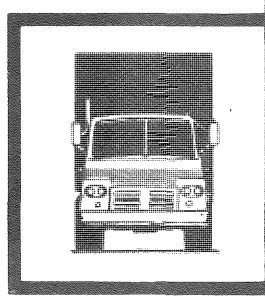
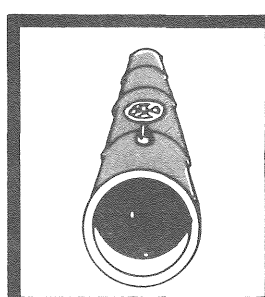
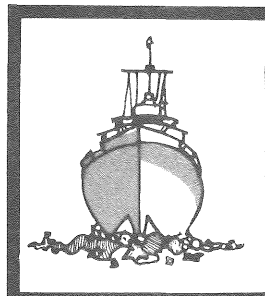
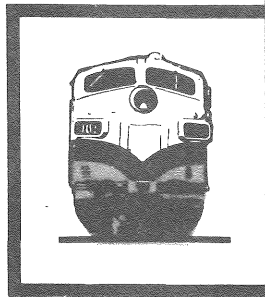
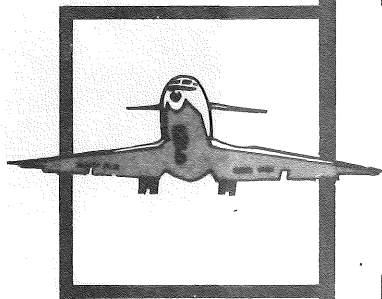


PB87-916905



NATIONAL TRANSPORTATION SAFETY BOARD



WASHINGTON, D.C. 20594

AIRCRAFT ACCIDENT REPORTS

**BRIEF FORMAT
U.S. CIVIL AND FOREIGN AVIATION
ISSUE NUMBER 3, 1986 ACCIDENTS**

NTSB / AAB-87 / 05

UNITED STATES GOVERNMENT

TECHNICAL REPORT DOCUMENTATION PAGE

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16. Abstract This publication contains selected aircraft accident reports in Brief Format occurring in U.S. civil and foreign aviation operations during Calendar 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: 0401 through 0600					
17. Key Words Aviation accident, probable cause, findings, certificate/rating, injuries, type of accident, type operating certificate, flight conducted under, accident occurred during, aircraft damage, basic weather				18. Distribution Statement This document is available to the public through the National Technical Information Service, Springfield, Virginia 22161	
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FOREWORD

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

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

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

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

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

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

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

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DEFINITIONS

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

Aircraft Accidents

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

Fatal Injury

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

Serious Injury

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

Substantial Damage

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

OCCURRENCE

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

Gear Collapsed

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

TYPE OF OPERATING CERTIFICATE/TYPE OF OPERATION

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

1. GENERAL AVIATION

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

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

Personal

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

Business

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

Corporate/Executive Operations

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

Instructional Flying

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

Other Flying

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

2. AIR CARRIER

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

Airframe/Component/System Failure/Malfunction

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

Powerplant - Loss of Power

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

PHASE OF OPERATION

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

CAUSES AND RELATED FACTORS

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

BASIC WEATHER CONDITIONS

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

FILE ORDER LISTING

ISSUE NUMBER 3

CALENDAR YEAR 1986

File Order Listing - Issue No. 3, 1986

File Number -----	Aircraft Regist. -----	Date ----	Location -----	Make ----	Aircraft Model -----	Injury Index -----	Page ----
401	777CS	020886	MILWAUKEE, WI	CESSNA	401B	NONE	386
402	9778C	052486	STATESVILLE, NC	PIPER	PA-28-161	NONE	254
403	6108T	052286	GULFSHORE, AL	CESSNA	150E	NONE	28
404	6235Q	011586	CONWAY, SC	CESSNA	152	SERIOUS	330
405	3629J	022486	HOMESTEAD, FL	SCHWEIZER	G-164B	NONE	108
407	6762T	033086	YERMO, CA	CESSNA	310D	NONE	62
408	3694C	033186	PHEONIX, AZ	BALLOON WORK	FIREFLY 8-	SERIOUS	42
409	7948K	012286	ANNISTON, AL	BEECH	95-B55	FATAL	20
410	99034	040586	SEATTLE, WA	CESSNA	172P	FATAL	370
410	65783	040586	SEATTLE, WA	CESSNA	172P	FATAL	372
411	734JP	041286	PIOCHE, NV	CESSNA	172N	NONE	294
412	9194H	041586	BORINQUEN, PR	CESSNA	172M	NONE	326
413	17AT	040886	HOLLYWOOD, FL	BEECH	BE-95	NONE	124
414	742JM	040486	OCKLAWAHA, FL	PIPER	PA-28R-201	FATAL	118
415	7EA	021786	MOORE HAVEN, FL	PIPER	PA-31-310	FATAL	106
416	877AP	030886	KISSIMMEE, FL	PIPER	PA-28-140	SERIOUS	110
417	4242T	041486	NORTH PORT, FL	BELL	UH-1B	NONE	128
418	212ER	041486	BUNNELL, FL	CESSNA	T303	NONE	126
419	2662R	040686	UMATILLA, FL	PIPER	PA-28R-200	NONE	122
421	28QW	052186	N. LITTLE ROCK, AR	HOME-BUILT	JODEL F-9	SERIOUS	34
422	51WJ	041286	SPRINGFIELD, MO	AEROTEK	PITTS S-2A	NONE	222
423	1317J	011786	SAN CARLOS, CA	ROCKWELL	112TC	NONE	50
424	8535S	011086	CROWN KING, AZ	CESSNA	182H	SERIOUS	38
425	3737K	062386	GEORGETOWN, TX	PIPER	PA-28-140	NONE	354
426	40Z	050486	LONGMONT, CO	GLASER-DIRKS	DG-400	MINOR	100

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427	97TC	010586	HAZARD, KY	CESSNA	177RG	FATAL	210
428	8813Q	060586	LA FERIA, TX	AERO COMMAND	S2R	FATAL	350
429	552Y	060586	LA FERIA, TX	GRUMMAN	G-164	NONE	352
430	5695R	060886	JEFFERSON CITY, MO	CESSNA	172F	NONE	228
431	63177	041186	OMAHA, NE	CESSNA	172P	NONE	270
432	32143	052686	BOLIVAR, MO	PIPER	PA-28-140	NONE	226
433	6272V	042286	ORLANDO, FL	BEECH	95-B55	NONE	140
434	90676	042386	PANAMA CITY, FL	PIPER	PA-60	NONE	142
435	71FW	042586	MIAMI SHORES, FL	BELL	206-L-3	NONE	144
436	528FT	042286	MELBOURNE, FL	PIPER	PA-28RT-20	NONE	138
437	10600	042086	ALACHUA, FL	ADAMS	A55	SERIOUS	136
438	6155V	042286	SAN JUAN, PR	CONSOLIDATED	LAKE LA-4-	NONE	328
439	9592P	041686	OCALA, FL	PIPER	PA-25-235	NONE	130
440	401NA	042586	OPA LOCKA, FL	CESSNA	402B	NONE	146
441	9875E	041086	JACKSON, CA	CESSNA	182	NONE	66
442	9047T	030286	OAKLAND, CA	CESSNA	182C	SERIOUS	58
443	82238	041086	FORT HALL, ID	PIPER	PA-32-301T	FATAL	202
444	4339N	020186	BLACK DIAMOND, WA	CESSNA	195	FATAL	368
445	3714T	041086	LONE PINE, ID	PIPER	PA-28R-180	FATAL	200
446	4966	030786	SILETZ, OR	AEROSPATIALE	SE 318C	FATAL	310
447	951Q	041986	ST. AUGUSTINE, FL	BEECH	B95A	MINOR	134
448	121SU	041886	ST. AUGUSTINE, FL	CESSNA	172N	NONE	132
449	35911	040686	ORLANDO, FL	CESSNA	177RG	NONE	120
450	82182	041686	COLUSA, CA	PIPER	PA-18-150	MINOR	72
451	3872E	040886	MESA, AZ	PIPER	PA-23-250	NONE	44

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
452	45105	020886	MIDDLETOWN, CA	NAVAL AIRCRA	N3N-3	FATAL	54
453	6235D	041286	MESA, AZ	CESSNA	172N	NONE	46
454	9694M	030986	ROLL, AZ	MOONEY	M-20C	SERIOUS	40
455	714AW	042586	TEMECULA, CA	CESSNA	150M	MINOR	78
456	7320K	010186	KAMUELA, HI	CESSNA	R172K	FATAL	194
457	51156	032986	TIOGA, ND	CESSNA	150J	SERIOUS	268
458	4633B	031686	BROOKLYN PARK, MN	CESSNA	152	NONE	214
459	5644J	051386	FALLON, NV	MAULE	M-6-235	SERIOUS	298
460	91184	051086	SMITHS FERRY, ID	CESSNA	182P	SERIOUS	206
461	65654	042786	HUBBARD, OR	CESSNA	172	NONE	318
462	1371X	041886	LAPWAI, ID	BELL	47G-3B1	NONE	204
463	5786T	041286	RENO, NV	CESSNA	172	NONE	292
464	119JC	033086	SAND POINT, ID	MAULE	M5-180C	MINOR	198
465	54BF	032586	WASCO, OR	S.O.C.A.T.A.	MS894A	SERIOUS	312
466	88415	041186	HARLEN, OR	BELLANCA	7GCBC	NONE	314
467	89403	061786	PACOIMA, CA	CESSNA	140	NONE	80
468	24274	041286	SALINAS, CA	PIPER	PA-38-112	NONE	68
469	77483	032286	WHITEFIELD, OK	CESSNA	120	FATAL	308
470	9165P	070786	SAN ANTONIO, TX	PIPER	PA-24-260	NONE	356
471	53756	051586	HURON, SD	BELLANCA	7GCBC	SERIOUS	334
472	1503E	030186	RED LODGE, MT	AERONCA	7AC	NONE	240
473	8276	052486	FAYETTEVILLE, GA	LANGFORD	MIDGET MUS	MINOR	192
474	6276P	070586	NENANA, AK	CESSNA	152	NONE	8
475	3162B	070686	TEKANIKA RIVER, AK	CESSNA	170B	NONE	10
476	5472H	070386	SPARROVAHN, AK	PIPER	PA-18	NONE	4

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477	3864V	070886	FAIRBANKS, AK	CESSNA	170	NONE	12
478	4109E	070386	BARROW, AK	PIPER	PA-31-350	NONE	6
479	18SA	021086	MILWAUKEE, WI	CESSNA	207	NONE	388
480	2135R	060886	BENTON, TN	GROB FLUGZEU	G103	MINOR	340
481	6455X	071186	SKWENTNA, AK	CESSNA	180	NONE	16
482	5159E	071086	KVICHAK, AK	CESSNA	180B	NONE	14
484	3476T	030686	ANACONDA, MT	CESSNA	177	FATAL	242
485	8495P	061186	ST.AUGUSTINE, FL	PIPER	PA-24-400	NONE	184
486	246G	050386	MIAMI, FL	PIPER	601P	NONE	154
487	2425P	051286	BROOKSVILLE, FL	PIPER	PA-22-150	MINOR	164
488	9563Y	050986	DESTIN, FL	CESSNA	T210N	NONE	162
489	5601G	051686	KILN, MS	VARGA	2150A	MINOR	232
490	69133	051786	NAPLES, FL	CESSNA	152	NONE	174
491	6926V	050386	STARKE, FL	MOONEY	M20C	NONE	156
492	3041J	050886	SHAW, MS	CESSNA	T188C	NONE	230
493	7850X	052686	WINDERMERE, FL	CESSNA	172	NONE	180
494	90985	050286	NEW SMYRNA BCH, FL	BELLANCA	7KCAB	NONE	152
495	8993F	050486	JACKSONVILLE, FL	HUGHES	269C	NONE	158
496	11TR	052686	PENSACOLA, FL	BLANIK	L-13	MINOR	178
497	5950D	011986	CEDAR CITY, UT	PIPER	PA-22-150	MINOR	358
498	5019K	012786	MISSOULA, MT	BELL	206L-1	NONE	236
499	51238	011386	FARGO, ND	CESSNA	172P	NONE	260
500	23148	010486	WEST FARGO, ND	CESSNA	150H	NONE	258
501	50384	010386	HOPE, ND	BELLANCA	7ECA	NONE	256
502	166JD	010186	ALAMOGORDO, NM	SCHEMPP-HIRT	VENTUS-B	SERIOUS	274

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503	35DM	030986	DICKINSON, ND	SMITH	601P AEROS	MINOR	266
504	16210	022686	WATFORD CITY, ND	CESSNA	150L	NONE	262
505	3SB	011886	RIO RANCHO, NM	CAMERON BALL	O-77	MINOR	276
506	7255D	051186	ASHBY, NE	PIPER	PA-22-150	NONE	272
507	1279S	050186	HASTINGS, FL	CESSNA	182P	NONE	150
508	3789X	042786	FT.LAUDERDALE, FL	ROCKWELL AER	100	MINOR	148
509	1159W	050986	PANAMA CITY, FL	BELL	47G-3B-1	NONE	160
510	8267Q	051986	MEAD, WA	CESSNA	TU206F	FATAL	378
510	6161M	051986	MEAD, WA	CESSNA	152	FATAL	380
511	5276M	030986	MOCKSVILLE, NC	CESSNA	152	NONE	250
512	33535	011586	STERLING, CO	PIPER	PA-28R-200	NONE	84
513	23930	061486	VAIDEN, MS	AIR TRACTOR	AT-301	NONE	234
514	63133	062186	PLANT CITY, FL	CESSNA	150M	MINOR	188
515	1888Q	053086	JACKSONVILLE, FL	CESSNA	177RG	NONE	182
516	6155B	051486	WINTER HAVEN, FL	CESSNA	182A	NONE	168
517	3516U	051486	SANFORD, FL	CESSNA	182F	NONE	166
518	4986J	051686	TALLAHASSEE, FL	PIPER	PA-28R-180	NONE	172
519	9491P	051586	TALLAHASSEE, FL	PIPER	PA-24-260	NONE	170
520	3403L	021186	COLUMBIA, TN	CESSNA	U206B	NONE	336
521	63660	010786	UKIAH, CA	CESSNA	150M	SERIOUS	48
522	7049P	010686	PEORIA, AZ	PIPER	PA-24-250	MINOR	36
523	1308W	060586	PELL CITY, AL	MOONEY	M20E	NONE	30
524	7613J	031786	CROSSVILLE, TN	PIPER	PA-28R-180	NONE	338
525	93567	022186	WILKESBORO, NC	CESSNA	152	FATAL	246
526	114RM	030386	BULLARD, GA	BELL	B-214-B-1	MINOR	190

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527	4877V	021286	SHIPPENVILLE, PA	CESSNA	303	FATAL	320
528	43139	033086	SANTA TERESA, NM	TAYLORCRAFT	BC12D	NONE	288
529	2874K	020286	KALISPELL, MT	CESSNA	180	FATAL	238
530	74HB	031186	HANCEVILLE, AL	PIPER	PA-28R-200	NONE	22
531	1523M	021986	ELYRIA, OH	CESSNA	182P	FATAL	300
532	8167R	030286	ELKTON, MD	PIPER	PA-28-161	NONE	212
533	57608	042386	MATTAWA, WA	PIPER	PA-36	MINOR	376
534	318M	041086	SPOKANE, WA	MORLEY	AVID FLYER	SERIOUS	374
536	4978X	051986	ODESSA, WA	AYRES	S-2R	NONE	382
537	6VS	042786	MINDEN, NV	EIREAVION OY	PIK 20-D	NONE	296
538	14DM	020886	CARLSBAD, CA	MITSUBISHI	MU-300	NONE	52
539	335RM	031586	MULBERRY, FL	McFARLAND	QUICKIE 2	FATAL	112
540	20SQ	052086	STUART, FL	CESSNA	152	NONE	176
541	2378D	061186	VERO BEACH, FL	PIPER	PA-38-112	NONE	186
543	9237K	040986	SAN JOSE, CA	PIPER	PA-28-151	NONE	64
544	4162Q	042186	FULLERTON, CA	CESSNA	310N	NONE	74
545	717WL	052086	RIO HONDO, TX	PIPER	PA-23-250	MINOR	348
546	4153T	070186	COMPTON, CA	CESSNA	320D	NONE	82
547	9153K	030286	HICKORY, NC	PIPER	PA-28-181	SERIOUS	248
548	4984Q	031486	BOZEMAN, MT	CESSNA	A185F	NONE	244
549	27Y	010286	TERRELL, TX	BEECH	E18S	NONE	342
550	8047G	041286	DALLAS, TX	CESSNA	177RG	FATAL	346
551	810Q	040586	MONTAGUE, TX	BEECH	65	FATAL	344
552	5968C	031886	CRYSTAL SPRINGS, FL	BEECH	D-35	FATAL	114
553	40MS	042886	JULIAN, PA	GLASER	DIRK-DG-40	FATAL	322

