 1554 EST

Occurrence IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation APPROACH - MISSED APPROACH (IFR)

Finding(s)

1. TERRAIN CONDITION - MOUNTAINOUS/HILLY
2. WEATHER CONDITION - CROSSWIND
3. WEATHER CONDITION - LOW CEILING
4. WEATHER CONDITION - OBSCURATION
5. WEATHER CONDITION - TURBULENCE IN CLOUDS
6. IFR PROCEDURE - IMPROPER - PILOT IN COMMAND
7. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 6,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 398      3/11/86      ORANGE, VA      A/C Reg. No. N6143K      Time (Lcl) - 1320 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		Injuries			
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire		0	0	0	1
Flight Conducted Under	-14 CFR 91	NONE		0	0	0	0
Accident Occurred During	-LANDING						

-----Aircraft Information-----

Make/Model	- CESSNA 150M	Eng Make/Model	- CONTINENTAL O-200-A	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1600	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 100 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 360/012 KTS</p> <p>Visibility - 30.0 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</p> <p style="padding-left: 20px;">ORANGE, VA</p> <p>Destination</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRPORT</p> <p>Airport Data</p> <p style="padding-left: 20px;">ORANGE COUNTY AIRPORT</p> <p>Runway Ident - 25</p> <p>Runway Lth/Wid - 3200/ 75</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">PRIVATE</p> <p style="padding-left: 20px;">SE LAND</p>	<p>Age - 22</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 - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total - 57</td> <td>Last 24 Hrs - 2</td> </tr> <tr> <td>Make/Model- 57</td> <td>Last 30 Days- UNK/NR</td> </tr> <tr> <td>Instrument- 1</td> <td>Last 90 Days- 8</td> </tr> </table>	Total - 57	Last 24 Hrs - 2	Make/Model- 57	Last 30 Days- UNK/NR	Instrument- 1	Last 90 Days- 8
Total - 57	Last 24 Hrs - 2							
Make/Model- 57	Last 30 Days- UNK/NR							
Instrument- 1	Last 90 Days- 8							

Instrument Rating(s) - NONE

-----Narrative-----

AT ABOUT 1245 EST, THE PLT TOOK OFF ON HIS SECOND FLT OF THE DAY AND FLEW IN THE LOCAL AREA ABOUT 30 MINUTES. UPON RETURNING TO ORANGE COUNTY ARPT, THE PLT OBSERVED THE TETRAHEDRON DURING THE LEFT DOWNWIND LEG FOR RWY 25, AND NOTED THAT THE WIND HAD CHANGED DIRECTION ABOUT 90 DEGREES. ADDITIONALLY, THE WIND SOCK WAS ALMOST STRAIGHT OUT, INDICATING AN INCREASED VELOCITY. THE PLT EXECUTED A TOUCH-AND-GO LANDING, AND ON THE SECOND APPROACH, ACCORDING TO THE PLT, HE WAS UNABLE TO MAINTAIN RWY ALIGNMENT DUE TO LOW LEVEL WIND TURBULENCE, THEREFORE A GO-AROUND WAS PERFORMED. FOLLOWING THE THIRD APPROACH AND TOUCHDOWN, THE ACFT VEERED TO THE LEFT AND DEPARTED RWY 25 ABOUT 800 FEET FROM THE APPROACH END. THE ACFT TRAVELLED ABOUT 400 FEET BEFORE COLLIDING WITH A DRAINAGE DITCH. THE ACFT THEN FLIPPED OVER AND CAME TO REST INVERTED.

Brief of Accident (Continued)

File No. - 398

3/11/86

ORANGE, VA

A/C Reg. No. N6143K

Time (Lc1) - 1320 EST

Occurrence #1      LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. FLIGHT TO ALTERNATE DESTINATION - NOT PERFORMED - PILOT IN COMMAND
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

Occurrence #2      ON GROUND COLLISION WITH TERRAIN  
Phase of Operation      LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - DITCH

Occurrence #3      NOSE OVER  
Phase of Operation      LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

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. - 277      4/14/86      APPALACHIA,VA      A/C Reg. No. N7792E      Time (Lcl) - 1025 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	1	0	0
Flight Conducted Under -14 CFR 91	ON GROUND	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----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 - 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	LONESOME PINE,VA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	GREENWOOD,NC	Runway Ident - N/A
Wind Dir/Speed- 240/003 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 8000 FT	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 25000 FT BROKEN	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 28	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1812
SE LAND,ME LAND	Months Since - UNK/NR	Last 24 Hrs - 5
	Aircraft Type - UNK/NR	Make/Model- 215
		Instrument- 333
		Multi-Eng - 116
		Last 30 Days- UNK/NR
		Last 90 Days- 203

Instrument Rating(s) - AIRPLANE

-----Narrative-----

N7792E EXPERIENCED A GRADUAL POWER LOSS WHILE EN ROUTE TO GREENWOOD. S.C. VIA APPALACHIA, VA. THE PILOT REPORTED THAT THE ENGINE QUIT AND RESTARTED FOR A FEW SECONDS AFTER HE HAD BEEN FLYING ABOUT TWENTY MINUTES. THIS CYCLE CONTINUED FOR ABOUT TWO MORE TIMES,BEFORE THE ENGINE STOPPED COMPLETELY. HE PROCEEDED TO MAKE AN EMERGENCY LANDING IN A WOODED MOUNTAINOUS AREA. THE AIRCRAFT STRUCK A TREE FLIPPED INVERTED AND EXPLODED ON IMPACT WITH THE GROUND. THE AIRCRAFT WAS DESTROYED BY FIRE. THE ACCIDENT SITE WAS ABOUT 180 DEGREES FROM THE INTENDED ROUTE OF FLIGHT. THE PILOT'S BROTHER-IN LAW STATED THAT THE PILOT HAD PLANNED TO OVERFLY THE FAMILY HOME TO SHOW THEM THE AIRCRAFT. THE CONDITION DESCRIBED BY THE PILOT WAS INDICATIVE OF CONDITIONS ASSOCIATED WITH CARBURETOR ICE. THE PILOT DID NOT REPORT APPLYING CARBUERTOR HEAT. THE TEMP/DEW POINT AT TRI-CITIES AIRPORT WAS 68/43 DEGREES.