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553	686U	042886	JULIAN, PA	SCHWEIZER	SGS-1-26B	FATAL	324
555	25SK	042386	ECHO, OR	GRUMMAN	G164-A	NONE	316
556	772K	041986	WEST MEMPHIS, AR	BEECH	A-90	NONE	32
557	9726R	042086	MARSHALL, MO	BEECH	M-35	NONE	224
558	3124P	031386	TOLEDO, OH	PIPER	PA-23	FATAL	302
559	118JB	061286	MEAD, WA	SANDERS	STARDUSTER	FATAL	384
560	84394	040586	HAMILTON, OH	AERONCA	7AC	NONE	304
561	55VH	050486	ROANOKE, AL	AERO COMMAND	112	NONE	26
562	210TA	020886	ALBUQUERQUE, NM	CESSNA	T-210M	SERIOUS	280
563	736GS	030886	FT. BRIDGER, WY	CESSNA	R172K	NONE	392
564	328OF	031086	LONGMONT, CO	MOONEY	M20F	NONE	90
565	9614S	032586	FALCON, CO	CHAMPION	7GCAA	NONE	92
566	1593B	033186	WATKINS, CO	LUSCOMBE	T-8F	MINOR	94
567	9072Z	030586	EL TORO, CA	ROBINSON	R-22	NONE	60
568	2032T	042386	HEMET, CA	SCHWEIZER	SGS-2-33A	NONE	76
569	22134	041586	HESPERIA, CA	CESSNA	150H	SERIOUS	70
570	7879U	030286	EPHRAIM, UT	CESSNA	172F	MINOR	360
571	761XE	051286	ERIE, CO	CESSNA	T210M	NONE	102
572	2DE	051886	DENVER, CO	PITTS	S-1S	MINOR	104
573	6353M	021986	ALAMEDA, NM	CESSNA	152	NONE	282
574	2436D	040886	ST GEORGE, UT	CESSNA	170B	NONE	364
575	8935V	022686	QUEMADO, NM	CESSNA	172M	NONE	284
576	91319	030686	BOUNTIFUL, UT	PIPER	PA-38-112	NONE	362
577	1580Q	040586	FALCON, CO	CESSNA	150L	MINOR	96
578	85255	030286	SANTA ROSA, NM	AERONCA	7AC	NONE	286

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File Number -----	Aircraft Regist. -----	Date ----	Location -----	Make ----	Aircraft Model -----	Injury Index -----	Page ----
579	27387	022086	MEEKER, CO	AEROSPATIALE	SA315B	MINOR	88
580	761JP	020286	TRUTH OR CONSEQ, NM	CESSNA	T210M	NONE	278
581	9923N	030386	CASPER, WY	CESSNA	180J	NONE	390
582	7647M	030286	KULM, ND	CESSNA	175	NONE	264
583	5721D	022586	ESTELLINE, SD	PIPER	PA-22-150	NONE	332
584	6735T	011786	LEADVILLE, CO	BEECH	V35B	FATAL	86
585	NONE	030286	CORONA, CA	ROTORWAY	SCORPION 1	NONE	56
586	9288F	042386	KAHULUI, HI	HUGHES	269	MINOR	196
588	14RN	041186	LOVELAND, CO	AEROTEK	PITTS-S-1S	MINOR	98
589	97266	032386	MARSEILLES, IL	CESSNA	172	MINOR	208
590	10415	032986	LAKEVILLE, MN	HUGHES	269A (TH-5	MINOR	216
591	3960S	050386	CLYDE, OH	CESSNA	172E	MINOR	306
592	2851Q	040886	CHARLOTTE, NC	CESSNA	172L	SERIOUS	252
593	455JS	031586	MOBILE, AL	SHAFFER	KR-2	SERIOUS	24
594	1504Q	072786	ANCHORAGE, AK	CESSNA	150L	SERIOUS	18
595	2536B	050186	FAIRBANKS, AK	CONSOLIDATED	L-13	NONE	2
596	83GD	031986	LAKELAND, FL	DURKOTA	THORP T-18	FATAL	116
597	180BK	042086	ROOSEVELT, UT	CESSNA	180G	NONE	366
598	2896L	041486	CROSSROADS, NM	CESSNA	172H	NONE	290
599	9220R	042186	GREENBUSH, MN	CESSNA	A188B	SERIOUS	218
600	6559A	042986	BRAINERD, MN	CESSNA	180	FATAL	220

AIRCRAFT ACCIDENT REPORTS
BRIEF FORMAT
U.S. CIVIL AND FOREIGN AVIATION
ISSUE NUMBER 3 OF 1986 ACCIDENTS

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 595	5/01/86	FAIRBANKS, AK	A/C Reg. No. N2536B	Time (Lcl) - 1800 ADT
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----Basic Information----

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

----Aircraft Information----

Make/Model - CONSOLIDATED VULTEE L-13	Eng Make/Model - LYCOMING R-680	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 3550	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 300 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point.	ON AIRPORT
Method - UNK/NR	FAIRBANKS, AK	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LOCAL	METRO FIELD
Wind Dir/Speed- 320/006 KTS	ATC/Airspace	Runway Ident - 06
Visibility - 80.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4400/ 150
Lowest Sky/Clouds - 7500 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 - 55	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 4000
SE LAND, ME LAND, SE SEA	Months Since - 1	Make/Model- 6
HELICOPTER	Aircraft Type - C-150	Instrument- 70
		Multi-Eng - 7
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - UNK/NR

----Narrative----

DURING THE TAKEOFF ROLL THE PILOT LOST CONTROL OF THE AIRCRAFT, THE ACFT EXITED THE RUNWAY AND ROLLED OVER ON ITS RIGHT SIDE. THE INSPECTION OF BOTH TAILWHEEL AND TAILWHEEL ASSEMBLY REVEALED VERY LOOSE CABLES BETWEEN THE LOCKING HANDLE AND THE TAILWHEEL. AT THE TIME OF THE ACCIDENT THE PILOT HAD ONLY SIX HOURS IN THE TYPE OF AIRCRAFT.

Brief of Accident (Continued)

File No. - 595

5/01/86

FAIRBANKS, AK

A/C Reg. No. N2536B

Time (Lc1) - 1800 ADT

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

Finding(s)

1. LANDING GEAR, TAILWHEEL ASSEMBLY - INOPERATIVE
2. AIRCRAFT PREFLIGHT - IMPROPER - PILOT IN COMMAND
3. LANDING GEAR, TAILWHEEL ASSEMBLY - LOOSE
4. AIRCRAFT HANDLING - INADEQUATE - PILOT IN COMMAND
5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 476 7/03/86 SPARROVAHN, AK A/C Reg. No. N5472H Time (Lcl) - 0600 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - PIPER PA-18
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/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 - 100.0 SM
Lowest Sky/Clouds - 6000 FT SCATTERED
Lowest Ceiling - 10000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
LIME VILLAGE, AK
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL
SE LAND, SE SEA

Age - 40

Biennial Flight Review

Current - YES
Months Since - 6
Aircraft Type - C-206

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 2285	Last 24 Hrs - 5
Make/Model- 1510	Last 30 Days- 60
Instrument- 81	Last 90 Days- 135

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED A TOTAL LOSS OF PWR OCCURRED WHILE MANEUVERING OVER AN AREA TO OBSERVE THE TERRAIN. A FORCED LANDING WAS MADE ON A GRAVEL BAR DURING WHICH THE ACFT NOSED OVER. IN HIS RECOMMENDATION ON HOW THE ACCIDENT COULD HAVE BEEN PREVENTED, THE PLT REPORTED, "YOU CAN NEVER CHECK YOUR FUEL ENOUGH."

Brief of Accident (Continued)

File No. - 476

7/03/86

SPARROVAHN, AK

A/C Reg. No. N5472H

Time (Lc1) - 0600 ADT

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

Finding(s)

1. FLUID, FUEL - EXHAUSTION
2. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
3. FUEL SUPPLY - NOT IDENTIFIED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

4. TERRAIN CONDITION - LOOSE GRAVEL/SANDY

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 478 7/03/86 BARROW, AK A/C Reg. No. N4109E Time (Lcl) - 2025 ADT

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

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

Crew
Pass

-----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-J2B
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 350 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 240/010 KTS
Visibility - 50.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
POINT LAY, AK
Destination
BARROW, 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 - VFR
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

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

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

Age - 34
Biennial Flight Review
Current - YES
Months Since - 6
Aircraft Type - PA-31

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 1750
Last 24 Hrs - 4
Make/Model- 86
Last 30 Days- 70
Instrument- 220
Last 90 Days- 140
Multi-Eng - 400

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THERE WERE MECHANICAL PROBLEMS WITH THE ACFT BUT IT WAS DECIDED TO FLY IT BACK TO ANOTHER ARPT FOR REPAIRS. ENROUTE THE PLT SHUT DOWN THE RIGHT ENG BECAUSE OF AN OIL LEAK. WHILE ATTEMPTING TO CROSSFEED FUEL, THE PLT ACCIDENTLY PUSHED THE LEFT ENG FIRE WALL FUEL SHUT OFF VALVE WHICH RESULTED IN A LOSS OF PWR ON THE LEFT ENG. THE ACFT WAS SUBSTANTIALLY DAMAGED DURING THE FORCED LANDING ON ROUGH TUNDRA.

Brief of Accident (Continued)

File No. - 478

7/03/86

BARROW, AK

A/C Reg. No. N4109E

Time (Lcl) - 2025 ADT

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

Finding(s)

1. LUBRICATING SYSTEM - LEAK
 2. FLUID,OIL - LEAK
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

3. FLUID,FUEL - STARVATION
 4. FUEL SYSTEM - IMPROPER USE OF - PILOT IN COMMAND
-

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) 4

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 474 7/05/86 NENANA, AK A/C Reg. No. N6276P Time (Lcl) - 2320 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - CESSNA 152
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1670
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-N2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 108 HP

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

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

Weather Data

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

Itinerary

Last Departure Point
FORT YUKON, AK
Destination
CIR HOT SPRINGS, 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 - VFR
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

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

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

Age - 33
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

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

Total - 39	Last 24 Hrs - 6
Make/Model- 14	Last 30 Days- UNK/NR
Instrument- 0	Last 90 Days- 8

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT STATED THAT HE RAN OUT OF FUEL ON A SOLO X-COUNTRY FLT AFTER BECOMING DISORIENTED. A FORCED LANDING WAS MADE DURING WHICH THE ACFT NOSED OVER.

Brief of Accident (Continued)

File No. - 474

7/05/86

NENANA, AK

A/C Reg. No. N6276P

Time (Lc1) - 2320 ADT

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

Finding(s)

1. FUEL SYSTEM - EXHAUSTION
 2. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
 3. BECAME LOST/DISORIENTED
 4. REFUELING - NOT PERFORMED - PILOT IN COMMAND
 5. FUEL CONSUMPTION CALCULATIONS - MISJUDGED - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 475 7/06/86 TEKANIK RIVER, AK A/C Reg. No. N3162B Time (Lcl) - 1630 ADT

-----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	2

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

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

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

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 030/006 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
SAME AS ACC/INC
Destination
FAIRBANKS, AK

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

ATC/Airspace

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

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

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

Pilot-In-Command

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

Age - 20
Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - C-170

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 435
Make/Model- 211
Instrument- 4
Multi-Eng - 1
Last 24 Hrs - 4
Last 30 Days- 60
Last 90 Days- 122

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT NOSED OVER DURING THE FORCED LANDING WHICH FOLLOWED A TOTAL LOSS OF PWR. THE PLT REPORTED HE NOTED A DECREASE IN OIL PRESSURE DURING CRUISE FLT JUST PRIOR TO THE PWR LOSS. EXAMINATION OF THE ACFT ENG REVEALED THAT THE #6 CYLINDER PUSH ROD HAD FAILED.

Brief of Accident (Continued)

File No. - 475

7/06/86

TEKANIKA RIVER, AK

A/C Reg. No. N3162B

Time (Lc1) - 1630 ADT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation CRUISE
1. ENGINE ASSEMBLY, PUSH ROD - FAILURE, TOTAL

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 477 7/08/86 FAIRBANKS, AK A/C Reg. No. N3864V Time (Lcl) - 1130 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	0

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

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

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

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

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

Weather Data

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

Itinerary

Last Departure Point
N. INIAKUK LAKE, AK
Destination
FAIRBANKS, AK

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

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

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

Age - 40
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - C-170

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 521
Make/Model- 306
Instrument- 5
Last 24 Hrs - 6
Last 30 Days- 6
Last 90 Days- 17

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED EXPERIENCING A TOTAL LOSS OF PWR DURING CRUISE FLT. HE STATED HE SWITCHED FUEL TANKS AND WAS TEMPORARILY ABLE TO REGAIN PWR BEFORE EXPERIENCING A SECOND TOTAL LOSS. SUBSTANTIAL DAMAGE RESULTED DURING THE FORCED LANDING. DURING POST ACCIDENT TESTS THE ACFT ENG WAS STARTED AND OPERATED SUCCUSSFULLY. THE PLT REPORTED HE SHOULD HAVE MONITORED THE CARB HEAT MORE CLOSELY.

Brief of Accident (Continued)

File No. - 477

7/08/86

FAIRBANKS, AK

A/C Reg. No. N3864V

Time (Lcl) - 1130 ADT

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

Finding(s)

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

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 482	7/10/86	KVICHAK,AK	A/C Reg. No. N5159E	Time (Lcl) - 1200 ADT
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-----Basic Information-----

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

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

Make/Model - CESSNA 180B	Eng Make/Model - CONTINENTAL O-470-R	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2650	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 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- CALM</p> <p>Visibility - 40.0 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 KVICHAK,AK</p> <p>Destination SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data</p> <p>KVICHAK</p> <p>Runway Ident - 36</p> <p>Runway Lth/Wid - 1200 -UNK/NR</p> <p>Runway Surface - DIRT</p> <p>Runway Status - SOFT</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND,SE SEA</p>	<p>Age - 27</p> <p>Biennial Flight Review</p> <p>Current - NO</p> <p>Months Since - UNK/NR</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 1200</p> <p>Make/Model- 3</p> <p>Instrument- UNK/NR</p> <p>Multi-Eng - UNK/NR</p> <p>Last 24 Hrs - 3</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 180</p> <p>Rotorcraft - UNK/NR</p>
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Instrument Rating(s) - NONE

-----Narrative-----

THE PLT ATTEMPTED TO BECOME AIRBORNE WITHOUT SUFFICIENT AIRSPEED AFTER NOTICING THAT THERE WAS NOT ENOUGH RWY REMAINING TO COMPLETE THE TAKEOFF. THE ACFT MUSHED AND ONE OF THE MAIN GEARS CONTACTED A DIRT BANK. A LOSS OF DIRECTIONAL CONTROL RESULTED AND THE ACFT TRAVELED THROUGH AN AREA OF BRUSH.

Brief of Accident (Continued)

File No. - 482

7/10/86

KVICHAK,AK

A/C Reg. No. N5159E

Time (Lc1) - 1200 ADT

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

Finding(s)

1. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
4. AIRSPEED - INADEQUATE - PILOT IN COMMAND
5. ROTATION - PREMATURE - PILOT IN COMMAND
6. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

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

Finding(s)

7. TERRAIN CONDITION - DIRT BANK

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 481	7/11/86	SKWENTNA, AK	A/C Reg. No. N6455X	Time (Lcl) - 1100 ADT
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-----Basic Information-----

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

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

Make/Model - CESSNA 180	Eng Make/Model - CONTINENTAL O-470-R	ELT Installed/Activated - YES/YES
Landing Gear - AMPHIBIAN	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2950	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 230 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	PALMER, AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SKWENTNA, AK	Runway Ident - N/A
Wind Dir/Speed- VARIABLE	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 40.0 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 - FULL STOP	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 47	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1425
SE LAND, SE SEA	Months Since - 3	Make/Model- 810
	Aircraft Type - C-180	Instrument- 20
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT HE LANDED IN THE WATER WITH THE LANDING GEAR ON THE FLOATS IN THE DOWN AND LOCKED POSITION. THE ACFT NOSED OVER IN THE WATER ON TOUCHDOWN. THE PLT STATED HE FAILED TO USE A BEFORE LANDING CHECKLIST.