Brief of Accident (Continued)

File No. - 277

4/14/86

APPALACHIA,VA

A/C Reg. No. N7792E

Time (Lcl) - 1025 EST

Occurrence #1      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      MANEUVERING

Finding(s)

1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
2. CARBURETOR HEAT - NOT USED - PILOT IN COMMAND
3. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Occurrence #3      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

4. 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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 366      5/10/86      SUFFOLK,VA      A/C Reg. No. N202M      Time (Lcl) - 1630 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 1	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - MILLIKEN GYROCOPTER B-80	Eng Make/Model - MCULLOUGH 4318G	ELT Installed/Activated - NO	-N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - 550	Engine Type - RECIPROCATING-CARBURETOR		
No. of Seats - 1	Rated Power - 72 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SUFFOLK,VA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	PORTSMOUTH,VA	
Wind Dir/Speed- 170/017 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 25.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - 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 - 30	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - UNK/NR
SE LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 5
		Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - 5

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO A PLT WITNESS THE ACCIDENT PLT WAS ATTEMPTING TO COMPENSATE FOR AN INCREASE IN WIND VELOCITY WHEN THE ACCIDENT OCCURRED. THE WITNESS STATED THE PLT ENTERED A STEEP DIVE TO COMPENSATE FOR THE INCREASE LIFT FOLLOWED BY THE GYROCOPTER BALLOONING DUE TO THE INCREASE IN AIRSPEED WHICH RESULTED FROM THE DIVE. THE GRYOCTER THEN NOSED OVER AND THE ROTOR BLADES CONTACTED THE RUDDER. THE GYROCOPTER THEN DESCENDED UNCONTROLLED TO GROUND IMPACT.

Brief of Accident (Continued)

File No. - 366

5/10/86

SUFFOLK,VA

A/C Reg. No. N202M

Time (Lc1) - 1630 EDT

Occurrence #1 ABRUPT MANEUVER

Phase of Operation MANEUVERING

Finding(s)

1. WEATHER CONDITION - GUSTS
2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
3. COMPENSATION FOR WIND CONDITIONS - EXCESSIVE - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT

Phase of Operation MANEUVERING

Finding(s)

4. 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) 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. - 345      5/31/86      SALUDA, VA      A/C Reg. No. N9861M      Time (Lcl) - 1030 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	0	1
Other	0	0	0	0	1

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - APPROACH

Fire  
NONE

-----Aircraft Information-----

Make/Model - MAULE M-4-210C  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 2100  
No. of Seats - 4

Eng Make/Model - CONTINENTAL IO-360-A  
Number Engines - 1  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 180 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC

Wind Dir/Speed- 010/006 KTS  
Visibility - 6.0 SM  
Lowest Sky/Clouds - 25000 FT  
Lowest Ceiling - 25000 FT BROKEN  
Obstructions to Vision- HAZE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
KING GEORGE, VA  
Destination  
SALUDA, VA

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - STRAIGHT-IN  
FULL STOP

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

HUMMEL FIELD  
Runway Ident - 36  
Runway Lth/Wid - 2500/ 45  
Runway Surface - ASPHALT  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 58

Biennial Flight Review

Current - YES  
Months Since - 10  
Aircraft Type - M-4210C

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 1800  
Make/Model- 350  
Instrument- 0  
Last 24 Hrs - UNK/NR  
Last 30 Days- UNK/NR  
Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ON FINAL APCH, THE ACFT STRUCK THE TOP SIDE OF A VAN WHICH WAS ON A ROAD OFF THE APCH END OF THE RWY. BOTH MAIN LANDING GEAR WERE SHEARED OFF AND THE PLT LANDED THE ACFT IN A GRASS AREA ALONG THE SIDE OF THE RWY. THE PLT REPORTED THAT A HIGH SINK RATE DEVELOPED DURING FINAL APCH.



Brief of Accident (Continued)

File No. - 345

5/31/86

SALUDA, VA

A/C Reg. No. N9861M

Time (Lcl) - 1030 EDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. OBJECT - VEHICLE
2. PROPER GLIDEPATH - NOT MAINTAINED - PILOT IN COMMAND
3. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 MAIN GEAR COLLAPSED  
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

4. LANDING GEAR, MAIN GEAR - OVERLOAD

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. TERRAIN CONDITION - ROUGH/UNEVEN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 367      6/06/86      LYNCHBURG, VA      A/C Reg. No. N20372      Time (Lcl) - 1545 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -LANDING

Aircraft Damage  
SUBSTANTIAL  
Fire  
NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew		0	0	0	1
Pass		0	0	0	2

-----Aircraft Information-----

Make/Model      - CESSNA 172M  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 2300  
No. of Seats      - 4

Eng Make/Model      - LYCOMING O-320-E2D  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 150 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - FSS  
Method      - ACFT RADIO  
Completeness      - WEATHER NOT PERTINENT  
Basic Weather      - VMC  
Wind Dir/Speed- 140/008 KTS  
Visibility      - 7.0 SM  
Lowest Sky/Clouds      - SCATTERED  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
ATLANTIC CITY, NJ  
Destination  
ROANOKE, VA

ATC/Airspace

Type of Flight Plan - VFR  
Type of Clearance      - VFR  
Type Apch/Lndg      - GO AROUND

Airport Proximity  
ON AIRPORT

Airport Data

FALWELL  
Runway Ident      - 28  
Runway Lth/Wid      - 2900/ 24  
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      - UNK/NR  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 113      Last 24 Hrs      - 3  
Make/Model- 7      Last 30 Days- UNK/NR  
Instrument- 7      Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

THE ACCIDENT OCCURRED AS THE PLT WAS ATTEMPTING TO LAND AT AN UNFAMILIAR ARPT DURING A X-COUNTRY FLT BECAUSE A PASSENGER WAS FEELING ILL. THE RWY WAS 2900 FT LONG WITH A 5% UPSLOPE AT MID-FIELD. THE PLT STATED HE MISJUDGED HIS ALT AND AIRSPEED DURING THE APCH. APRX 1/3 THE DISTANCE DOWN THE RWY, THE PLT APPLIED FULL PWR TO GO-AROUND BUT THE ACFT CONTACTED THE RWY AND BOUNCED. THE ACFT THEN VEERED LEFT OFF THE RWY. THE PLT LANDED THE ACFT IN THE GRASS AND THE LEFT WING CONTACTED A TREE.