Brief of Accident (Continued)

File No. - 481

7/11/86

SKWENTNA, AK

A/C Reg. No. N6455X

Time (Lcl) - 1100 ADT

Occurrence NOSE OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. CHECKLIST - NOT FOLLOWED - PILOT IN COMMAND
 2. WHEELS DOWN LANDING IN WATER - CONTINUED - PILOT IN COMMAND
 3. WHEELS DOWN LANDING IN WATER - INATTENTIVE - 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. - 594 7/27/86 ANCHORAGE, AK A/C Reg. No. N1504Q Time (Lc1) - 1100 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	1	0	0
Pass	0	0	1	0

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

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

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

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 020/005 KTS
Visibility - 90.0 SM
Lowest Sky/Clouds - 20000 FT UNK/NR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
HOMER, AK
Destination
ANCHORAGE, AK

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

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

Age - 33
Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - C-150

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 94 Last 24 Hrs - 5
Make/Model- 58 Last 30 Days- UNK/NR
Instrument- 20 Last 90 Days- 22

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CONTACTED A ROADSIDE EMBANKMENT DURING A FORCED LANDING FOLLOWING AN ENGINE FAILURE DUE TO FUEL EXHAUSTION. THE ACFT HAD OPERATED 5.1 HOURS SINCE IT WAS LAST REFUELED. THE ACFT OPERATOR REPORTED 4.5 HOURS IS THE NORMAL ENDURANCE FOR THE ACFT.

Brief of Accident (Continued)

File No. - 594

7/27/86

ANCHORAGE, AK

A/C Reg. No. N1504Q

Time (Lcl) - 1100 ADT

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

Finding(s)

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

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 409 1/22/86 ANNISTON,AL A/C Reg. No. N7948K Time (Lcl) - 1445 CST

-----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 ON GROUND

Crew 1
Pass 0

Fatal 1
 0

Injuries

Serious 0
 0

Minor 0
 0

None 0
 0

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

Make/Model - BEECH 95-B55
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5000
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 - UNK/NR
Stall Warning System - YES

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - IMC
Wind Dir/Speed- 230/005 KTS
Visibility - 5.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 1500 FT BROKEN
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
NATCHITOCHE, LA
Destination
ATLANTA, 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 - 33

Biennial Flight Review

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

Medical Certificate - EXPIRED

Flight Time (Hours)

Total - 76
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 WAS OBSERVED FLYING THROUGH THE BASE OF THE LOW LEVEL CLOUD LAYER PRIOR TO ITS IMPACT ON THE SIDE OF A MOUNTAIN. THE PLT WAS NOT INSTRUMENT RATED, HAD NOT FILED A FLT PLAN NOR OBTAINED A WX BRIEFING. THE IMPACT POINT WAS SEVERAL HUNDRED FT BELOW THE MAX ELEVATION FIGURE SHOWN ON THE AERONAUTICAL CHART FOR THE SECTION IN WHICH HE WAS FLYING.

Brief of Accident (Continued)

File No. - 409

1/22/86

ANNISTON, AL

A/C Reg. No. N7948K

Time (Lc1) - 1445 CST

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

Finding(s)

1. WEATHER CONDITION - LOW CEILING
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
4. VFR FLIGHT INTO IMC - INTENTIONAL - PILOT IN COMMAND
5. JUDGEMENT - POOR - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation CRUISE - NORMAL

Finding(s)

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 530 3/11/86 HANCEVILLE, AL A/C Reg. No. N74HB Time (Lc1) - 1716 CST

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

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

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

Make/Model	- PIPER PA-28R-200	Eng Make/Model	- LYCOMING IO-360-C1C	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	- 2	Rated Power	- 150 HP		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- FSS	Last Departure Point		OFF AIRPORT/STRIP	
Method	- TELEPHONE	HUNTSVILLE, AL			
Completeness	- WEATHER NOT PERTINENT	Destination		Airport Data	
Basic Weather	- VMC	BIRMINGHAM, AL		Runway Ident	- N/A
Wind Dir/Speed	- 160/008 KTS	ATC/Airspace		Runway Lth/Wid	- N/A
Visibility	- 6.0 SM	Type of Flight Plan	- NONE	Runway Surface	- N/A
Lowest Sky/Clouds	- 25000 FT	Type of Clearance	- VFR	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)	
ATP	Current - YES	Total - 2044	Last 24 Hrs - 2
SE LAND, ME LAND	Months Since - 1	Make/Model - 46	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 113	Last 90 Days - 330
		Multi-Eng - 291	Rotorcraft - 10

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE ENROUTE TO BIRMINGHAM THE PILOT EXPERIENCED A COMPLETE POWER FAILURE WHEN NO. 2 CYLINDER SEPARATED FROM THE ENGINE ASSEMBLY. THE PILOT ATTEMPTED TO MAKE AN EMERGENCY LANDING ON INTERSTATE 65 NEAR HANCEVILLE, AL, AND THE AIRCRAFT COLLIDED WITH AN EMBANKMENT ADJACENT TO THE SOUTHBOUND LANES. THE INVESTIGATION DETERMINED THAT THE AIRCRAFT HAD EXPERIENCED SEVERE ENGINE VIBRATIONS TWICE WITHIN THE LAST THREE MONTHS PRIOR TO THE ACCIDENT. ON BOTH OCCURRENCES THE CYLINDERS WERE OVERHAULED AND THE AIRCRAFT RETURNED TO SERVICE. THE MAINTENANCE PERSONNEL WHO REPAIRED THE ENGINE STATED THAT HE DID NOT FOLLOW THE PROCEDURES AS OUTLINED IN THE ENGINE SERVICE MANUAL. THE FAILURE TO RETORQUE AND INSPECT THE ENGINE ASSEMBLY CAUSED THE OTHER CYLINDERS STUDS TO LOOSEN AND EVENTUAL NO. 2 CYLINDER FAILURE.

Brief of Accident (Continued)

File No. - 530

3/11/86

HANCEVILLE,AL

A/C Reg. No. N74HB

Time (Lcl) - 1716 CST

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

Finding(s)

1. ENGINE ASSEMBLY,CYLINDER - SEPARATION
2. ENGINE ASSEMBLY,CONNECTING ROD - FAILURE,TOTAL
3. ENGINE ASSEMBLY,CONNECTING ROD - OVERLOAD
4. MAINTENANCE,INSPECTION OF AIRCRAFT - NOT PERFORMED - COMPANY MAINTENANCE PSNL
5. MAINTENANCE,SERVICE BULLETINS - NOT FOLLOWED - COMPANY MAINTENANCE PSNL

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 593	3/15/86	MOBILE, AL	A/C Reg. No. N455JS	Time (Lcl) - 1450 CST
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-----Basic Information-----

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

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

Make/Model - SHAFFER KR-2	Eng Make/Model - VOLKSWAGON 1835	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - UNK/NR	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - UNK/NR	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	NEW BRAUNSFELS, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	MOBILE, AL	Runway Ident - N/A
Wind Dir/Speed- 180/010 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 3000 FT SCATTERED	Type of Clearance - VFR FLIGHT FOLLOWING	Runway Status - N/A
Lowest Ceiling - 25000 FT BROKEN	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 33	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 339
SE LAND	Months Since - 6	Last 24 Hrs - 5
	Aircraft Type - UNK/NR	Make/Model- 176
		Instrument- 14
		Last 30 Days- UNK/NR
		Last 90 Days- 5
		Multi-Eng - 12

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT LOST CONTROL OF THE AIRCRAFT DURING CRUISE FLIGHT WHILE ATTEMPTING TO CLOSE THE COCKPIT CANOPY WHICH INADVERTENTLY UNLATCHED. THE AIRCRAFT ENTERED A SPIN AND THE PILOT WAS UNABLE TO RECOVER PRIOR TO GROUND IMPACT. THE AIRCRAFT WAS AN EXPERIMENTAL HOMEBUILT WHICH WAS ASSEMBLED BY THE PILOT. THE CANOPY LATCH WAS A MODIFICATION TO THE ORIGINAL PLANS WHICH WAS DESIGNED AND CONSTRUCTED BY THE PILOT.

Brief of Accident (Continued)

File No. - 593

3/15/86

MOBILE,AL

A/C Reg. No. N455JS

Time (Lcl) - 1450 CST

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

Finding(s)

1. DOOR, INTERIOR CREW - OPEN
2. MAINTENANCE, MODIFICATION - POOR - PILOT IN COMMAND

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

Finding(s)

3. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
6. IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 561	5/04/86	ROANOKE, AL	A/C Reg. No. N55VH	Time (Lcl) - 1850 CDT
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----Basic Information----

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

----Aircraft Information----

Make/Model - AERO COMMANDER 112	Eng Make/Model - LYCOMING IO-360-C1D6	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2650	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 200 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	ROANAKE
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 11
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3700/ 80
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

----Personnel Information----

Pilot-In-Command	Age - 46	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 235
SE LAND	Months Since - 12	Last 24 Hrs - 2
	Aircraft Type - PA-28	Make/Model- 38
		Instrument- 8
		Last 30 Days- UNK/NR
		Last 90 Days- 6

Instrument Rating(s) - NONE

----Narrative----

THE PLT LOST CONTROL OF THE ACFT DURING AN ATTEMPTED GO-AROUND. WHILE ON FINAL APCH, FULL FLAPS WERE LOWERED AND POWER WAS ADDED TO MAINTAIN 80 KTS. THE ACFT CONTINUED DESCENDING, THE AIRSPEED DECREASED TO 65-70 KTS AND THE STALL WARNING ACTIVATED. THE PLT THEN APPLIED PWR TO GO-AROUND, HOWEVER, HE APPLIED TOO MUCH BACK PRESSURE ON THE YOKE AND THE ACFT CONTINUED TO MUSH. THE ACFT TRAVELED OFF THE LEFT SIDE OF THE RWY, DOWN AN EMBANKMENT AND INTO A WOODED AREA. THE PLT LATER REFLECTED HE HAD NOT RECENTLY PRACTICED GO-AROUNDS AND BELIEVES THE FLAPS WERE INADVERTENTLY RAISED WHEN PWR WAS ADDED.

Brief of Accident (Continued)

File No. - 561

5/04/86

ROANOKE,AL

A/C Reg. No. N55VH

Time (Lcl) - 1850 CDT

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE, COMPLACENCY - PILOT IN COMMAND
3. RAISING OF FLAPS - INADVERTENT - PILOT IN COMMAND
4. GO-AROUND - DELAYED - PILOT IN COMMAND
5. PULL-UP - EXCESSIVE - PILOT IN COMMAND
6. STALL/MUSH - UNCONTROLLED - PILOT IN COMMAND

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

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) 1,3,4,5,6

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 403	5/22/86	GULFSHORE, AL	A/C Reg. No. N6108T	Time (Lcl) - 2030 CDT
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-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries			
			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 150E	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 - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	ROANOKE, VA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	FOLEY, AL	JACK EDWARDS
Wind Dir/Speed- CALM		Runway Ident - N/A
Visibility - 15.0 SM	ATC/Airspace	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Flight Plan - NONE	Runway Surface - DIRT
Lowest Ceiling - NONE	Type of Clearance - NONE	Runway Status - DRY
Obstructions to Vision- NONE	Type Apch/Lndg - FORCED LANDING	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 31	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 179
SE LAND	Months Since - 4	Make/Model- 66
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - 4
		Last 30 Days- UNK/NR
		Last 90 Days- 12

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT RELATED THAT THE AIRCRAFT RAN OUT OF FUEL AND HE ATTEMPTED A FORCED LANDING IN A FIELD 3 MILES FROM HIS AIRPORT OF INTENDED LANDING. THE FUEL CELLS WERE NOT VISUALLY INSPECTED TO DETERMINE THE FUEL QUANTITY, HOWEVER, THE PILOT STATED THAT THE FUEL GAUGES INDICATED 20 GALLONS PRIOR TO DEPARTURE.

Brief of Accident (Continued)

File No. - 403

5/22/86

GULFSHORE,AL

A/C Reg. No. N6108T

Time (Lc1) - 2030 CDT

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

Finding(s)

1. FLUID,FUEL - EXHAUSTION
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. REFUELING - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

4. TERRAIN CONDITION - OPEN FIELD
5. TERRAIN CONDITION - CROP

-----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. - 523 6/05/86 PELL CITY, AL A/C Reg. No. N1308W Time (Lcl) - 1500 CDT

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

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

Make/Model	- MOONEY M20E	Eng Make/Model	- LYCOMING IO-360-A1A	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2575	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 4	Rated Power	- 200 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	OFF AIRPORT/STRIP
Method	BIRMINGHAM, AL	
Completeness	Destination	Airport Data
Basic Weather	PELL CITY, AL	Runway Ident
Wind Dir/Speed		- N/A
Visibility	ATC/Airspace	Runway Lth/Wid
- 4.000 SM	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- NONE	Runway Surface
- 2500 FT	Type of Clearance	- N/A
Lowest Ceiling	- NONE	Runway Status
Obstructions to Vision	Type Apch/Lndg	- N/A
- HAZE	- FORCED LANDING	
Precipitation		
- NONE		
Condition of Light		
- DAYLIGHT		

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

Pilot-In-Command	Age - 48	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 585
SE LAND	Months Since - 9	Last 24 Hrs - 2
	Aircraft Type - M-20E	Make/Model - 102
		Instrument - 16
		Last 30 Days - UNK/NR
		Last 90 Days - 61

Instrument Rating(s) - NONE

-----Narrative-----

THE ENG LOST PWR AND A FORCED LANDING WAS MADE APRX 5 MILES SOUTH OF THE DESTINATION ARPT. THE PLT REPORTED THAT, PRIOR TO DEPARTURE HE VISUALLY EXAMINED THE FUEL TANKS AND ESTIMATED HAVING APRX 9 GALS TOTAL FUEL ONBOARD. HE ESTIMATED THAT ONLY 5 GALS WOULD BE REQUIRED FOR THE FLT TO THE DESTINATION ARPT WHERE HE PLANNED TO REFUEL. THE PLT SWITCHED TANKS AFTER THE INITIAL PWR LOSS, AND THE ENG REGAINED PWR AND RAN FOR APRX 1 MINUTE BEFORE LOSING PWR AGAIN. INVESTIGATION REVEALED APRX 1 1/2 GALS FUEL REMAINED IN ONE TANK AND THE OTHER TANK WAS EMPTY. THERE WAS NO EVIDENCE OF FUEL LEAKAGE.

Brief of Accident (Continued)

File No. - 523.

6/05/86

PELL CITY, AL

A/C Reg. No. N1308W

Time (Lcl) - 1500 CDT

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. JUDGEMENT - POOR - PILOT IN COMMAND
4. REFUELING - NOT PERFORMED - PILOT IN COMMAND
5. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - UNCONTROLLED

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) 2,3,4,5

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 556	4/19/86	WEST MEMPHIS, AR	A/C Reg. No. N772K	Time (Lcl) - 2100 CST
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-----Basic Information-----

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

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

Make/Model - BEECH A-90	Eng Make/Model - P&W PT6A-20	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 9300	Engine Type - TURBOPROP	
No. of Seats - 9	Rated Power - 550 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	DYERSBURG, TN	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	WEST MEMPHIS
Wind Dir/Speed- 210/005 KTS		Runway Ident - 17
Visibility - 5.0 SM	ATC/Airspace	Runway Lth/Wid - 5000/ 100
Lowest Sky/Clouds - 2900 FT	Type of Flight Plan - NONE	Runway Surface - CONCRETE
Lowest Ceiling - 2900 FT OVERCAST	Type of Clearance - NONE	Runway Status - WET
Obstructions to Vision- NONE	Type Apch/Lndg - VISUAL	
Precipitation - RAIN	TRAFFIC PATTERN	
Condition of Light - DUSK		

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

Pilot-In-Command	Age - 48	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 11544
SE LAND, ME LAND, SE SEA, ME SEA	Months Since - 4	Make/Model- 2130
	Aircraft Type - BOEING	Instrument- UNK/NR
		Multi-Eng - 7678
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 627
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT MADE A LANDING TO A RAIN SLICK RWY AT WEST MEMPHIS, ARKANSAS. THE PLT STATED THE ACFT HYDROPLANED AND THAT BRAKING WAS NEGLIGIBLE. THE PIC'S ATTEMPTS TO USE THE REVERSERS RESULTED IN THE ACFT YAWING. WIND SHIFTS IN THE RAIN SHOWERS EXTENDED THE ACFT'S TOUCHDOWN POINT. THE ACFT LANDED WITH TAILWIND CONDITIONS, WITH INSUFFICIENT AIRSPEED AND RWY AVAILABLE AFTER THE ATTEMPTS TO STOP, FOR A GO-AROUND TO BE INITIATED.

Brief of Accident (Continued)

File No. - 556

4/19/86

WEST MEMPHIS, AR

A/C Reg. No. N772K

Time (Lcl) - 2100 CST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. WEATHER CONDITION - THUNDERSTORM
2. WEATHER CONDITION - TAILWIND
3. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
4. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND
5. COMPENSATION FOR WIND CONDITIONS - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

6. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
7. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - WET
8. 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) 5,8

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 421	5/21/86	N. LITTLE ROCK, AR	A/C Reg. No. N28QW	Time (Lcl) - 1545 CDT
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-----Basic Information-----

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

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

Make/Model - HOME-BUILT JOEL F-9	Eng Make/Model - VOLKSWAGEN TYPE I	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 660	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 60 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	JACKSONVILLE, AR	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	N. LITTLE ROCK, AR	N. LITTLE ROCK
Wind Dir/Speed- 100/008 KTS	ATC/Airspace	Runway Ident - 17
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3000/ 50
Lowest Sky/Clouds - UNK/NR SCATTERED	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - 20000 FT BROKEN	Type Apch/Lndg - GO AROUND	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)
PRIVATE	Current - YES	Total - 465
SE LAND	Months Since - 1	Make/Model- 12
	Aircraft Type - BE-19	Instrument- 27
		Last 24 Hrs - 1
		Last 30 Days- 50
		Last 90 Days- 80

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT STALLED AND IMPACTED THE TERRAIN IN A NOSE LOW ATTITUDE DURING AN ATTEMPTED FORCED LANDING FOLLOWING AN ENG FAILURE. POST ACCIDENT INSPECTION REVEALED THE MAGNETO DRIVE COUPLING HAD FAILED. THERE WAS EVIDENCE PRESENT WHICH INDICATED WEAR ON THE COUPLING AND MAGNETO DRIVE. THIS HOMEBUILT ACFT HAD NOT BEEN FLOWN FOR APRX EIGHT YEARS PRIOR TO THE ACCIDENT. THE PREVIOUS OWNER STATED THE MAGNETO IN THIS TYPE ENG HAS CONSIDERABLE PLAY IN THE OPENING WHERE IT IS INSERTED INTO THE ENG DRIVE ASSEMBLY. THIS PLT HAD PURCHASED THE ACFT ON 5/13/86.

Brief of Accident (Continued)

File No. - 421

5/21/86

N. LITTLE ROCK, AR

A/C Reg. No. N28QW

Time (Lcl) - 1545 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

1. IGNITION SYSTEM, MAGNETO - FAILURE, TOTAL
 2. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - INITIATED - PILOT IN COMMAND
-

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

Finding(s)

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

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 522	1/06/86	PEORIA, AZ	A/C Reg. No. N7049P	Time (Lcl) - 1610 MST
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-----Basic Information-----

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

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

Make/Model - PIPER PA-24-250	Eng Make/Model - LYCOMING O-540	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2800	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 250 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	GLENDAL
Wind Dir/Speed- 250/020 KTS	ATC/Airspace	Runway Ident - 17
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2400/ 50
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FORCED LANDING	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 60	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 936
SE LAND	Months Since - 8	Make/Model- 350
	Aircraft Type - PA-24	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 6

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT LANDED SHORT OF THE INTENDED RWY AND COLLIDED WITH A CEMENT BLOCK WALL SURROUNDING A TRAILER PARK ON THE APCH PATH TO THE RWY. THE PLT STATED THAT THE ENG QUIT ON THE FINAL APCH TO LANDING DUE TO APPARENT FUEL STARVATION. HE REPORTED THAT HE CHECKED THE FUEL IN BOTH TANKS PRIOR TO THE FLT AND MUST HAVE OVERESTIMATED THE FUEL QUANTITY.

Brief of Accident (Continued)

File No. - 522

1/06/86

PEORIA,AZ

A/C Reg. No. N7049P

Time (Lcl) - 1610 MST

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

Finding(s)

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

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

4. OBJECT - FENCE

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 424	1/10/86	CROWN KING, AZ	A/C Reg. No. N85355	Time (Lcl) - 1035 MST
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-----Basic Information-----

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRSTRIP
Method - TELEPHONE	GLENDAL, AZ	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	PRIVATE AIRSTRIP
Wind Dir/Speed- 120/005 KTS	ATC/Airspace	Runway Ident - 05
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 1000 -UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 56	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - YES	Total - 11600
SE LAND, ME LAND	Months Since - 16	Last 24 Hrs - 1
	Aircraft Type - C-172	Last 30 Days - 22
		Last 90 Days - 66
		Multi-Eng - 600

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH A 5600 FT RIDGE LINE SHORTLY AFTER EXECUTING A GO-AROUND AT A PRIVATELY OWNED DIRT, UPWARD SLOPING AIRSTRIP. GROUND WITNESSES REPORTED THE ACFT WAS ON SHORT FINAL ON RWY 05 WHEN THE PLT APPLIED FULL PWR. WHEN THE ACFT WAS AT THE NORTHEAST END OF THE RWY IT FAILED TO CLEAR THE RIDGE LINE. THE WINDS WERE FROM THE NORTHEAST AT ABOUT 10-15 KTS WITH INTERMITTENT GUSTS OF UNKNOWN INTENSITY. THE PLT REPORTED THAT THE ACFT ENCOUNTERED A SEVERE DOWNDRAFT AND THAT HE TRIED TO EXECUTE A LEFT TURN. DURING THE TURN MANEUVER THE ACFT CONTINUED TO DESCEND UNTIL IT STRUCK THE GROUND. THE PLT FURTHER STATED THAT THE ENG WAS PRODUCING FULL PWR DURING THE ACCIDENT SEQUENCE.

Brief of Accident (Continued)

File No. - 424

1/10/86

CROWN KING, AZ

A/C Reg. No. N8535S

Time (Lcl) - 1035 MST

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

Finding(s)

1. WEATHER CONDITION - DOWNDRAFT
2. TERRAIN CONDITION - MOUNTAINOUS/HILLY
3. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
4. MANEUVER - EXCESSIVE - PILOT IN COMMAND
5. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 454	3/09/86	ROLL, AZ	A/C Reg. No. N9694M	Time (Lcl) - 2300 MST
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-----Basic Information-----				
Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries	
Type of Operation	-BUSINESS	SUBSTANTIAL	Fatal	0
Flight Conducted Under	-14 CFR 91	Fire	Crew	0
Accident Occurred During	-LANDING	NONE	Pass	0
			Serious	1
			Minor	0
			None	0
<hr/>				
-----Aircraft Information-----				
Make/Model	- MOONEY M-20C	Eng Make/Model	- LYCOMING O-360-A1D	
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	
Max Gross Wt	- 2575	Engine Type	- RECIP-FUEL INJECTED	
No. of Seats	- 4	Rated Power	- 180 HP	
		ELT Installed/Activated	- YES/YES	
		Stall Warning System	- YES	
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-----Environment/Operations Information-----				
Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- FSS	Last Departure Point	ON AIRPORT	
Method	- TELEPHONE	GILA BEND, AZ		
Completeness	- PARTIAL, LMTD BY PILOT	Destination	Airport Data	
Basic Weather	- VMC	YUMA, AZ		
Wind Dir/Speed	- 270/015 KTS	ATC/Airspace	Runway Ident - 08	
Visibility	- 25.0 SM	Type of Flight Plan	- NONE	
Lowest Sky/Clouds	- 20000 FT	Type of Clearance	- NONE	
Lowest Ceiling	- 20000 FT BROKEN	Type Apch/Lndg	- FORCED LANDING	
Obstructions to Vision	- NONE		Runway Lth/Wid - 2640 -UNK/NR	
Precipitation	- NONE		Runway Surface - DIRT	
Condition of Light	- DAYLIGHT		Runway Status - DRY	
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-----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 - YES	Total	- 140	Last 24 Hrs - 5
SE LAND	Months Since - 1	Make/Model	- 50	Last 30 Days - 20
	Aircraft Type - M-20C	Instrument	- 3	Last 90 Days - 50
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Instrument Rating(s) - NONE				
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-----Narrative-----				
<p>THE PLT LANDED AT GILA BEND MUNICIPAL ARPT FOR FUEL. THE REFUELING FACILITIES WERE CLOSED AND THE DECISION WAS MADE TO PROCEED TO YUMA INT'L ARPT, ABOUT 113 MILES EAST OF GILA BEND ARPT. THE PLT HAD FLOWN THE ACFT FOR ABOUT 4 HRS AND 5 MINUTES PRIOR TO DEPARTING FOR YUMA. ABOUT 40 MINUTES AFTER DEPARTING THE ARPT THE ACFT EXPERIENCED A TOTAL ENG PWR LOSS DUE TO FUEL EXHAUSTION. THE PLT ELECTED TO LAND ON A DIRT STRIP. THE ACFT TOUCHED DOWN LONG, OVERSHOT THE RWY AND COLLIDED WITH A SAND BERM EAST OF THE DEPARTURE END OF THE RWY. THE PLT LANDED TO THE EAST AND THE PREVAILING SURFACE WINDS WERE FROM THE WEST AT 15 TO 20 KTS.</p>				

Brief of Accident (Continued)

File No. - 454

3/09/86

ROLL,AZ

A/C Reg. No. N9694M

Time (Lc1) - 2300 MST

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

Finding(s)

1. FLUID,FUEL - EXHAUSTION
2. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
3. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

4. PLANNED APPROACH - IMPROPER - PILOT IN COMMAND
5. WEATHER CONDITION - TAILWIND
6. WRONG RUNWAY - SELECTED - PILOT IN COMMAND

Occurrence #4 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

7. TERRAIN CONDITION - SAND BAR
8. TERRAIN CONDITION - ROUGH/UNEVEN

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 408	3/31/86	PHEONIX, AZ	A/C Reg. No. N3694C	Time (Lcl) - 0730 MST
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-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage		Injuries		
	NONE		Fatal	Serious	Minor
Type of Operation -SIGHTSEEING	Fire	Crew	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	1	0
Accident Occurred During -DESCENT					1
					5

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

Make/Model - BALLOON WORKS FIREFLY 8-24	Eng Make/Model - N/A	ELT Installed/Activated - NO -N/A
Landing Gear - N/A	Number Engines - N/A	Stall Warning System - UNK/NR
Max Gross Wt - 2020	Engine Type - N/A	
No. of Seats - UNK/NR	Rated Power - N/A	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	GLENDAL, AZ	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 050/007 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 50.0 SM	Type of Flight Plan - COMPANY (VFR)	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 20000 FT	Type of Clearance - NONE	Runway Surface - GRAVEL
Lowest Ceiling - 20000 FT OVERCAST	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 27	Medical Certificate - NO MEDICAL			
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)			
COMMERCIAL	Current - YES	Total - 1200	Last 24 Hrs -	2	
	Months Since - 9	Make/Model- 100	Last 30 Days-	35	
FREE BALLOON	Aircraft Type - AX8-88	Instrument- 0	Last 90 Days-	67	

Instrument Rating(s) - NONE

-----Narrative-----

THE BALLOON COLLIDED WITH THE TERRAIN DURING A SIGHT SEEING TOUR. THE PLT NOTICED THE DUST SIGNATURE OF GROUND TURBULENT WX PHENOMENA KNOWN AS ROTORS OR DUST DEVILS ARPX 3 MILES AHEAD. HE ELECTED TO MAKE AN IMMEDIATE PRECAUTIONARY LANDING AND DESCENDED TO AN ALT OF 75 FT AGL. THE BALLOON WAS DRIFTING AT 3 TO 5 KTS OVER AN ORCHARD ON FINAL APCH TO AN OPEN FLD WHEN IT ENCOUNTERED THE ADVERSE WIND. THE BALLOON CHANGED ITS' DIRECTION OF TRAVEL 180 DEGS. THE PLT INITIATED A CLIMB BY SWITCHING ON BOTH BURNERS, BUT THE BALLOON DESCENDED AND WAS DRAGGED THROUGH THE TREE TOPS OF THE ORCHARD. AT 20 FT AGL THE BALLOON BEGAN TO CLIMB TO AN ALT OF 100 TO 120 FT AND THEN ENCOUNTERED A STRONG DOWNDRAFT. THE PLT SHUT OFF BOTH BURNERS AND PILOT LIGHTS AND THEN ALERTED THE PASSENGERS. THE PLT PULLED THE PARACHUTE DEFLATION PORT AND THE BALLOON LANDED HARD. ON IMPACT ONE PASSENGER WAS THROWN FROM THE BASKET AND SUSTAINED SERIOUS INJURIES.

Brief of Accident (Continued)

File No. - 408

3/31/86

PHEONIX,AZ

A/C Reg. No. N3694C

Time (Lc1) - 0730 MST

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

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
2. PRECAUTIONARY LANDING - INITIATED - PILOT IN COMMAND

Occurrence #2 ALTITUDE DEVIATION,UNCONTROLLED
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

3. WEATHER CONDITION - DOWNDRAFT

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

Finding(s)

4. PROPER DESCENT RATE - EXCEEDED - PILOT IN COMMAND
5. EMERGENCY PROCEDURE - PERFORMED - PILOT IN COMMAND
6. PASSENGER BRIEFING - NOT FOLLOWED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 451 4/08/86 MESA,AZ A/C Reg. No. N3872E Time (Lcl) - 1232 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire NONE
Crew Pass

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

Make/Model - PIPER PA-23-250
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5200
No. of Seats - 6

Eng Make/Model - LYCOMING TIO-540-61A
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 250 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- 140/007 KTS
Visibility - 35.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
PHOENIX,AZ
Destination
MESA,AZ

Airport Proximity
ON AIRPORT

Airport Data

FALCON FIELD
Runway Ident - 22
Runway Lth/Wid - 5100/ 100
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 54
Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - C-150

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

Total - 8000	Last 24 Hrs - UNK/NR
Make/Model- 1500	Last 30 Days- UNK/NR
Instrument- UNK/NR	Last 90 Days- UNK/NR
Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT LOST CONTROL OF THE AIRCRAFT WHICH TRAVELED OFF THE RUNWAY FOLLOWING A NOSE GEAR COLLAPSE DURING LANDING.
EXAMINATION OF THE AIRCRAFT REVEALED EVIDENCE OF SIDE LOADING.

Brief of Accident (Continued)

File No. - 451

4/08/86

MESA,AZ

A/C Reg. No. N3872E

Time (Lcl) - 1232 MST

Occurrence #1 NOSE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND
 2. LANDING GEAR, NOSE GEAR - OVERLOAD
 3. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND
-

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 453	4/12/86	MESA, AZ	A/C Reg. No. N6235D	Time (Lcl) - 0934 MST
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-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Injuries	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 - DESCENT						

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

Make/Model - CESSNA 172N	Eng Make/Model - LYCOMING O-320-HDA2	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 160 HP	

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

<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- 110/008 KTS</p> <p>Visibility - 35.0 SM</p> <p>Lowest Sky/Clouds - 12000 FT</p> <p>Lowest Ceiling - 12000 FT BROKEN</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point MESA, AZ</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN TOUCH AND GO</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data</p> <p>FALCON FIELD</p> <p>Runway Ident - 04L</p> <p>Runway Lth/Wid - 3800/ 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 - 35</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 2</p> <p>Aircraft Type - C-152</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 81</p> <p>Make/Model- 5</p> <p>Instrument- 4</p> <p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- 10</p> <p>Last 90 Days- 29</p>
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Instrument Rating(s) - NONE

-----Narrative-----

THE PLT LOST CONTROL OF THE ACFT DURING A TOUCH AND GO MANEUVER AND RAN OFF THE RWY. AFTER TOUCHDOWN THE ACFT LIFTED BACK OFF THE GROUND AND DRIFTED RIGHT. THE ACFT THEN SETTLED AND TOUCHED DOWN ON THE RIGHT SHOULDER OF THE RWY. THE PLT THEN NOTICED A DRAINAGE DITCH AND ATTEMPTED A GO-AROUND BY ADDING PWR. THE ACFT BECAME AIRBORNE AGAIN, CLEARED THE DITCH AND IMPACTED THE GROUND IN A NOSE LOW, RIGHT WING LOW ATTITUDE. THE PLT INDICATED ON HIS PILOT/OPERATOR ACCIDENT REPORT THAT THE ACFT WAS EQUIPPED WITH STOL WINGTIPS AND THAT HE HAD LOGGED A TOTAL OF 4.5 HRS IN THIS MAKE AND MODEL. HE ALSO STATED, "I THINK I MAY HAVE STALLED THE AIRCRAFT."