Brief of Accident (Continued)

File No. - 367

6/06/86

LYNCHBURG,VA

A/C Reg. No. N20372

Time (Lc1) - 1545 EDT

Occurrence #1        HARD LANDING  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

1. AIRSPEED - MISJUDGED - PILOT IN COMMAND
2. PROPER GLIDEPATH - NOT MAINTAINED - PILOT IN COMMAND
3. REMEDIAL ACTION - ATTEMPTED - PILOT IN COMMAND
4. GO-AROUND - DELAYED - PILOT IN COMMAND
5.        IMPROPER USE OF EQUIPMENT/AIRCRAFT, SELF-INDUCED PRESSURE - PILOT IN COMMAND

Occurrence #2        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    APPROACH - GO-AROUND (VFR)

Finding(s)

6. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #3        ON GROUND COLLISION WITH OBJECT  
Phase of Operation    LANDING - ROLL

Finding(s)

7. OBJECT - TREE(S)

-----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. - 316      6/11/86      MT. HOLLY, VA      A/C Reg. No. N6264Y      Time (Lcl) - 0630 EDT

-----Basic Information-----

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-BAY LAND AVIATION, INC.	Substantial					
Type of Operation	-NON SCHED, DOMESTIC, PASSENGER	Fire	Crew	0	0	0	1
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	1	0
Accident Occurred During	-LANDING						

-----Aircraft Information-----

Make/Model	- PIPER PA-23-250	Eng Make/Model	- LYCOMING IO-540-C4B5	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 5200	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 250 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		ON AIRSTRIP	
Method	- N/A	SALISBURY, MD			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	SAME AS ACC/INC		ALLIANCE FERTILIZER	
Wind Dir/Speed	- 225/005 KTS	ATC/Airspace		Runway Ident	- 05
Visibility	- 20.0 SM	Type of Flight Plan	- VFR	Runway Lth/Wid	- 2250/ 75
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- NONE	Runway Surface	- GRASS/TURF
Lowest Ceiling	- NONE	Type Apch/Lndg	- FULL STOP	Runway Status	- WET
Obstructions to Vision	- NONE				
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

-----Personnel Information-----

Pilot-In-Command	Age - 51	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - UNK/NR	Total - 5480	Last 24 Hrs - 2
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model - 414	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 1163	Last 90 Days - 111
		Multi-Eng - 3186	Rotorcraft - 12

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE NOSE GEAR WAS SHEARED OFF WHEN THE ACFT CONTACTED A DITCH DURING AN OVERRUN LANDING. UPON ARRIVING AT THE PVT AIRSTRIP THE PLT CIRCLED THE RWY AND DECIDED IT WAS SUITABLE FOR LANDING. TOUCHDOWN WAS MADE 400 FT DOWN THE RWY AND NORMAL DECELERATION WAS OBTAINED THROUGH THE USE OF BRAKES AND AERODYNAMIC BRAKING. SHORTLY THEREAFTER, THE ACFT DECELERATION SLOWED AND GROUND SPEED INCREASED. THE PLT VERIFIED THROTTLES AT IDLE AND ACFT CONFIGURATION. THE ACFT TRAVELED OFF THE END OF THE RWY, CONTACTED A POST AND A DITCH, CONTINUED OVER A TWO LANE HWY AND CAME TO REST IN A SECOND DITCH. PLT WAS ORIGINALLY INFORMED THE AIRSTRIP WAS 3000 FT LONG WHEN IN ACTUALITY IT IS 2250 FT LONG. THE GRASS WAS ALSO WET FROM MORNING DEW. AN ABORTED LANDING WAS NOT PERFORMED BECAUSE OF PWR LINES AT THE END OF THE RWY. A 5 KT TAILWIND WAS PRESENT.

Brief of Accident (Continued)

File No. - 316

6/11/86

MT. HOLLY, VA

A/C Reg. No. N6264Y

Time (Lcl) - 0630 EDT

-----  
Occurrence #1            OVERRUN  
Phase of Operation      LANDING - ROLL

Finding(s)

1. TERRAIN CONDITION - WET
  2. WEATHER CONDITION - TAILWIND
  3. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
  4. UNSUITABLE TERRAIN
  5. ABORTED LANDING - NOT POSSIBLE - PILOT IN COMMAND
- 

Occurrence #2            ON GROUND COLLISION WITH OBJECT  
Phase of Operation      LANDING - ROLL

Finding(s)

6. OBJECT - UTILITY POLE
- 

Occurrence #3            ON GROUND COLLISION WITH TERRAIN  
Phase of Operation      LANDING - ROLL

Finding(s)

7. TERRAIN CONDITION - DITCH
  8. LANDING GEAR, NOSE GEAR - OVERLOAD
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4

Factor(s) relating to this accident is/are finding(s) 1,2,5,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 295      3/25/86      ST. THOMAS, VI      A/C Reg. No. N11505      Time (Lcl) - 1145 AST

-----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 150L  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 1600  
No. of Seats      - 2

Eng Make/Model      - CONTINENTAL O-200A-48B  
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- 140/013 KTS  
Visibility      - 40.0 SM  
Lowest Sky/Clouds      - 2000 FT SCATTERED  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
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

HARRY S. TRUMAN  
Runway Ident      - 09  
Runway Lth/Wid      - 5358/ 150  
Runway Surface      - MACADAM  
Runway Status      - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
STUDENT

Age - 33  
Biennial Flight Review  
Current      - N/A  
Months Since      - N/A  
Aircraft Type      - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 25      Last 24 Hrs - UNK/NR  
Make/Model- 24      Last 30 Days- UNK/NR  
Instrument- 1      Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT WAS ON A SUPERVISED SOLO FLT PRACTICING TO & LDGS. ON THE LAST LDG, THE WIND CAUGHT THE ACFT & THE PLT ATTEMPTED TO RECOVER WITHOUT ADDING POWER. CONTROL OF THE ACFT WAS LOST & THE PLT ATTEMPTED TO FORCE THE ACFT BACK ONTO THE RWY. THE ACFT CONTACTED THE RWY NOSE FIRST COLLASPING THE NOSE GEAR.