Brief of Accident (Continued)

File No. - 453

4/12/86

MESA, AZ

A/C Reg. No. N6235D

Time (Lc1) - 0934 MST

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
4. TERRAIN CONDITION - DITCH
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

6. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
7. GO-AROUND - DELAYED - PILOT IN COMMAND
8. STALL

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 521	1/07/86	UKIAH, CA	A/C Reg. No. N63660	Time (Lcl) - 1924 PST
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-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION) Type of Operation - PERSONAL Flight Conducted Under - 14 CFR 91 Accident Occurred During - LANDING	Aircraft Damage SUBSTANTIAL Fire NONE	Crew 0 Pass 0	<table border="0"> <tr> <th colspan="4">Injuries</th> </tr> <tr> <th>Fatal</th> <th>Serious</th> <th>Minor</th> <th>None</th> </tr> <tr> <td>0</td> <td>1</td> <td>0</td> <td>0</td> </tr> <tr> <td>0</td> <td>1</td> <td>0</td> <td>0</td> </tr> </table>	Injuries				Fatal	Serious	Minor	None	0	1	0	0	0	1	0	0
Injuries																			
Fatal	Serious	Minor	None																
0	1	0	0																
0	1	0	0																

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

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

Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - FULL Basic Weather - VMC Wind Dir/Speed- 150/010 KTS Visibility - 10.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - NIGHT(DARK)	Itinerary Last Departure Point CRESCENT CITY, CA Destination LAKEPORT, CA ATC/Airspace Type of Flight Plan - VFR Type of Clearance - NONE Type Apch/Lndg - FORCED LANDING	Airport Proximity OFF AIRPORT/STRIP Airport Data Runway Ident - N/A Runway Lth/Wid - N/A Runway Surface - GRASS/TURF Runway Status - DRY
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-----Personnel Information-----

Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 35 Biennial Flight Review Current - YES Months Since - 2 Aircraft Type - C-150	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Flight Time (Hours) <table border="0"> <tr> <td>Total - 146</td> <td>Last 24 Hrs - UNK/NR</td> </tr> <tr> <td>Make/Model- 53</td> <td>Last 30 Days- 26</td> </tr> <tr> <td>Instrument- 0</td> <td>Last 90 Days- 70</td> </tr> </table>	Total - 146	Last 24 Hrs - UNK/NR	Make/Model- 53	Last 30 Days- 26	Instrument- 0	Last 90 Days- 70
Total - 146	Last 24 Hrs - UNK/NR							
Make/Model- 53	Last 30 Days- 26							
Instrument- 0	Last 90 Days- 70							

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT'S ENG LOST PWR DURING A NORMAL DESCENT DURING A NIGHT X-COUNTRY FLT AND THE ACFT CRASHED DURING THE ENSUING FORCED LANDING ATTEMPT. FIRE DEPARTMENT PERSONNEL REPORTED THAT THE RIGHT WING FUEL TANK WAS EMPTY AND THE LEFT WING FUEL TANK CONTAINED ONE INCH OF FUEL. THE FUEL TANKS WERE TOPPED PRIOR TO DEPARTURE AND THE ACFT HAD FLOWN APRX THREE HRS AND FIVE MINUTES WHEN THE ENG QUIT. THE PLT REPORTED HAVING PREVIOUSLY MADE THE SAME FLT WITHOUT HAVING TO REFUEL, HOWEVER, WINDS ALOFT WERE STRONGER DURING THE ACCIDENT FLT THAN ON THE PREVIOUS FLT.

Brief of Accident (Continued)

File No. - 521

1/07/86

UKIAH,CA

A/C Reg. No. N63660

Time (Lcl) - 1924 PST

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

Finding(s)

1. FLUID,FUEL - EXHAUSTION
 2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 3. WEATHER EVALUATION - POOR - PILOT IN COMMAND
 4. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
 5. 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 - FLARE/TOUCHDOWN

Finding(s)

6. LIGHT CONDITION - DARK NIGHT
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 423 1/17/86 SAN CARLOS,CA A/C Reg. No. N1317J Time (Lcl) - 1115 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire
NONE

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

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

Make/Model - ROCKWELL 112TC
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2300
No. of Seats - 4

Eng Make/Model - LYCOMING T0-360-C1A6D
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 210 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 180/004 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
OAKLAND,CA

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

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

Age - 34

Biennial Flight Review

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

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

Total	- 3184	Last 24 Hrs	- 32
Make/Model-	255	Last 30 Days-	UNK/NR
Instrument-	427	Last 90 Days-	UNK/NR
Multi-Eng	- 1581		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT EXPERIENCED A LOSS OF ENG PWR AT AN ALT OF APRX 400 FT AGL DURING A TAKEOFF CLIMB. THE PLT MADE A FORCED LANDING IN A MUDDY FLD NEXT TO THE RWY AND THE ACFT NOSED OVER. THE PLT THOUGHT THE SINGLE DRIVE DUAL MAGNETO HAD FAILED BUT COULD NOT BE POSITIVE BECAUSE THE MAGNETO, WIRES, AND PLUGS WERE DESTROYED BY MUD AND SALT WATER. NEW IGNITION COMPONENTS WERE INSTALLED ON THE ACFT AND THE ENG OPERATED NORMALLY DURING A TEST RUN AFTER THE ACCIDENT.

Brief of Accident (Continued)

File No. - 423

1/17/86

SAN CARLOS, CA

A/C Reg. No. N1317J

Time (Lcl) - 1115 PST

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 NOSE OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

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. - 538	2/08/86	CARLSBAD, CA	A/C Reg. No. N14DM	Time (Lcl) - 0934 PST
-----Basic Information-----				
Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage SUBSTANTIAL	Injuries	
Type of Operation	-EXECUTIVE/CORPORATE	Fire	Crew	Fatal
Flight Conducted Under	-14 CFR 91	NONE	Pass	0
Accident Occurred During	-LANDING			0
				0
				0
				2
				1
-----Aircraft Information-----				
Make/Model	- MITSUBISHI MU-300	Eng Make/Model	- P&W JT15D-4	ELT Installed/Activated - NO -N/A
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System - YES
Max Gross Wt	- 13890	Engine Type	- TURBOJET	
No. of Seats	- UNK/NR	Rated Power	- 2500 LBS THRUST	
-----Environment/Operations Information-----				
Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- FSS	Last Departure Point	ON AIRPORT	
Method	- TELEPHONE	SANTA MONICA, CA		
Completeness	- UNK/NR	Destination	Airport Data	
Basic Weather	- VMC	SAME AS ACC/INC	CARLSBAD-PALOMAR	
Wind Dir/Speed	- UNK/NR	ATC/Airspace	Runway Ident - 24	
Visibility	- 7.0 SM	Type of Flight Plan	Runway Lth/Wid - 4700/ 150	
Lowest Sky/Clouds	- 1400 FT	Type of Clearance	Runway Surface - ASPHALT	
Lowest Ceiling	- 1400 FT OVERCAST	Type Apch/Lndg	Runway Status - WET	
Obstructions to Vision	- NONE			
Precipitation	- RAIN SHOWERS			
Condition of Light	- DAYLIGHT			
-----Personnel Information-----				
Pilot-In-Command	Age - 29	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)		
ATP,CFI	Current - YES	Total - 2327	Last 24 Hrs - UNK/NR	
SE LAND,ME LAND	Months Since - 2	Make/Model- 593	Last 30 Days- UNK/NR	
	Aircraft Type - UNK/NR	Instrument- 128	Last 90 Days- 105	
		Multi-Eng - 1145		
Instrument Rating(s) - AIRPLANE				
-----Narrative-----				
THE ACFT RAN OFF THE END OF RWY 24 AT THE MCCLELLEN-PALOMAR ARPT. LIGHT RAIN WAS REPORTED AT THE TIME AND THE WINDS WERE REPORTED TO THE PLTS AS BEING FROM 340 DEGS AT 10 KTS. THE RWY IS CONSTRUCTED OF A POROUS FRICTION COURSE (PFC) MATERIAL WHICH PROVIDES GOOD BRAKING ACTION AND A HYDROPLANE RESISTANT SURFACE. WITNESSES STATED THE ACFT TOUCHED DOWN LONG AND FAST. THE PLTS STATED THEY TOUCHED DOWN "A LITTLE LONG" AND THE BRAKED FAILED AS THEY NEARED THE END OF THE RWY. TESTS ON THE BRAKE AND HYDRAULIC SYSTEMS INDICATED THEY OPERATED SATISFACTORILY WITH NO FAILURES NOTED. THE PLTS STATED THEY DID NOT UTILIZE THE EMERGENCY BRAKES AND DID NOT STATE WHY THEY DIDN'T. THE PLT STATED THAT THE LANDING DATA COMPUTED WAS FOR A 10 KT HEADWIND COMPONENT ON A DRY RWY.				

Brief of Accident (Continued)

File No. - 538

2/08/86

CARLSBAD, CA

A/C Reg. No. N14DM

Time (Lc1) - 0934 PST

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. TERRAIN CONDITION - WET
2. BRAKES(EMERGENCY) - NOT USED - PILOT IN COMMAND
3. WEATHER CONDITION - RAIN
4. BRAKES(EMERGENCY) - NOT USED - COPILOT
5. WEATHER CONDITION - UNFAVORABLE WIND
6. PLANNED APPROACH - INADEQUATE - PILOT IN COMMAND
7. COMPENSATION FOR WIND CONDITIONS - NOT CORRECTED - PILOT IN COMMAND
8. ALL AVAILABLE RUNWAY - NOT USED - PILOT IN COMMAND
9. PROPER TOUCHDOWN POINT - EXCEEDED - PILOT IN COMMAND
10. EMERGENCY PROCEDURE - NOT PERFORMED - PILOT IN COMMAND

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 6,7,8,9,10

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 452	2/08/86	MIDDLETOWN,CA	A/C Reg. No. N45105	Time (Lcl) - 1546 PST
-----Basic Information-----				
Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage DESTROYED	Fatal	Injuries Serious Minor None
Type of Operation	-PERSONAL	Fire	Crew 1	0 0 0
Flight Conducted Under	-14 CFR 91	ON GROUND	Pass 1	0 0 0
Accident Occurred During	-DESCENT			
-----Aircraft Information-----				
Make/Model	- NAVAL AIRCRAFT FACTORY N3N-3	Eng Make/Model	- P&W R-985-AN-1	ELT Installed/Activated - NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System - NO
Max Gross Wt	- 3200	Engine Type	- RECIPROCATING-CARBURETOR	
No. of Seats	- 2	Rated Power	- 450 HP	
-----Environment/Operations Information-----				
Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIIP	
Method	- N/A	MIDDLETOWN,CA		
Completeness	- N/A	Destination	Airport Data	
Basic Weather	- VMC	LOCAL	7M RANCH	
Wind Dir/Speed	- 360/005 KTS	ATC/Airspace	Runway Ident - 30	
Visibility	- 20.0 SM	Type of Flight Plan	Runway Lth/Wid - 5000/ 200	
Lowest Sky/Clouds	- CLEAR	Type of Clearance	Runway Surface - DIRT	
Lowest Ceiling	- NONE	Type Apch/Lndg	Runway Status - WET	
Obstructions to Vision	- NONE			
Precipitation	- NONE			
Condition of Light	- DAYLIGHT			
-----Personnel Information-----				
Pilot-In-Command	Age - 44	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)		
PRIVATE	Current - YES	Total - 2723	Last 24 Hrs - UNK/NR	
SE LAND,ME LAND	Months Since - 18	Make/Model- 35	Last 30 Days- 1	
	Aircraft Type - PA-31	Instrument- 125	Last 90 Days- 25	
		Multi-Eng - 1450		
Instrument Rating(s) - AIRPLANE				
-----Narrative-----				
THE ACFT DEPARTED THE PRIVATELY OWNED DIRT STRIP ON A SALES DEMONSTRATION FLT. THE PIC OCCUPIED THE REAR SEAT AND THE PROSPECTIVE BUYER OCCUPIED THE FRONT SEAT. SHORTLY AFTER DEPARTING THE ENG BEGAN TO RUN ROUGH. THE ACFT ENTERED INTO A COURSE REVERSAL TURN. DURING THE TURN THE ACFT STALLED. THE PLT WAS ABLE TO RECOVER TO A WINGS LEVEL ATTITUDE PRIOR TO THE INITIAL GROUND CONTACT. AFTER GROUND CONTACT THE ACFT BOUNCED AND STRUCK THE GROUND IN A LEFT WING/NOSE DOWN ATTITUDE. THE LEFT WING FUEL TANK LINE RUPTURED AND A POST IMPACT FIRE BEGAN. THE ACFT ROTATED TO THE LEFT AND CAME TO REST RIGHT SIDE UP. THE OCCUPANTS WERE UNABLE TO EXIT THE BURNING ACFT. THE ACFT HAD NOT BEEN FLOWN WITHIN THE PRECEDING FOUR MONTHS. GROUND WITNESSES COULD NOT STATE IF EITHER PLT HAD PERFORMED A PREFLIGHT INSPECTION AND IF THE FUEL TANKS WERE DRAINED PRIOR TO FLT. FUEL SAMPLES TAKEN FROM THE FUEL SUPPLY TANK WERE FREE OF ANY CONTAMINATION. THE ENG EXAMINATION DISCLOSED NO EVIDENCE OF ANY PRE-IMPACT MALFUNCTION/FAILURE.				

Brief of Accident (Continued)

File No. - 452

2/08/86

MIDDLETOWN, CA

A/C Reg. No. N45105

Time (Lcl) - 1546 PST

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

Finding(s)
1. UNDETERMINED
2. PREFLIGHT PLANNING/PREPARATION - NOT PERFORMED - PILOT IN COMMAND

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

Finding(s)
3. AIRSPEED - NOT MAINTAINED -
4. STALL

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

Occurrence #4 FIRE/EXPLOSION
Phase of Operation DESCENT - UNCONTROLLED

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 585	3/02/86	CORONA, CA	A/C Reg. No. NONE	Time (Lcl) - 0730 PST
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-----Basic Information-----

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

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

Make/Model - ROTORWAY SCORPION 133	Eng Make/Model - RW 133	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - UNK/NR	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - UNK/NR	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	CORONA, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	CORONA
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 1.000 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - UNK/NR THIN OVC	Type of Clearance - NONE	Runway Surface - UNK/NR
Lowest Ceiling - 1000 FT OVERCAST	Type Apch/Lndg - NONE	Runway Status - UNK/NR
Obstructions to Vision- FOG		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 43	Medical Certificate - EXPIRED	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 93	Last 24 Hrs - UNK/NR
SE LAND	Months Since - 6	Make/Model- UNK/NR	Last 30 Days- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 0	Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED HE WAS "RUNNING UP THE ENGINE" AFTER MAKING SOME ADJUSTMENTS. THE HELICOPTER WAS TIED DOWN WHEN THE PLT LIFTED OFF TO A 5 TO 6 FT HOVER. THE HELICOPTER TIPPED TO THE RIGHT, THE MAIN ROTOR BLADES CONTACTED THE TERRAIN AND THE HELICOPTER ROLLED OVER. THE PLT EXITED THE ACFT WHICH WAS SUBSEQUENTLY DESTROYED BY A FIRE ORIGINATING FROM THE ENGINE COMPARTMENT.

Brief of Accident (Continued)

File No. - 585

3/02/86

CORONA, CA

A/C Reg. No. NONE

Time (Lc1) - 0730 PST

Occurrence #1 ROLL OVER
Phase of Operation HOVER

Finding(s)

1. PLANNING-DECISION - POOR - PILOT IN COMMAND
 2. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 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. - 442	3/02/86	OAKLAND, CA	A/C Reg. No. N9047T	Time (Lcl) - 1728 PST
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----Basic Information----

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

----Aircraft Information----

Make/Model - CESSNA 182C	Eng Make/Model - CONTINENTAL O-470-L	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2650	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 230 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	OAKLAND, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	REDDING, CA	OAKLAND INTL' AIRPORT
Wind Dir/Speed- 280/004 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - UNK/NR SCATTERED	Type of Clearance - VFR	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

----Personnel Information----

Pilot-In-Command	Age - 61	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2320
SE LAND, ME LAND	Months Since - 19	Make/Model- 569
	Aircraft Type - UNK/NR	Instrument- 138
		Multi-Eng - 450
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 22

Instrument Rating(s) - AIRPLANE

----Narrative----

THE ACFT CONTACTED SEVERAL VEHICLES DURING A FORCED LANDING FOLLOWING A LOSS OF PWR SHORTLY AFTER TAKEOFF. POST ACCIDENT INSPECTION OF THE ACFT REVEALED THE CARBURETOR BOWL WAS 1/3 FULL OF WATER. NO OTHER DISCREPANCIES WERE NOTED WHICH WOULD HAVE RESULTED IN THE LOSS OF PWR.

Brief of Accident (Continued)

File No. - 442

3/02/86

OAKLAND,CA

A/C Reg. No. N9047T

Time (Lcl) - 1728 PST

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

Finding(s)

1. FLUID,FUEL - CONTAMINATION
 2. FLUID,FUEL - WATER
 3. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 567	3/05/86	EL TORO, CA	A/C Reg. No. N9072Z	Time (Lcl) - 1330 PST		
-----Basic Information-----						
Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Injuries				
	SUBSTANTIAL	Fatal	Serious	Minor	None	
Type of Operation -BUSINESS	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -APPROACH						
-----Aircraft Information-----						
Make/Model - ROBINSON R-22	Eng Make/Model - LYCOMING O-320-A2B	ELT Installed/Activated - NO -N/A				
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO				
Max Gross Wt - 1300	Engine Type - RECIPROCATING-CARBURETOR					
No. of Seats - 2	Rated Power - 124 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 - UNK/NR	LOCAL					
Wind Dir/Speed- VARIABLE	ATC/Airspace	Runway Ident - N/A				
Visibility - 20.0 'M	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 - GO AROUND	Runway Status - N/A				
Obstructions to Vision- NONE						
Precipitation - NONE						
Condition of Light - DAYLIGHT						
-----Personnel Information-----						
Pilot-In-Command	Age - 32	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT				
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)				
COMMERCIAL	Current - YES	Total	-	821	Last 24 Hrs - UNK/NR	
SE LAND, ME LAND	Months Since - 2	Make/Model-	76		Last 30 Days- UNK/NR	
HELICOPTER	Aircraft Type - UNK/NR	Instrument-	106		Last 90 Days- 117	
		Multi-Eng -	29		Rotorcraft - 76	
Instrument Rating(s) - AIRPLANE						
-----Narrative-----						
A HELICOPTER CRASHED INTO A MOUNTAIN SLOPE EAST OF EL TORO, CA WHILE ON A BUSINESS FLT. WHILE THE ACFT APPROACHED THE MOUNTAIN PEAK THE PLT EXPERIENCED AN INCREASE IN THE RATE OF DESCENT AND ABORTED THE LANDING. DURING THE GO-AROUND, AT A DECREASED MAIN ROTOR RPM, THE ACFT CONTINUED TO SETTLE AND THE TAIL ROTOR STRUCK THE GROUND. THE PLT REPORTED NO MECHANICAL DIFFICULTIES OR FAILURES WITH THE ACFT PRIOR TO THE ACCIDENT.						

Brief of Accident (Continued)

File No. - 567

3/05/86

EL TORO, CA

A/C Reg. No. N9072Z

Time (Lcl) - 1330 PST

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

Finding(s)

1. TERRAIN CONDITION - MOUNTAINOUS/HILLY
 2. PLANNED APPROACH - INADEQUATE - PILOT IN COMMAND
 3. ADEQUATE ROTOR RPM - NOT FOLLOWED - PILOT IN COMMAND
 4. PERFORMANCE DATA - NOT FOLLOWED - PILOT IN COMMAND
-

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

Finding(s)

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) 2,3,5

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 407 3/30/86 YERMO,CA A/C Reg. No. N6762T Time (Lcl) - 1645 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

SUBSTANTIAL

Fire

NONE

Crew

Pass

Fatal

0

0

Injuries

Serious

0

0

Minor

0

0

None

1

3

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

Make/Model - CESSNA 310D
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 4830
No. of Seats - 4

Eng Make/Model - CONTINENTAL IO-470-D

Number Engines - 2

Engine Type - RECIP-FUEL INJECTED

Rated Power - 360 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 - 50.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

YERMO,CA

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

ON AIRSTRIP

Airport Data

Runway Ident - 25

Runway Lth/Wid - 2300/ 30

Runway Surface - DIRT

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND,ME LAND

Age - 53

Biennial Flight Review

Current - YES

Months Since - 8

Aircraft Type - PA-23

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 1517

Make/Model- 13

Instrument- UNK/NR

Multi-Eng - 18

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH ROUGH TERRAIN AFTER AN ENG FAILURE ON TAKEOFF FROM A PRIVATE DIRT AIRSTRIP. THE PLT INDICATED THAT THE LEFT ENG FAILED JUST AFTER LIFTOFF. THE ACFT YAWED UNCONTROLLED TO THE LEFT AND DRIFTED OFF THE 30 FT WIDE STRIP. THE PLT ABORTED THE TAKEOFF AND THE ACFT COLLIDED WITH ROUGH TERRAIN ADJACENT TO THE STRIP. INVESTIGATION REVEALED THE GEAR COLLAPSED DUE TO SIDE LOADING. THE PLT INDICATED THAT HE HAD A TOTAL OF 17.7 HOURS OF MULTIENGINE FIXED WING EXPERIENCE NONE OF WHICH HAD BEEN LOGGED WITHIN THE PAST 90 DAYS. THE PLT ALSO INDICATED THE LAST ACFT ANNUAL INSPECTION WAS COMPLETED ON 11/4/83.

Brief of Accident (Continued)

File No. - 407.

3/30/86

YERMO,CA

A/C Reg. No. N6762T

Time (Lcl) - 1645 PST

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

Finding(s)

1. UNDETERMINED
2. MAINTENANCE,ANNUAL INSPECTION - DISREGARDED - PILOT IN COMMAND

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

Finding(s)

3. EMERGENCY PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND
4. AIRSPEED(VMC) - NOT MAINTAINED - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
6. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF RECENT EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

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

Finding(s)

7. TERRAIN CONDITION - ROUGH/UNEVEN

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 543	4/09/86	SAN JOSE, CA	A/C Reg. No. N9237K	Time (Lcl) - 2003 PST
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-----Basic Information-----

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

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

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

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

<p>Weather Data</p> <p>Wx Briefing - UNK/NR</p> <p>Method - ACFT RADIO</p> <p>Completeness - PARTIAL, LMTD BY FCSTR</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed - 290/005 KTS</p> <p>Visibility - 30.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision - NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - NIGHT(DARK)</p>	<p>Itinerary</p> <p>Last Departure Point HARRIS RANCH, CA</p> <p>Destination SAN JOSE, CA</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - STRAIGHT-IN</p> <p>FULL STOP FORCED LANDING</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>REID HILLVIEW</p> <p>Runway Ident - 31R</p> <p>Runway Lth/Wid - 3101/ 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 - 29</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 13</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total - 180</td> <td>Last 24 Hrs - 4</td> </tr> <tr> <td>Make/Model - 42</td> <td>Last 30 Days - UNK/NR</td> </tr> <tr> <td>Instrument - 0</td> <td>Last 90 Days - 30</td> </tr> </table>	Total - 180	Last 24 Hrs - 4	Make/Model - 42	Last 30 Days - UNK/NR	Instrument - 0	Last 90 Days - 30
Total - 180	Last 24 Hrs - 4							
Make/Model - 42	Last 30 Days - UNK/NR							
Instrument - 0	Last 90 Days - 30							

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH TERRAIN AFTER A COMPLETE LOSS OF PWR WHILE ON FINAL APCH. POST ACCIDENT EXAM OF THE ACFT DISCLOSED NO FUEL IN EITHER THE MAIN TANKS NOR IN THE CARBURETOR FUEL LINE. THE PLT INDICATED ON HIS PLT/OPERATOR ACCIDENT REPORT THE RIGHT AND LEFT FUEL TANKS WERE RUN DRY DURING THE FLT. HE ALSO INDICATED THERE WERE NO MECHANICAL FAILURES OR MALFUNCTIONS.

Brief of Accident (Continued)

File No. - 543

4/09/86

SAN JOSE,CA

A/C Reg. No. N9237K

Time (Lc1) - 2003 PST

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

Finding(s)

1. FLUID,FUEL - EXHAUSTION
2. PLANNING-DECISION - POOR - PILOT IN COMMAND
3. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND
4. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND

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

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) 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. - 441 4/10/86 JACKSON, CA A/C Reg. No. N9875E Time (Lcl) - 1100 PST

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

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

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

Make/Model - CESSNA 182	Eng Make/Model - CONTINENTAL O-470-S1	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2950	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 230 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	JACKSON, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	WESTOVER FIELD
Wind Dir/Speed- 280/010 KTS	ATC/Airspace	Runway Ident - 19
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3400/ 60
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- HAZE		
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 - 122	Last 24 Hrs - 2
SE LAND	Months Since - 11	Make/Model- 14	Last 30 Days- 4
	Aircraft Type - C-152	Instrument- 0	Last 90 Days- 4

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WENT OUT OF CONTROL AND COLLIDED WITH TERRAIN DURING A LANDING ROLL ON RWY 19. THE PLT STATED THAT A GUST OF WIND LIFTED THE RIGHT WING DURING THE LANDING ROLL AND THE ACFT DEPARTED THE RWY AND COLLIDED WITH A DITCH. THE PLT REPORTED THAT THE WINDS WERE FROM 270 TO 290 DEGS AT 10 TO 15 KTS. THE PLT HAD JUST COMPLETED .9 HRS OF DUAL INSTRUCTION WITH A CFI PRIOR TO THE ACCIDENT.

Brief of Accident (Continued)

File No. - 441

4/10/86

JACKSON, CA

A/C Reg. No. N9875E

Time (Lcl) - 1100 PST

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - 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) 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. - 468	4/12/86	SALINAS, CA	A/C Reg. No. N24274	Time (Lcl) - 1330 PST
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-----Basic Information-----

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

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

Make/Model - PIPER PA-38-112	Eng Make/Model - LYCOMING O-235-L2A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 112 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SALINAS, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	SALINAS MUNICIPAL
Wind Dir/Speed- 260/018 KTS	ATC/Airspace	Runway Ident - 31
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4825/ 150
Lowest Sky/Clouds - UNK/NR SCATTERED	Type of Clearance - VFR	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 45	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - YES	Total - 489
SE LAND	Months Since - 2	Last 24 Hrs - 5
	Aircraft Type - PA-28RT	Make/Model- 70
		Last 30 Days- 50
		Instrument- 125
		Last 90 Days- 128
		Multi-Eng - 17

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT STALLED AND COLLIDED WITH THE GROUND SHORTLY AFTER DEPARTING RWY 31 AT SALINAS MUNICIPAL AIRPORT. NEITHER THE CERTIFIED FLIGHT INSTRUCTOR NOR THE DUAL STUDENT WAS INJURED. THE INSTRUCTOR REPORTED THAT SHE WAS GIVING THE STUDENT PLT "TOUCH AND GO" TAKEOFF AND LANDING INSTRUCTION. THE ACCIDENT OCCURRED ON THE THIRD TAKEOFF. SHE STATED THE STUDENT ROTATED AT ABOUT 70 MPH AND WHEN THE ACFT WAS ABOUT 25 FT IN THE AIR THE STALL WARNING HORN SOUNDED FOLLOWED BY A RIGHT ROLL. THE INSTRUCTOR ASSUMED COMMAND OF THE ACFT BUT THE ACFT CONTACTED THE GROUND BEFORE SHE COULD REESTABLISH CONTROL.

Brief of Accident (Continued)

File No. - 468

4/12/86

SALINAS, CA

A/C Reg. No. N24274

Time (Lcl) - 1330 PST

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

Finding(s)

1. AIRSPEED - NOT MAINTAINED - DUAL STUDENT
 2. STALL
 3. SUPERVISION - INADEQUATE - 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 569	4/15/86	HESPERIA, CA	A/C Reg. No. N22134	Time (Lcl) - 1238 PST
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-----Basic Information-----

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

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

Make/Model - CESSNA 150H	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 - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	WHITEMAN, CA	
Completeness - PARTIAL, LMTD BY PILOT	Destination	Airport Data
Basic Weather - VMC	HESPERIA, CA	HESPERIN AIR LODGE
Wind Dir/Speed- 170/020 KTS	ATC/Airspace	Runway Ident - 21
Visibility - 40.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3910/ 50
Lowest Sky/Clouds - 8000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - 12000 FT BROKEN	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 54	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 487
SE LAND	Months Since - 18	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 6
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH WIRES AFTER AN ATTEMPTED GO-AROUND ON APCH TO RWY 21. ON SHORT FINAL TO RWY 21 AT APRX 20 FT AGL, A GUST OF WIND BLEW THE ACFT OFF THE CENTERLINE OF THE RWY. THE PLT INITIATED A GO-AROUND BY APPLYING FULL POWER AND RISING THE FLAPS FROM THE 30 DEG POSITION. THE ACFT DRIFTED TO THE RIGHT OF THE RWY AND WAS NOT CLIMBING. THE PLT TURNED RIGHT TO THE NORTH AND THE ACFT WAS STILL NOT CLIMBING. THE PLT THEN NOTICED ELECTRICAL WIRES IN THE FLT PATH AND TRIED TO AVOID THEM. THE ACFT STRUCK THE WIRES WITH THE VERTICAL FIN AND CRASHED VERTICALLY NOSE DOWN. THE PLT AND PAX EXITED THROUGH THE PASSENGER DOOR OF THE ACFT. A GRASS FIRE STARTED AS RESULT OF THE CRASH AND ENGULFED THE ACFT COMPLETELY DESTROYING IT. A WX REPORTING SERVICE LOCATED APRX 14 MILES NORTH OF THE ACCIDENT SITE REPORTED WINDS FROM 170 DEGS AT 20 KTS GUSTING TO 27 KTS WITH PEAK GUSTS FROM 180 DEGS AT 28 KTS.

Brief of Accident (Continued)

File No. - 569

4/15/86

HESPERIA, CA

A/C Reg. No. N22134

Time (Lcl) - 1238 PST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

1. OBJECT - WIRE, TRANSMISSION
2. WEATHER CONDITION - GUSTS
3. WEATHER CONDITION - CROSSWIND
4. GO-AROUND - IMPROPER - PILOT IN COMMAND
5. COMPENSATION FOR WIND CONDITIONS - POOR - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - GO-AROUND (VFR)

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 450	4/16/86	COLUSA, CA	A/C Reg. No. N82182	Time (Lcl) - 1430 PST
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----Basic Information----

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

Make/Model - PIPER PA-18-150 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1760 No. of Seats - 2	Eng Make/Model - LYCOMING O-320-A2B Number Engines - 1 Engine Type - RECIPROCATING-CARBURETOR Rated Power - 150 HP	ELT Installed/Activated - YES/YES Stall Warning System - YES
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----Environment/Operations Information----

Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed- 170/012 KTS Visibility - 6.0 SM Lowest Sky/Clouds - 4000 FT SCATTERED Lowest Ceiling - 8000 FT BROKEN Obstructions to Vision- NONE Precipitation - SNOW Condition of Light - DAYLIGHT	Itinerary Last Departure Point UKIAH, CA Destination SACRAMENTO, CA ATC/Airspace Type of Flight Plan - NONE Type of Clearance - NONE Type Apch/Lndg - NONE	Airport Proximity OFF AIRPORT/STRIP Airport Data Runway Ident - N/A Runway Lth/Wid - N/A Runway Surface - N/A Runway Status - N/A
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----Personnel Information----

Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND, ME LAND	Age - 69 Biennial Flight Review Current - YES Months Since - 10 Aircraft Type - PA-18	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Flight Time (Hours) Total - 19241 Make/Model- 10210 Instrument- 2146 Multi-Eng - 4990 Last 24 Hrs - 6 Last 30 Days- 74 Last 90 Days- 265
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Instrument Rating(s) - AIRPLANE

----Narrative----

THE PILOT REPORTED THAT WHILE ON A PIPELINE AERIAL OBSERVATION FLIGHT HE ENCOUNTERED MODERATE TO SEVERE TURBULENCE, SNOW SHOWERS AND FREEZING RAIN. WHEN HE ATTEMPTED TO DEPART THE AREA THE AIRCRAFT BEGAN TO SHUDDER AND VIBRATE TO THE EXTENT THAT ANY FURTHER TURNS WOULD HAVE CAUSED THE AIRCRAFT TO STALL. THE PILOT ELECTED TO NEGOTIATE A "PRECAUTIONARY LANDING" IN AN OPEN AREA AND WHILE ON FINAL APPROACH THE LEFT WING STRUCK A TREE. THE AIRCRAFT DID NOT EXPERIENCE ANY PRE-IMPACT MALFUNCTIONS AND/OR FAILURES.