Brief of Accident (Continued)

File No. - 295

3/25/86

ST. THOMAS,VI

A/C Reg. No. N11505

Time (Lcl) - 1145 AST

-----  
Occurrence #1        HARD LANDING  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND
  2. WEATHER CONDITION - UNFAVORABLE WIND
  3. REMEDIAL ACTION - INADEQUATE - PILOT IN COMMAND
  4. POWERPLANT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
- 

Occurrence #2        NOSE GEAR COLLAPSED  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

5. LANDING GEAR,NOSE GEAR ASSEMBLY - FAILURE,TOTAL
  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) 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. - 350      1/17/86      WEST DOVER,VT      A/C Reg. No. N8360W      Time (Lcl) - 1830 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries				
Fatal	Serious	Minor	None	
0	0	0	2	
0	0	0	0	

Type of Operation -INSTRUCTIONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

Fire  
NONE

Crew  
Pass

-----Aircraft Information-----

Make/Model - PIPER PA-28-161

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 2200

No. of Seats - 4

Eng Make/Model - LYCOMING O-320-D3G

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 160 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 180/010 KTS

Visibility - 4.000 SM

Lowest Sky/Clouds - 4500 FT

Lowest Ceiling - 4500 FT BROKEN

Obstructions to Vision- UNK/NR

Precipitation - UNK/NR

Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point

FARMINGDALE,NY

Destination

SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - VFR

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity  
ON AIRPORT

Airport Data

MT. SNOW

Runway Ident - 19

Runway Lth/Wid - 2650/ 75

Runway Surface - ASPHALT

Runway Status - ICE COVERED

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,CFI

SE LAND,ME LAND

Age - 31

Biennial Flight Review

Current - YES

Months Since - 3

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 1563

Make/Model- 300

Instrument- 361

Multi-Eng - 85

Last 24 Hrs - 4

Last 30 Days- UNK/NR

Last 90 Days- 90

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING THE LANDING ROLL ON ICE COVERED RUNWAY THE AIRCRAFT RAN OFF THE DEPARTURE END OF THE RUNWAY AND COLLIDED WITH A SNOW BANK.



Brief of Accident (Continued)

File No. - 350

1/17/86

WEST DOVER, VT

A/C Reg. No. N8360W

Time (Lc1) - 1830 EDT

Occurrence #1 ON GROUND COLLISION WITH OBJECT  
Phase of Operation LANDING - ROLL

Finding(s)

1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - ICY
2. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOWBANK
3. IN-FLIGHT PLANNING/DECISION - IMPROPER - 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. - 205      2/21/86      WHITE SALMON,WA      A/C Reg. No. N340H      Time (Lcl) - 1232 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

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	3

-----Aircraft Information-----

Make/Model - NAVION A  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 2750  
No. of Seats - 4

Eng Make/Model - CONTINENTAL E-225  
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 - FSS  
Method - TELEPHONE  
Completeness - FULL  
Basic Weather - IMC  
Wind Dir/Speed- CALM  
Visibility - 2.000 SM  
Lowest Sky/Clouds - UNK/NR  
Lowest Ceiling - 1200 FT OVERCAST  
Obstructions to Vision- FOG  
Precipitation - SNOW  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
STAYTON,OR  
Destination  
OMAK,WA

ATC/Airspace

Type of Flight Plan - IFR  
Type of Clearance - IFR  
Type Apch/Lndg - PRECAUTIONARY LANDING

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A  
Runway Lth/Wid - N/A  
Runway Surface - ASPHALT  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 37  
Biennial Flight Review  
Current - YES  
Months Since - 21  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - UNK/NR  
Make/Model- 32  
Instrument- 94  
Multi-Eng - 1  
Last 24 Hrs - 2  
Last 30 Days- UNK/NR  
Last 90 Days- 30  
Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING IFR CRUISE, A LOSS OF POWER OCCURRED. THE PILOT COMPLIED WITH EMERGENCY PROCEDURES FOR POWER LOSS BUT WHEN HE REACHED DOWN TO SWITCH THE FUEL TANK SELECTOR HE LOST CONTROL OF THE AIRCRAFT AND ENTERED INTO A NOSE DOWN UNUSUAL ATTITUDE, DESCENDING AT THE RATE OF 2,500 FEET PER MINUTE. DURING RECOVERY, THE AIRCRAFT BROKE OUT OF CLOUDS AT 1200 FEET AGL. DURING ATTEMPT TO LAND ON A CURVING ROAD, THE PILOT WAS FORCED TO AVOID POWER LINES. A HARD LANDING RESULTED. INVESTIGATION REVEALED A LOOSE CARBURETOR HEAT HOUSING CLAMP, RESTRICTING TRAVEL OF THE CARB HEAT CONTROL AND THAT AUTOMOTIVE/MIXED FUEL WAS BEING USED.

Brief of Accident (Continued)

File No. - 205

2/21/86

WHITE SALMON, WA

A/C Reg. No. N340H

Time (Lcl) - 1232 PST

Occurrence #1 LOSS OF POWER  
Phase of Operation CRUISE

Finding(s)

1. CARBURETOR HEAT CONTROL, LINKAGE - LOOSE
2. WEATHER CONDITION - CARBURETOR ICING CONDITIONS

Occurrence #2 FORCED LANDING  
Phase of Operation LANDING

Occurrence #3 HARD LANDING  
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. FLARE - NOT POSSIBLE - PILOT IN COMMAND
4. TERRAIN CONDITION - WIRE, TRANSMISSION

Occurrence #4 MAIN GEAR COLLAPSED  
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #5 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) 1,3

Factor(s) relating to this accident is/are finding(s) 2,4,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 365      3/03/86      TENINO, WA      A/C Reg. No. N182FW      Time (Lcl) - 2335 PST

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Type of Operation -BUSINESS  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -DESCENT

Aircraft Damage  
DESTROYED  
Fire  
NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew		1	0	0	0
Pass		0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 182P  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2950  
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470-S  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 230 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - IMC  
Wind Dir/Speed- 100/004 KTS  
Visibility - 2.000 SM  
Lowest Sky/Clouds - 900 FT SCATTERED  
Lowest Ceiling - 1200 FT OVERCAST  
Obstructions to Vision- FOG  
Precipitation - DRIZZLE  
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point  
SEATTLE, WA  
Destination  
UNK/NR

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A  
Runway Lth/Wid - N/A  
Runway Surface - N/A  
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 42

Biennial Flight Review

Current - UNK/NR  
Months Since - UNK/NR  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)