Brief of Accident (Continued)

File No. - 450

4/16/86

COLUSA,CA

A/C Reg. No. N82182

Time (Lcl) - 1430 PST

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

Finding(s)

1. WEATHER CONDITION - ICING CONDITIONS
2. WEATHER CONDITION - TURBULENCE
3. FLIGHT TO ALTERNATE DESTINATION - CONTINUED - 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. OBJECT - TREE(S)
5. TERRAIN CONDITION - ROUGH/UNEVEN
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) 3

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 544	4/21/86	FULLERTON, CA	A/C Reg. No. N4162Q	Time (Lcl) - 1044 PST
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----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 - CESSNA 310N	Eng Make/Model - CONTINENTAL IO-470-V	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 - 260 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	FULLERTON, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LAS VEGAS, NV	FULLERTON
Wind Dir/Speed- 210/006 KTS	ATC/Airspace	Runway Ident - 24
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3121/ 75
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - PRECAUTIONARY LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

----Personnel Information----

Pilot-In-Command	Age - 51	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1565
SE LAND, ME LAND	Months Since - 1	Make/Model- 382
	Aircraft Type - C-310N	Instrument- 60
		Multi-Eng - 382
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

----Narrative----

THE ACFT OVERRAN THE RWY DURING AN ABORTED TAKEOFF. THE PLT HAD FLOWN THE ACFT THE DAY PRIOR ON HIS BFR AND CONDUCTED A "THOROUGH PREFLIGHT" INSP. ON THE DAY OF THE ACCIDENT, HE PREFLIGHTED THE ACFT AGAIN AND FLEW IT WITHOUT INCIDENT. HE THEN REFUELED THE ACFT AND LEFT IT UNATTENDED FOR APRX 90MINS. WHEN THE PLT RETURNED HE "DID A VISUAL WALK AROUND" BEFORE ENTERING THE ACFT. DURING THE TAKEOFF GROUND RUN, AT 95 MPH, HE HEARD "EXCESSIVE WIND NOISE." HE THEN STARTED TO ROTATE AND FELT A VIBRATION. THE TAKEOFF WAS ABORTED AND THE ACFT RAN OFF THE END OF THE RWY. THE PLT STATED THE BRAKES FADDED THE LAST 100 FT OF TRAVEL. THE ACFT WAS EXAMINED AND THE INSPECTION PANEL WAS FOUND HANGING FROM THE RIGHT HORIZONTAL STABILIZER. THE PANEL HAD 1 SCREW HOLDING IT IN PLACE AND 1 SCREW WAS IN THE NUT PLATE, BUT NOT THROUGH THE PANEL. THE OPERATORS MANUAL STATES TO MAKE AN EXTERIOR INSPECTION PRIOR TO STARTING THE ENGINES. THE ACCELERATE STOP DISTANCE WAS APRX 2,600 FT. RWY LENGTH AT THE ARPT IS 3,121 FT.

Brief of Accident (Continued)

File No. - 544

4/21/86

FULLERTON, CA

A/C Reg. No. N4162Q

Time (Lc1) - 1044 PST

Occurrence #1 MISCELLANEOUS/OTHER
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. FLIGHT CONTROL, ELEVATOR - VIBRATION
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, COMPLACENCY - PILOT IN COMMAND
4. FLIGHT MANUALS - NOT FOLLOWED - PILOT IN COMMAND

Occurrence #2 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

5. LANDING GEAR, NORMAL BRAKE SYSTEM - OVERTEMPERATURE
6. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
7. IN-FLIGHT PLANNING/DECISION - DELAYED - PILOT IN COMMAND
8. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 568	4/23/86	HEMET, CA	A/C Reg. No. N2032T	Time (Lcl) - 1240 PST
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----Basic Information----

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

----Aircraft Information----

Make/Model - SCHWEIZER SGS-2-33A	Eng Make/Model - N/A	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - N/A	Stall Warning System - NO
Max Gross Wt - 1040	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	HEMET, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	HEMET-RYAN
Wind Dir/Speed- 250/006 KTS	ATC/Airspace	Runway Ident - 04
Visibility - 25.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2045/ 30
Lowest Sky/Clouds - 22000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

----Personnel Information----

Pilot-In-Command	Age - 37	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE, COMMERCIAL	Current - YES	Total - 291
SE LAND	Months Since - 1	Make/Model- 4
HELICOPTER	Aircraft Type - BELL 47	Instrument- 0
		Last 24 Hrs - 1
		Last 30 Days- 12
		Last 90 Days- 12
		Rotorcraft - 141

Instrument Rating(s) - NONE

----Narrative----

A GLIDER STRUCK WIRES WHILE ON FINAL APCH TO A FIELD. THE PLT INDICATED THAT HE WAS TOWED TO AN ALT OF 5,000 FT MSL (APRX 3,500 FT AGL). ON RELEASE, HE ENCOUNTERED A DOWNDRAFT OF MORE THAN 500 FT PER MINUTE AND WAS ONLY ABLE TO STAY AIRBORNE 6 TO 7 MINUTES. THE PLT THEN TURNED THE GLIDER TOWARD THE ARPT. WHEN IT BECAME APPARENT HE WOULD NOT BE ABLE TO REACH IT, HE SELECTED A FIELD FOR A FORCED LANDING AREA. ON FINAL APCH HE SAW WIRES AND ATTEMPTED TO FLY UNDER THEM THE ACFT VERTICAL STABILIZER STRUCK THE WIRES DAMAGING IT AND THE RUDDER.

Brief of Accident (Continued)

File No. - 568

4/23/86

HEMET, CA

A/C Reg. No. N2032T

Time (Lcl) - 1240 PST

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

Finding(s)

1. WEATHER CONDITION - DOWNDRAFT

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

2. OBJECT - WIRE, TRANSMISSION
3. PLANNED APPROACH - MISJUDGED - PILOT IN COMMAND
4. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - 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) 1,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 455 4/25/86 TEMECULA, CA A/C Reg. No. N714AW Time (Lcl) - 1450 PST

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

Fire
NONE

Crew
Pass

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

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

Eng Make/Model - LYCOMING O-230-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- 210/020 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
EL CAJON, CA
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

RANCHO CALIFORNIA
Runway Ident - 12
Runway Lth/Wid - 3000/ 60
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 69

Biennial Flight Review

Current - YES
Months Since - 10
Aircraft Type - C-150M

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	2235	Last 24 Hrs	-	1
Make/Model	-	1103	Last 30 Days	-	9
Instrument	-	40	Last 90 Days	-	32
Multi-Eng	-	30			

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT WHILE ON FINAL APCH TO LAND, A MODERATE CROSSWIND PREVAILED. BEFORE REACHING THE RWY THRESHOLD THE WIND APPEARED TO STOP. WHEN HE BEGAN TO FLARE A VIOLENT WIND GUST FROM THE RIGHT LIFTED THE RIGHT WING. BEFORE HE COULD REESTABLISH CONTROL OF THE ACFT THE NOSE PITCHED DOWN AND THE ACFT COLLIDED WITH THE TERRAIN.

Brief of Accident (Continued)

File No. - 455

4/25/86

TEMECULA, CA

A/C Reg. No. N714AW

Time (Lcl) - 1450 PST

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 4. AIRSPEED - NOT MAINTAINED - 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) 2,3,4

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 467 6/17/86 PACOIMA, CA A/C Reg. No. N89403 Time (Lcl) - 1340 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

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

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

Make/Model - CESSNA 140
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1450
No. of Seats - 2

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

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

Itinerary

Last Departure Point
SANTA PAULA, CA
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

WHITEMAN
Runway Ident - 12
Runway Lth/Wid - 3725/ 40
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND

Age - 42

Biennial Flight Review

Current - YES
Months Since - 19
Aircraft Type - 201

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 207	Last 24 Hrs - 4
Make/Model- 21	Last 30 Days- 21
Instrument- UNK/NR	Last 90 Days- 21
Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT LOST CONTROL OF THE ACFT DURING LANDING. A WITNESS STATED THAT WHEN THE ACFT WAS ABOUT ONE-FOURTH OF THE WAY DOWN THE RWY, IT BEGAN PORPOISING AND THEN FLIPPED OVER ON ITS BACK.

Brief of Accident (Continued)

File No. - 467

6/17/86

PACDIMA, CA

A/C Reg. No. N89403

Time (Lcl) - 1340 PDT

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, LACK OF TOTAL EXPERIENCE IN KIND OF AIRCRAFT - 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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 546	7/01/86	COMPTON, CA	A/C Reg. No. N4153T	Time (Lcl) - 2200 PDT
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-----Basic Information-----

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

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

Make/Model - CESSNA 320D	Eng Make/Model - CONTINENTAL TS10-520-B	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - UNK/NR
Max Gross Wt - 5200	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - UNK/NR	Rated Power - 285 HP	

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- UNK/NR</p> <p>Visibility - 20.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - NIGHT(DARK)</p>	<p>Itinerary</p> <p>Last Departure Point SAN DIEGO, CA</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 - GO AROUND</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data COMPTON</p> <p>Runway Ident - 25L</p> <p>Runway Lth/Wid - 3670/ 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, ME LAND</p>	<p>Age - 55</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 8</p> <p>Aircraft Type - C-310</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 1105</p> <p>Make/Model- 33</p> <p>Instrument- 141</p> <p>Multi-Eng - 256</p> <p>Last 24 Hrs - 8</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 139</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT ATTEMPTED A NIGHT LANDING AFTER HE WAS UNABLE TO EXTEND THE ACFT'S LANDING LIGHTS. HE STATED THAT, OVER THE END OF THE RWY AT ABOUT 25 FT AGL, EVERYTHING BLENDED INTO A LARGE BLACK SPOT. AS THE PLT ATTEMPTED A GO-AROUND, THE ACFT CONTACTED THE RWY, CAUSING THE LEFT MAIN GEAR TO COLLAPSE. THE ACFT THEN SLID DOWN THE RWY AND OFF TO THE LEFT BEFORE COMING TO A STOP.

Brief of Accident (Continued)

File No. - 546

7/01/86

COMPTON, CA

A/C Reg. No. N4153T

Time (Lcl) - 2200 PDT

Occurrence #1 HARD LANDING
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)
1. LANDING LIGHT - INOPERATIVE
2. PULL-UP - DELAYED - PILOT IN COMMAND
3. LIGHT CONDITION - DARK NIGHT

Occurrence #2 MAIN GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

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

The National Transportation Safety Board determines that the Probable Cause(s) of this 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. - 512	1/15/86	STERLING, CO	A/C Reg. No. N33535	Time (Lcl) - 1850 MST
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-----Basic Information-----

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

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

Make/Model	- PIPER PA-28R-200	Eng Make/Model	- LYCOMING IO-360-C1C	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2900	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 4	Rated Power	- 200 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point
Method	- N/A	SAME AS ACC/INC
Completeness	- N/A	Destination
Basic Weather	- VMC	LOCAL
Wind Dir/Speed	- 220/006 KTS	ATC/Airspace
Visibility	- 20.0 SM	Type of Flight Plan
Lowest Sky/Clouds	- CLEAR	- NONE
Lowest Ceiling	- NONE	Type of Clearance
Obstructions to Vision	- HAZE	- NONE
Precipitation	- NONE	Type Apch/Lndg
Condition of Light	- NIGHT(DARK)	- STRAIGHT-IN

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

Pilot-In-Command	Age - 48	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 506
SE LAND	Months Since - 1	Last 24 Hrs - 4
	Aircraft Type - PA-28R	Make/Model- 182
		Instrument- 76
		Last 30 Days- 93
		Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACCORDING TO THE PLT, DURING THE CHECKRIDE FOR HIS COMMERCIAL PLT CERTIFICATE, THE FLT EXAMINER GAVE HIM A SIMULATED ELECTRICAL FAILURE & TURNED THE LANDING LIGHTS OFF. THE PLT STATED THAT DURING THE NIGHT LANDING FLARE, HE LOST VISUAL REFERENCE WITH THE RWY DUE TO SNOWBANKS ON BOTH SIDES OF THE RWY AND THE ACFT SLID TO THE RIGHT. THE PILOT SAID THE RIGHT WING AND RIGHT MAIN GEAR CONTACTED THE SNOWBANK BEFORE HE REALIZED THE DRIFT HAD OCCURRED.

Brief of Accident (Continued)

File No. - 512

1/15/86

STERLING, CO

A/C Reg. No. N33535

Time (Lc1) - 1850 MST

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

Finding(s)

1. AIRPORT FACILITIES, RUNWAY EDGE LIGHTS - FOREIGN SUBSTANCE COVERED
 2. EMERGENCY PROCEDURE - SIMULATED - CHECK PILOT
 3. LIGHT CONDITION - DARK NIGHT
 4. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
 5. IMPROPER USE OF FACILITY, VISUAL/AURAL DETECTION - PILOT IN COMMAND
 6. SUPERVISION - INADEQUATE - CHECK PILOT
-

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

Finding(s)

7. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOWBANK
-

-----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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 584	1/17/86	LEADVILLE, CO	A/C Reg. No. N6735T	Time (Lcl) - 1435 MST
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-----Basic Information-----

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

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

Make/Model - BEECH V35B	Eng Make/Model - CONTINENTAL IO-520-BB	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3400	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 285 HP	

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

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - TELEPHONE</p> <p>Completeness - FULL</p> <p>Basic Weather - IMC</p> <p>Wind Dir/Speed- 180/008 KTS</p> <p>Visibility - 7.0 SM</p> <p>Lowest Sky/Clouds - PART OBS</p> <p>Lowest Ceiling - 2500 FT OVERCAST</p> <p>Obstructions to Vision- BLOWING SNOW</p> <p>Precipitation - SNOW SHOWER</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point PUEBLO, CO</p> <p>Destination EAGLE, CO</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 LEADVILLE</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 - 40	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 153
SE LAND	Months Since - 10	Make/Model- 35
	Aircraft Type - C-172	Instrument- 5
		Last 24 Hrs - 5
		Last 30 Days- 20
		Last 90 Days- 35

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT DEPARTED PUEBLO, COLORADO ON A VFR FLT TOWARD AN APPROACHING FRONTAL WX SYSTEM. RADAR DATA SHOWED THE ACFT CLIMBED TO AN ALTITUDE OF 18,200 FT MSL, WITH ERRATIC MANEUVERING IN THE VICINITY OF ACCIDENT SITE. THE WRECKAGE WAS LOCATED AT 13,200 FT MSL IN MOUNTAINOUS TERRAIN. THE PLT AND ONE PASSENGER WERE FATALLY INJURED. THE UNPRESSURIZED ACFT WAS NOT EQUIPPED WITH SUPPLEMENTAL OXYGEN.

Brief of Accident (Continued)

File No. - 584

1/17/86

LEADVILLE, CO

A/C Reg. No. N6735T

Time (Lcl) - 1435 MST

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
2. IMPROPER DECISION, TOTAL - PILOT IN COMMAND
3. JUDGEMENT - POOR - PILOT IN COMMAND
4. IMPROPER USE OF PROCEDURE, - PILOT IN COMMAND
5. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
6. INCAPACITATION (ANOXIA/HYPOXIA) - PILOT IN COMMAND
7. WEATHER CONDITION - TURBULENCE
8. WEATHER CONDITION - CLOUDS
9. WEATHER CONDITION - SNOW

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) 1,3,5,6

Factor(s) relating to this accident is/are finding(s) 2,4,7,8,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 579 2/20/86 MEEKER, CO A/C Reg. No. N27387 Time (Lcl) - 0930 MST

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

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

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

Make/Model	- AEROSPATIALE SA315B	Eng Make/Model	- TURBOMECA ARTOUSTE IIIB	ELT Installed/Activated	- YES/YES
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 4300	Engine Type	- TURBOSHAFT		
No. of Seats	- 5	Rated Power	- 562 LBS THRUST		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- COMPANY	Last Departure Point		OFF AIRPORT/STRIP	
Method	- TELEPHONE	CRAIG, CO			
Completeness	- WEATHER NOT PERTINENT	Destination		Airport Data	
Basic Weather	- VMC	SAME AS ACC/INC			
Wind Dir/Speed	- 270/005 KTS			Runway Ident	- N/A
Visibility	- 15.0 SM	ATC/Airspace		Runway Lth/Wid	- N/A
Lowest Sky/Clouds	- 11000 FT SCATTERED	Type of Flight Plan	- COMPANY (VFR)	Runway Surface	- N/A
Lowest Ceiling	- NONE	Type of Clearance	- NONE	Runway Status	- N/A
Obstructions to Vision	- NONE	Type Apch/Lndg	- NONE		
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

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

Pilot-In-Command	Age - 30	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 4114	Last 24 Hrs - 1
	Months Since - UNK/NR	Make/Model - 300	Last 30 Days - UNK/NR
HELICOPTER	Aircraft Type - AS 315B	Instrument - 180	Last 90 Days - 150
			Rotorcraft - 4114

Instrument Rating(s) - HELICOPTER

-----Narrative-----

DURING THE LIFT OFF THE RIGHT SKID TOE OF THE HELICOPTER CAUGHT A SEISMIC CABLE WHICH WAS COVERED BY APRX 2 FT OF SNOW. THE PLT STATED HE BROUGHT THE ACFT TO A HOVER AFTER OFF LOADING 2 PAX & STARTED A RIGHT SIDEWARD HOVER. WHEN THE SLACK WAS OUT OF THE SEISMIC CABLE, THE HELICOPTER ROLLED RIGHT, PAST THE CRITICAL ROLL ANGLE & ENCOUNTERED DYNAMIC ROLLOVER. THE MAIN ROTOR BLADES CONTACTED THE GROUND AS A RESULT OF THE DYNAMIC ROLLOVER.