Total	- 332	Last 24 Hrs	- 2
Make/Model	- 51	Last 30 Days	- 4
Instrument	- 40	Last 90 Days	- 7
Multi-Eng	- UNK/NR	Rotorcraft	- 55

Instrument Rating(s) - NONE

-----Narrative-----

THE NON-INSTRUMENT RATED PILOT DEPARTED FOR HIS DESTINATION WITHOUT FILING A FLIGHT PLAN NOR OBTAINING A WEATHER BRIEFING. THE FLIGHT WAS CONDUCTED IN DARK NIGHT AND INSTRUMENT METEOROLOGICAL CONDITIONS. LOW CEILINGS PREVAILED IN THE VICINITY OF THE ACCIDENT. THE PILOT'S OVERALL INSTRUMENT EXPERIENCE WAS MINIMAL AND THERE WAS NO EVIDENCE THAT HE HAD ACQUIRED ANY RECENT INSTRUMENT EXPERIENCE. APPROXIMATELY 35 MINUTES INTO THE FLIGHT THE PILOT BECAME SPATIALLY DISORIENTED AND LOST CONTROL OF THE AIRCRAFT. SHORTLY THEREAFTER, THE AIRCRAFT COLLIDED WITH THE TERRAIN.

Brief of Accident (Continued)

File No. - 365

3/03/86

TENINO,WA

A/C Reg. No. N182FW

Time (Lc1) - 2335 PST

Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      CRUISE - NORMAL

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. WEATHER CONDITION - LOW CEILING
3. PREFLIGHT BRIEFING SERVICE - NOT USED - PILOT IN COMMAND
4. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - PILOT IN COMMAND
6. IMPROPER DECISION, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND
7. IMPROPER DECISION, LACK OF RECENT INSTRUMENT TIME - PILOT IN COMMAND
8. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
9. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND

Occurrence #2      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,5

Factor(s) relating to this accident is/are finding(s) 1,2,6,7,8,9

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 207      3/16/86      ORCHARDS, WA      A/C Reg. No. N2037U      Time (Lcl) - 1530 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries		
Type of Operation -PERSONAL	Fire	0	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	0	0	1	0
Accident Occurred During -LANDING		0	0	2	0

-----Aircraft Information-----

Make/Model - MAULE M-4-180C	Eng Make/Model - CONTINENTAL IO-360	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 210 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	ORCHARDS, WA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	CLARK COUNTY
Wind Dir/Speed- 310/008 KTS	ATC/Airspace	Runway Ident - 25
Visibility - 35.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2800/ 85
Lowest Sky/Clouds - 4000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 9000 FT OBSCURED	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - UNK/NR	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 207
SE LAND	Months Since - 22	Make/Model- 13
	Aircraft Type - UNK/NR	Instrument- 3
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 15

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT INADVERTENTLY PLACED THE FUEL SELECTOR TO A NON-TANK POSITION. DURING INITIAL CLIMB AT ABOUT 400 M.S.L. A TOTAL LOSS OF POWER OCCURRED. DURING FORCED LANDING THE AIRCRAFT STRUCK TELEPHONE LINES, A PATIO ROOF, AND A PARKED UNOCCUPIED PICKUP TRUCK.

Brief of Accident (Continued)

File No. - 207

3/16/86

ORCHARDS, WA

A/C Reg. No. N2037U

Time (Lcl) - 1530 PST

Occurrence #1      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. TERRAIN CONDITION - NONE SUITABLE
2. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND

Occurrence #2      FORCED LANDING  
Phase of Operation      LANDING

Finding(s)

3. TERRAIN CONDITION - NONE SUITABLE

Occurrence #3      IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      LANDING

Finding(s)

4. OBJECT - NONE SUITABLE
5. OBJECT - BUILDING(NONRESIDENTIAL)
6. OBJECT - VEHICLE

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 346      3/20/86      PRESCOTT,WA

A/C Reg. No. N5097S

Time (Lcl) - 1800 PST

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

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 -AERIAL APPLICATION

Flight Conducted Under -14 CFR 137

ON GROUND

Accident Occurred During -LANDING

-----Aircraft Information-----

Make/Model - AIRTRACTOR 301

Eng Make/Model - P&W R-1340-AN1

ELT Installed/Activated - YES-UNK/NR

Landing Gear - TAILWHEEL-ALL FIXED

Number Engines - 1

Stall Warning System - NO

Max Gross Wt - 8000

Engine Type - TURBOSHAFT

No. of Seats - 1

Rated Power - 600 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 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

PRESCOTT,WA

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FULL STOP

Airport Proximity

ON AIRSTRIP

Airport Data

PRESCOTT AIRPORT

Runway Ident - UNK/NR

Runway Lth/Wid - 2500 -UNK/NR

Runway Surface - DIRT

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,CFI

SE LAND,ME LAND,SE SEA

Age - 50

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 - 10000

Make/Model- 800

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 75

Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE BRAKE LOCKING SYSTEM ENGAGED IN FLIGHT CAUSING THE RIGHT BRAKE TO LOCK. THE AIRCRAFT NOSED OVER ON LANDING WHERE A SMALL FIRE ERUPTED FROM FUEL SPILLAGE ONTO THE HOT ENGINE.



Brief of Accident (Continued)

File No. - 346

3/20/86

PRESCOTT,WA

A/C Reg. No. N5097S

Time (Lc1) - 1800 PST

-----  
Occurrence #1      AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation      CRUISE

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. - 227      3/26/86      VANCOUVER, WA      A/C Reg. No. N363JW      Time (Lcl) - 1635 PST

-----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 - BOB WHITE AJ1	Eng Make/Model - LYCOMING O-290-G	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 900	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 90 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	VANCOUVER, WA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - N/A
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - WET
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 32	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 560
SE LAND	Months Since - 14	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 5
		Last 30 Days- UNK/NR
		Instrument- 6
		Last 90 Days- 1

Instrument Rating(s) - NONE

-----Narrative-----

A LOSS OF POWER OCCURRED DUE TO A FAILURE OF THE FUEL PUMP WHILE AT CRUISE. A FORCED LANDING WAS MADE ONTO A SOFT, FARMERS FIELD WHERE THE AIRCRAFT NOSED OVER DURING THE LANDING ROLL.

Brief of Accident (Continued)

File No. - 227

3/26/86

VANCOUVER,WA

A/C Reg. No. N363JW

Time (Lcl) - 1635 PST

Occurrence #1      LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION  
Phase of Operation      CRUISE

Finding(s)

1. FUEL SYSTEM,PUMP - FAILURE,TOTAL

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Occurrence #3      NOSE OVER  
Phase of Operation      LANDING - ROLL

Finding(s)

2. TERRAIN CONDITION - SOFT

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 226      3/29/86      WARDEN,WA      A/C Reg. No. N4736Q      Time (Lcl) - 1230 PST

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Type of Operation      -AERIAL APPLICATION  
Flight Conducted Under      -14 CFR 137  
Accident Occurred During      -CRUISE

Aircraft Damage  
SUBSTANTIAL

Fire  
NONE

Crew  
Pass

Fatal	Injuries			None
	Serious	Minor		
0	0	0	1	
0	0	0	0	

-----Aircraft Information-----

Make/Model      - CESSNA 188-A  
Landing Gear      - TAILWHEEL-ALL FIXED  
Max Gross Wt      - 4200  
No. of Seats      - 1

Eng Make/Model      - CONTINENTAL IO-520-D  
Number Engines      - 1  
Engine Type      - RECIP-FUEL INJECTED  
Rated Power      - 300 HP

ELT Installed/Activated - NO -N/A  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- 180/002 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  
WARDEN,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)  
COMMERCIAL,CFI  
SE LAND,ME LAND

Age - 45

Biennial Flight Review

Current      - YES  
Months Since      - 2  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 10000	Last 24 Hrs	- 7
Make/Model	- 7500	Last 30 Days	- UNK/NR
Instrument	- 47	Last 90 Days	- 35
Multi-Eng	- 100		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE AT CRUISE, THE PILOT WAS DISTRACTED AND HAD HIS HEAD TURNED WHEN HE INADVERTENTLY FLEW INTO THE GROUND.

Brief of Accident (Continued)

File No. - 226

3/29/86

WARDEN,WA

A/C Reg. No. N4736Q

Time (Lc1) - 1230 PST

-----  
Occurrence            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    CRUISE

Finding(s)

1. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 349      3/29/86      WALLA WALLA, WA      A/C Reg. No. N87595      Time (Lcl) - 1715 PST

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage

Injuries

Type of Operation - AERIAL APPLICATION  
Flight Conducted Under - 14 CFR 137  
Accident Occurred During - CRUISE

DESTROYED  
Fire  
ON GROUND

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - HILLER 12E  
Landing Gear - SKID  
Max Gross Wt - 3100  
No. of Seats - 4

Eng Make/Model - LYCOMING TIVO-540-A2A  
Number Engines - 1  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 315 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 - 30.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
WALLA WALLA, WA  
Destination  
LOCAL

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A  
Runway Lth/Wid - N/A  
Runway Surface - N/A  
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
COMMERCIAL  
SE LAND, ME LAND  
HELICOPTER

Age - 41  
Biennial Flight Review  
Current - YES  
Months Since - 10  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 3393  
Make/Model- 541  
Instrument- 210  
Multi-Eng - 17  
Last 24 Hrs - 7  
Last 30 Days- UNK/NR  
Last 90 Days- 61  
Rotorcraft - 2044

Instrument Rating(s) - AIRPLANE

-----Narrative-----

A CATASTROPHIC FAILURE OF THE PLANETARY GEAR OF THE TRANSMISSION OCCURRED ABOUT 51 FLIGHT HOURS AFTER OVERHAUL.  
DURING FORCED LANDING A HARD LANDING OCCURRED SEVERING THE TAIL BOOM. A FIRE THEN ERUPTED.

Brief of Accident (Continued)

File No. - 349

3/29/86

WALLA WALLA, WA

A/C Reg. No. N87595

Time (Lc1) - 1715 PST

-----  
Occurrence #1            AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation      CRUISE

Finding(s)

1. PROPELLER SYSTEM/ACCESSORIES, PLANETARY GEAR - FAILURE, TOTAL
  2. MAINTENANCE, OVERHAUL - IMPROPER - PILOT IN COMMAND
- 

Occurrence #2            FORCED LANDING  
Phase of Operation      CRUISE

-----  
Occurrence #3            HARD LANDING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

-----  
Occurrence #4            FIRE  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

-----  
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 348      3/31/86      COUGER,WA      A/C Reg. No. N2998B      Time (Lcl) - 1115 PST

-----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 -LANDING			0	0	1	0

-----Aircraft Information-----

Make/Model - BEECH E-35	Eng Make/Model - CONTINENTAL E-225-8	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2775	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 225 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - ACFT RADIO	HERMISTON,OR	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	KELSO,WA	Runway Ident - N/A
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 70	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 10000
SE LAND	Months Since - 21	Make/Model- 10000
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WHILE AT CRUISE, THE PILOT INTENTIONALLY RAN ONE FUEL TANK DRY. WHEN THE PILOT ATTEMPTED A RESTART BY USE OF THE WOBBLE PUMP, THE AIRCRAFT'S ENGINE WOULD NOT START. THE PILOT MADE A FORCED LANDING INTO TREES FOR LACK OF A MORE SUITABLE LANDING SITE. THE WOBBLE PUMP WAS FOUND TO BE INOPERATIVE.



Brief of Accident (Continued)

File No. - 348

3/31/86

COUGER,WA

A/C Reg. No. N2998B

Time (Lc1) - 1115 PST

Occurrence #1 LOSS OF POWER  
Phase of Operation CRUISE

Finding(s)

1. FUEL SYSTEM,PUMP - INOPERATIVE

Occurrence #2 FORCED LANDING  
Phase of Operation DESCENT - EMERGENCY

Finding(s)

2. OBJECT - TREE(S)

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation LANDING

Finding(s)

3. TERRAIN CONDITION - NONE SUITABLE

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 326      4/27/86      ELLENSBURG,WA      A/C Reg. No. N7198A      Time (Lcl) - 1730 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 172	Eng Make/Model - CONTINENTAL O-300-A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 145 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRSTRIP
Method - UNK/NR	YAKIMA,WA	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	ELLENSBURG,WA	JKD AIRSTRIP
Wind Dir/Speed- 290/030 KTS	ATC/Airspace	Runway Ident - 34
Visibility - 50.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 2600 -UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRAVEL
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 35	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 84
	Months Since - N/A	Make/Model- UNK/NR
	Aircraft Type - N/A	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT WAS ATTEMPTING TO LAND IN HIGH GUSTING X-WINDS. THE WIND WAS FROM ABOUT 290 DEGS AT 30 KTS GUSTING TO 35 KTS, THE RWY HEADING IS ABOUT 340 DEGS. THE PLT ALLOWED THE AIRSPEED TO DECAY TO 40 KTS JUST PRIOR TO THE FLARE AND A HARD FLAT LANDING RESULTED. THE ACFT'S NOSE GEAR COLLAPSED AND THE ACFT NOSED OVER.

Brief of Accident (Continued)

File No. - 326

4/27/86

ELLENSBURG,WA

A/C Reg. No. N7198A

Time (Lc1) - 1730 PDT

Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      LANDING

Finding(s)

1. WEATHER CONDITION - HIGH WIND
2.    COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
3. WEATHER CONDITION - GUSTS
4. WEATHER CONDITION - CROSSWIND

Occurrence #2      HARD LANDING  
Phase of Operation      LANDING

Occurrence #3      NOSE GEAR COLLAPSED  
Phase of Operation      LANDING

Occurrence #4      NOSE OVER  
Phase of Operation      LANDING

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 322      5/06/86      YAKIMA, WA      A/C Reg. No. N5014E      Time (Lcl) - 1815 PDT

-----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 172	Eng Make/Model	- LYCOMING O-320-H2AD	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2220	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- 100/008 KTS</p> <p>Visibility - 45.0 SM</p> <p>Lowest Sky/Clouds - 5000 FT SCATTERED</p> <p>Lowest Ceiling - 25000 FT BROKEN</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point SAME AS ACC/INC</p> <p>Destination SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TOUCH AND GO</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data</p> <p>YAKIMA AIR TERMINAL</p> <p>Runway Ident - 27</p> <p>Runway Lth/Wid - 7603/ 150</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 24	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 375
SE LAND	Months Since - UNK/NR	Make/Model- 112
	Aircraft Type - UNK/NR	Instrument- 47
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 75

Instrument Rating(s) - NONE

-----Narrative-----

DURING ROLLOUT ON THE THIRD TOUCH & GO LANDING THE STUDENT HAD CONTROL OF THE ACFT. WHILE PREPARING FOR A DOWNWIND TAKEOFF THE ACFT DRIFTED ACROSS THE RWY AND INTO A GRASS AREA. THE INSTRUCTOR WAS UNABLE TO REGAIN DIRECTIONAL CONTROL. THE ACFT CONTACTED A MANHOLE COVER, THE NOSE GEAR COLLAPSED AND THE ACFT NOSED OVER.

Brief of Accident (Continued)

File No. - 322

5/06/86

YAKIMA,WA

A/C Reg. No. N5014E

Time (Lcl) - 1815 PDT

Occurrence #1      LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING - ROLL

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - DUAL STUDENT
2. WEATHER CONDITION - TAILWIND
3. REMEDIAL ACTION - DELAYED - FLIGHT INSTRUCTOR(ON GROUND)
4. SUPERVISION - INADEQUATE - FLIGHT INSTRUCTOR(ON GROUND)

Occurrence #2      ON GROUND COLLISION WITH OBJECT  
Phase of Operation      LANDING - ROLL

Finding(s)

5. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - HIDDEN OBSTRUCTION(S)

Occurrence #3      NOSE GEAR COLLAPSED  
Phase of Operation      LANDING - ROLL

Finding(s)

6. 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) 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. - 360      1/25/86      BARAB00,WI      A/C Reg. No. N46675      Time (Lcl) - 1105 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		Injuries			
		SUBSTANTIAL		Fatal	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	- 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	- 2200	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 150 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- FSS	Last Departure Point	ON AIRPORT
Method	- TELEPHONE	GREEN BAY,WI	
Completeness	- WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather	- VMC	SAME AS ACC/INC	BARAB00
Wind Dir/Speed	- 260/019 KTS	ATC/Airspace	Runway Ident
Visibility	- 10.0 SM	Type of Flight Plan	- 01
Lowest Sky/Clouds	- 3100 FT SCATTERED	Type of Clearance	- 4800/ 75
Lowest Ceiling	- NONE	Type Apch/Lndg	- ASPHALT
Obstructions to Vision	- NONE		Runway Status
Precipitation	- NONE		- DRY
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 59	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - UNK/NR	Total - 1180	Last 24 Hrs - 1
SE LAND	Months Since - UNK/NR	Make/Model- 1070	Last 30 Days- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 239	Last 90 Days- 34

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT ATTEMPTED A X-WIND LANDING THAT WAS BEYOND HIS CAPABILITIES. HE STATED THAT IF THE X-WIND WAS EXCESSIVE HE INTENDED TO DIVERT TO ANOTHER ARPT WITH A MORE FAVORABLE RUNWAY. AT TOUCHDOWN THE AIRCRAFT DRIFTED RIGHT INTO A TWO FOOT HIGH SNOW BANK OFF THE RIGHT SIDE OF THE RUNWAY. THE PROPELLER STRUCK THE SNOW BANK AND THE AIRCRAFT ROCKED LEFT ON ITS LEFT WING.

Brief of Accident (Continued)

File No. - 360

1/25/86

BARABOO, WI

A/C Reg. No. N46675

Time (Lc1) - 1105 CST

Occurrence #1      LOSS OF CONTROL - ON GROUND

Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. WEATHER EVALUATION - INACCURATE - PILOT IN COMMAND
3. COMPENSATION FOR WIND CONDITIONS - NOT ATTAINED - PILOT IN COMMAND

Occurrence #2      IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation      LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - SNOWBANK
5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,5

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. - 359      1/26/86      MADISON,WI      A/C Reg. No. N1156C      Time (Lcl) - 1530 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 - MOONEY M20-K	Eng Make/Model - CONTINENTAL TS10-360-GB4	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2900	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 210 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	SAME AS ACC/INC	DANE COUNTY REGIONAL ARPT
Wind Dir/Speed- 180/008 KTS	ATC/Airspace	Runway Ident - 22
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4699/ 100
Lowest Sky/Clouds - 7000 FT	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 7000 FT OVERCAST	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 40	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE,COMMERCIAL	Current - YES	Total - 845
SE LAND	Months Since - 12	Last 24 Hrs - 2
GLIDER	Aircraft Type - UNK/NR	Make/Model- 270
		Instrument- 142
		Last 30 Days- UNK/NR
		Last 90 Days- 5

Instrument Rating(s) - AIRPLANE

-----Narrative-----

A GEAR UP LANDING WAS PERFORMED BY THE PILOT. HE STATED THAT HE WAS DISTRACTED BY AN AIRLINER AHEAD OF HIM IN THE PATTERN AND DID NOT CONSULT HIS BEFORE LANDING CHECKLIST. HE ALSO STATED THAT HE HAD NOT FLOWN MUCH IN THE LAST THREE MONTHS.



Brief of Accident (Continued)

File No. - 359

1/26/86

MADISON,WI

A/C Reg. No. N1156C

Time (Lc1) - 1530 CST

Occurrence IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. GEAR EXTENSION - NOT PERFORMED - PILOT IN COMMAND
2. CHECKLIST - NOT USED - PILOT IN COMMAND
3. WHEELS UP LANDING - INADVERTENT - PILOT IN COMMAND
4. IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION - PILOT IN COMMAND
5. IMPROPER USE OF PROCEDURE, LACK OF RECENT EXPERIENCE - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4

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. - 231      3/03/86      GILLETTE,WY      A/C Reg. No. N1175      Time (Lcl) - 1715 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -DESCENT

Aircraft Damage  
SUBSTANTIAL  
Fire      NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	1	0
Pass	0	0	0	0	0

-----Aircraft Information-----

Make/Model      - MILLER SIEVERS SPECIAL  
Landing Gear      - TAILWHEEL-ALL FIXED  
Max Gross Wt      - 900  
No. of Seats      - 1

Eng Make/Model      - CONTINENTAL C-85-8Fu  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 85 HP

ELT Installed/Activated      - NO -N/A  
Stall Warning System      - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- 315/007 KTS  
Visibility      - 20.0 SM  
Lowest Sky/Clouds      - 20000 FT SCATTERED  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
GILLETTE,WY  
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

GILLETTE-CAMPBELL COUNTY  
Runway Ident      - 34  
Runway Lth/Wid      - 7500/ 150  
Runway Surface      - CONCRETE  
Runway Status      - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
COMMERCIAL  
SE LAND,ME LAND

Age - 40  
Biennial Flight Review  
Current      - YES  
Months Since      - 1  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 1225      Last 24 Hrs      - 1  
Make/Model- 1      Last 30 Days- UNK/NR  
Instrument- 101      Last 90 Days- 1  
Multi-Eng - 617

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ON MARCH 3, 1986 AT APPROXIMATELY 1715 MST, AN EXPERIMENTAL MILLER, SIEVERS SPECIAL, STRUCK THE GROUND DURING TAKEOFF AT THE GILLETTE-CAMPBELL COUNTY AIRPORT, GILLETTE, WYOMING. THE PILOT STATED THAT JUST AFTER TAKEOFF ON RUNWAY 34, THE AIRCRAFT APPEARED TO LOSE A LITTLE POWER AT APPROXIMATELY 500 FEET AS HE WAS STARTING A LEFT TURN. THE AIRCRAFT HAD INSUFFICIENT AIRSPEED AND STALLED. THE PILOT INDICATED THE AIRSPEED WAS INDICATING ABOUT 60 MPH. HE ATTEMPTED RECOVERY BY PUSHING THE CONTROL STICK FORWARD AND HEADED FOR A FIELD WEST OF THE RUNWAY. NO REASON FOR THE POWER LOSS COULD BE DETERMINED.

Brief of Accident (Continued)

File No. - 231

3/03/86

GILLETTE,WY

A/C Reg. No. N1175

Time (Lc1) - 1715 MST

-----  
Occurrence #1      LOSS OF POWER(PARTIAL) - NON-MECHANICAL  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)  
1. UNDETERMINED  
-----

Occurrence #2      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)  
2. STALL - INADVERTENT - PILOT IN COMMAND  
-----

Occurrence #3      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY  
-----

Occurrence #4      HARD LANDING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN  
-----

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 249      5/04/86      RIVERTON,WY      A/C Reg. No. N1949V      Time (Lc1) - 1030 MDT

-----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 - DESCENT

Fire  
NONE

Crew  
Pass

-----Aircraft Information-----

Make/Model - CESSNA 140  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 1450  
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 - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS  
Method - TELEPHONE  
Completeness - FULL  
Basic Weather - VMC  
Wind Dir/Speed- 180/020 KTS  
Visibility - 40.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
CASPER,WY  
Destination  
LANDER,WY

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A  
Runway Lth/Wid - N/A  
Runway Surface - ASPHALT  
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - PRECAUTIONARY LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
COMMERCIAL  
SE LAND

Age - 32  
Biennial Flight Review  
Current - YES  
Months Since - 16  
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total - 702	Last 24 Hrs - 2
Make/Model- 18	Last 30 Days- UNK/NR
Instrument- 50	Last 90 Days- 18
Multi-Eng - 7	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTS THAT THE ENG COWLING CAME LOOSE AND HE DECIDED TO LAND ON A HIGHWAY TO SECURE THE COWLING. THE APPROACH WAS MADE TO THE WEST ON THE EAST/WEST ROAD. THE PLT SAID THE WIND WAS FROM THE SOUTH AT 25 MPH WITH GUSTS TO 35 AND THE LANDING ATTEMPT RESULTED IN A GO-AROUND DUE TO THE CROSSWIND. DURING THE GO-AROUND THE PLT TURNED TO THE NORTH (DOWNWIND) AND, ACCORDING TO THE PLT, THE ACFT STALLED AND CRASHED.

Brief of Accident (Continued)

File No. - 249

5/04/86

RIVERTON,WY

A/C Reg. No. N1949V

Time (Lcl) - 1030 MDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation CRUISE - NORMAL

Finding(s)

1. COOLING SYSTEM,COWLING - LOOSE
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. PRECAUTIONARY LANDING - ATTEMPTED - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT  
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

4. WEATHER CONDITION - UNFAVORABLE WIND
5. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
6. STALL/MUSH - INADVERTENT - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,6

Factor(s) relating to this accident is/are finding(s) 4,5



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