Brief of Accident (Continued)

File No. - 579

2/20/86

MEEKER, CO

A/C Reg. No. N27387

Time (Lcl) - 0930 MST

Occurrence #1 ROLL OVER
Phase of Operation HOVER

Finding(s)

1. TERRAIN CONDITION - SNOW COVERED
2. TERRAIN CONDITION - HIDDEN OBSTRUCTION(S)
3. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 564 3/10/86 LONGMONT, CO A/C Reg. No. N3280F Time (Lcl) - 1515 MST

-----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	2
Accident Occurred During -DESCENT						

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

Make/Model - MOONEY M20F	Eng Make/Model - LYCOMING IO-360-A1A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2740	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 200 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	BROOMFIELD, CO	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	LONGMONT MUNICIPAL
Wind Dir/Speed- VARIABLE		Runway Ident - 29
Visibility - 20.0 SM	ATC/Airspace	Runway Lth/Wid - 4200/ 60
Lowest Sky/Clouds - 5000 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 - DAYLIGHT		

-----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 - YES	Total - 908
SE LAND, ME LAND	Months Since - 3	Last 24 Hrs - 1
	Aircraft Type - M20F	Make/Model- 531
		Instrument- 28
		Last 30 Days- UNK/NR
		Last 90 Days- 26
		Multi-Eng - 47

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE PLT, DURING THE FLARE TO TOUCHDOWN, THE ACFT STALLED AND THE LEFT WING CONTACTED THE GROUND ALONG WITH FOUR RUNWAY LIGHTS. THE PLT SAID THE ACCIDENT COULD HAVE BEEN PREVENTED BY MAINTAINING A HIGHER AIRSPEED ON APCH.

Brief of Accident (Continued)

File No. - 564

3/10/86

LONGMONT, CO

A/C Reg. No. N3280F

Time (Lcl) - 1515 MST

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

Finding(s)

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 565	3/25/86	FALCON, CO	A/C Reg. No. N9614S	Time (Lcl) - 0830 MST
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-----Basic Information-----

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

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

Make/Model - CHAMPION 7GCAA	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	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	MEADOW LAKE
Wind Dir/Speed- VARIABLE	ATC/Airspace	Runway Ident - 15
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4150/ 30
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 - 58	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - YES	Total - 2421
SE LAND	Months Since - 5	Make/Model- 2421
	Aircraft Type - C-172	Instrument- 143
		Last 24 Hrs - 4
		Last 30 Days- UNK/NR
		Last 90 Days- 4

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACCORDING TO THE PLT, WHEN THE ACFT SLOWED AFTER LANDING, IT TURNED "SHARPLY TO THE RIGHT." THE PLT STATED HE EXPERIENCED "EXTREME TAILWHEEL SHUDDER" PRIOR TO THIS DURING THE LANDING ROLL. DURING THE INVESTIGATION, IT WAS ASCERTAINED THAT THE TAILWHEEL SPRING HAD BECOME DETACHED AND ALLOWED THE TAILWHEEL TO PIVOT TO ONE SIDE ONCE THE ACFT SLOWED.

Brief of Accident (Continued)

File No. - 565

3/25/86

FALCON,CO

A/C Reg. No. N9614S

Time (Lc1) - 0830 MST

Occurrence #1 LOSS OF CONTROL - ON GROUND

Phase of Operation LANDING - ROLL

Finding(s)

1. LANDING GEAR, TAILWHEEL - MOVEMENT RESTRICTED
 2. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
-

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 566 3/31/86 WATKINS,CO A/C Reg. No. N1593B Time (Lcl) - 1245 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	DESTROYED		Fatal	0	0	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 -LANDING						

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

Make/Model - LUSCOMBE T-8F	Eng Make/Model - LYCOMING O-235-C1B	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1400	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 108 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	AURORA,CO	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	AURORA
Wind Dir/Speed- 360/015 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 - 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 - 29	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP,CFI	Current - YES	Total - 4560
SE LAND,ME LAND	Months Since - 2	Make/Model- 4
GLIDER	Aircraft Type - F-27	Instrument- 431
		Multi-Eng - 1153
		Last 24 Hrs - 1
		Last 30 Days- 100
		Last 90 Days- 241

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE PRACTICING GROUND REFERENCE MANEUVERS AT 500 FT AGL A TOTAL LOSS OF ENGINE POWER WAS EXPERIENCED. THE PILOT RATED PASSENGER IN THE REAR SEAT PERFORMED THE EMERGENCY LANDING WHILE THE PIC ATTEMPTED TO RESTART THE ENGINE. THE LANDING WAS MADE ON OPEN ROLLING TERRAIN WITH A 15 KT GUSTING TO 20 KT TAILWIND. THE AIRCRAFT STALLED/MUSHED DURING THE LANDING AND IMPACTED THE TERRAIN IN A NOSE DOWN ATTITUDE. THE CO-PLT WAS NOT CHECKED OUT IN THE ACFT. HIS RECENT FLIGHT EXPERIENCE WAS IN LARGE TRANSPORT AIRCRAFT. POST ACCIDENT INSPECTION OF THE AIRCRAFT AND ENGINE FAILED TO DISCLOSE CAUSE OF THE ENGINE FAILURE.

Brief of Accident (Continued)

File No. - 566

3/31/86

WATKINS,CO

A/C Reg. No. N1593B

Time (Lc1) - 1245 MST

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

Finding(s)

1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - UNCONTROLLED

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

Finding(s)

2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
3. WEATHER CONDITION - TAILWIND
4. IN-FLIGHT PLANNING/DECISION - IMPROPER - COPILOT
5. STALL/MUSH - INADVERTENT - COPILOT
6. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - COPILOT

-----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) 3,4,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 577	4/05/86	FALCON, CO	A/C Reg. No. N1580Q	Time (Lcl) - 2135 MST
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----Basic Information----

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

----Aircraft Information----

Make/Model - CESSNA 150L	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 - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	PUEBLO, CO	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	FALCON, CO	Runway Ident - N/A
Wind Dir/Speed- VARIABLE	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Surface - DIRT
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - DRY
Lowest Ceiling - NONE	Type Apch/Lndg - GO AROUND	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

----Personnel Information----

Pilot-In-Command	Age - 61	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 130
SE LAND	Months Since - 19	Last 24 Hrs - 2
	Aircraft Type - C-152	Make/Model- 39
		Instrument- 3
		Last 30 Days- UNK/NR
		Last 90 Days- 39

Instrument Rating(s) - NONE

----Narrative----

THE PLT STATED THE ACFT CONTACTED A POWERLINE POLE DURING A GO-AROUND. THE POWERLINE POLE IS LOCATED APRX ONE-HALF MILE OFF THE DEPARTURE END OF RWY 33. ACCORDING TO THE PLT, THE POLE IS UNMARKED AND UNLIGHTED. THE ACCIDENT OCCURRED DURING NIGHT HRS WITH NO LUNAR ILLUMINATION. THE PLT ALSO NOTED THE TERRAIN RISES NORTHWEST OF THE END OF RWY 33.

Brief of Accident (Continued)

File No. - 577

4/05/86

FALCON,CO

A/C Reg. No. N1580Q

Time (Lc1) - 2135 MST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. OBJECT - UTILITY POLE
3. GO-AROUND - IMPROPER - PILOT IN COMMAND
4. PROPER ALTITUDE - NOT ATTAINED - PILOT IN COMMAND
5. CLEARANCE - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - GO-AROUND (VFR)

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 588	4/11/86	LOVELAND, CO	A/C Reg. No. N14RN	Time (Lcl) - 1145 MST
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----Basic Information----

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

----Aircraft Information----

Make/Model - AEROTEK PITTS-S-1S	Eng Make/Model - LYCOMING IO-360-B4A	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1150	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 1	Rated Power - 180 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	LONGMONT, CO	
Completeness - PARTIAL, LMTD BY PILOT	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	FT. COLLINS LOVELAND MUNI
Wind Dir/Speed- 220/006 KTS	ATC/Airspace	Runway Ident - 33
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 6500/ 100
Lowest Sky/Clouds - 5000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - CONCRETE
Lowest Ceiling - 20000 FT BROKEN	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

----Personnel Information----

Pilot-In-Command	Age - 40	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - YES	Total - 941
SE LAND, ME LAND	Months Since - 23	Last 24 Hrs - 1
	Aircraft Type - C-172	Make/Model- 4
		Last 30 Days- UNK/NR
		Instrument- 78
		Last 90 Days- 17
		Multi-Eng - 66

Instrument Rating(s) - AIRPLANE

----Narrative----

ACCORDING TO THE PLT, THE ACFT ENCOUNTERED A TAILWIND DURING THE LANDING ROLL. THE PLT SAID THE ACFT NOSED OVER ONTO ITS BACK WHEN HE APPLIED BRAKES. THE PLT HAD INDICATED HIS TOTAL FLT EXPERIENCE IN THIS TAIL WHEEL ACFT TO BE APRX 4 HRS.

Brief of Accident (Continued)

File No. - 588

4/11/86

LOVELAND, CO

A/C Reg. No. N14RN

Time (Lcl) - 1145 MST

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

Finding(s)

1. WEATHER CONDITION - TAILWIND
-

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
 3. BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND
-

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 426 5/04/86 LONGMONT,CO A/C Reg. No. N40Z Time (Lcl) - 1650 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

Make/Model - GLASER-DIRKS DG-400
Landing Gear - UNK/NR
Max Gross Wt - 1056
No. of Seats - 1

Eng Make/Model - ROTAX 2 CYCLE
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 43 HP

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 200/020 KTS
Visibility - 75.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 10000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
BOULDER,CO
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

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

Age - 43
Biennial Flight Review
Current - YES
Months Since - 4
Aircraft Type - C-550

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	- 1278
Make/Model-	43
Instrument-	UNK/NR
Multi-Eng	- UNK/NR
Last 24 Hrs	- 5
Last 30 Days-	UNK/NR
Last 90 Days-	79
Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THIS EXPERIMENTAL GLIDER HAS A STOWABLE 2 CYCLE ENG MOUNTED BEHIND THE COCKPIT. WHEN THE ENG IS STOWED THE GLIDE RATIO IS ABOUT 40:1. WHEN THE ENG IS DEPLOYED BUT NOT RUNNING, THE GLIDE RATIO IS ABOUT 10:1. WHILE RETURNING AFTER A 4 HR AND 50 MIN FLT THE PLT DECIDED ENG PWR WOULD BE NEEDED TO REACH THE ARPT. HE DEPLOYED THE ENG BUT IT WOULD NOT START. AN OFF ARPT FORCED LANDING WAS NECESSARY AND THE ACFT HIT A TREE.

Brief of Accident (Continued)

File No. - 426

5/04/86

LONGMONT, CO

A/C Reg. No. N40Z

Time (Lc1) - 1650 MDT

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

Finding(s)

1. ENGINE ASSEMBLY - INOPERATIVE
2. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

3. IN-FLIGHT PLANNING/DECISION - DELAYED - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

4. OBJECT - TREE(S)

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 571 5/12/86 ERIE, CO A/C Reg. No. N761XE Time (Lcl) - 1930 MDT

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

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

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

Make/Model - CESSNA T210M	Eng Make/Model - CONTNENTAL TS10-520-R	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 - 310 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	BROOMFIELD, CO	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	TRI-COUNTY
Wind Dir/Speed- VARIABLE	ATC/Airspace	Runway Ident - 15
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5400/ 75
Lowest Sky/Clouds - 10000 FT	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 10000 FT	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 41	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - YES	Total - 1583
SE LAND, ME LAND	Months Since - 11	Make/Model- 500
	Aircraft Type - C-210	Instrument- 116
		Multi-Eng - 159
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 62

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTS THAT HE REMEMBERS GOING THROUGH THE CHECKLIST ON DOWNWIND FOLLOWING A SHORT FLIGHT FROM A NEARBY AIRPORT. HE DOES NOT REMEMBER DOING A FINAL "DOWN AND GREEN" CHECK AND THE AIRCRAFT WAS LANDED GEAR UP.

Brief of Accident (Continued)

File No. - 571

5/12/86

ERIE,CO

A/C Reg. No. N761XE

Time (Lcl) - 1930 MDT

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 FOLLOWED - PILOT IN COMMAND

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 572 5/18/86 DENVER, CO

A/C Reg. No. N2DE

Time (Lcl) - 1045 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

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

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

Fire NONE
Crew
Pass

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

Make/Model - PITTS S-1S
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1500
No. of Seats - 1

Eng Make/Model - LYCOMING O-360
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- 030/011 KTS
Visibility - 65.0 SM
Lowest Sky/Clouds - 25000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
AURORA, CO
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

FRONT RANGE
Runway Ident - 26
Runway Lth/Wid - 8000/ 100
Runway Surface - DIRT
Runway Status - WET

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

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

Age - 31
Biennial Flight Review
Current - YES
Months Since - 8
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 3779
Make/Model- 55
Instrument- 238
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- 70

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORT THAT HE ENTERED NORMAL TRAFFIC FOR LANDING AT FRONT RANGE AIRPORT. THERE WERE 3 OR 4 ACFT PRECEDING HIM SO HE EXTENDED HIS TRAFFIC PATTERN. AFTER TURNING ONTO FINAL APPROACH ABOUT 1 MILE FROM END OF RWY, THE PLT SAID THE ENG QUIT ABRUPTLY. THE ACFT STALLED AND CRASHED DURING THE ATTEMPTED FORCED LANDING. WRECKAGE EXAMINATION AND ENG RUN FAILED TO REVEAL EVIDENCE TO EXPLAIN THE REPORTED LOSS OF POWER.

Brief of Accident (Continued)

File No. - 572

5/18/86

DENVER, CO

A/C Reg. No. N2DE

Time (Lc1) - 1045 MDT

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

Finding(s)

1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

2. STALL - INADVERTENT - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 415	2/17/86	MOORE HAVEN, FL	A/C Reg. No. N7EA	Time (Lcl) - UNK/NR
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-----Basic Information-----

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

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

Make/Model - PIPER PA-31-310	Eng Make/Model - LYCOMING TIO-540-A1B	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 6500	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 2	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	UNKNOWN	
Completeness - N/A	Destination	Airport Data
Basic Weather - UNK/NR	UNK/NR	Runway Ident - N/A
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - UNK/NR	Type Apch/Lndg - NONE	
Obstructions to Vision- UNK/NR		
Precipitation - UNK/NR		
Condition of Light - UNK/NR		

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

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

Instrument Rating(s) - UNK/NR

-----Narrative-----

ON FEBRUARY 17, 1986 THE WRECKAGE OF N7EA ALONG WITH THE SKELETAL REMAINS OF TWO PERSONS WERE FOUND. THE ACFT CRASHED INTO TREES CAUSING THE SEPARATION OF THE OUTBOARD SIX FEET OF LEFT WING AND THEN CONTINUED CRASHING THROUGH MORE TREES BEFORE COLLIDING WITH THE GROUND. THE ACFT CAUGHT FIRE DURING THE IMPACT SEQUENCE AND WAS COMPLETELY DESTROYED BY POST CRASH FIRE. FUEL FITTINGS AND PUMPS USED IN ACFT FUEL SYSTEMS WERE FOUND IN THE CABIN AREA OF THE WRECKAGE. ALSO THE CLOSURE MECHANISMS FOR SEVERAL MILITARY TYPE DUFFLE BAGS WERE FOUND AND ONLY TWO SEATS WERE INSTALLED IN THE COCKPIT. EXAMINATION OF THE ENGS REVEALED BOTH TO BE OPERABLE AT THE TIME OF THE ACCIDENT. THE DATE AND TIME OF THE ACCIDENT COULD NOT BE DETERMINED. THE ORIGIN AND DESTINATION OF THE FLT COULD ALSO NOT BE DETERMINED. THE ACFT WAS LAST SEEN AT THE FT. LAUDERDALE EXECUTIVE ARPT ON 2/3/86.

Brief of Accident (Continued)

File No. - 415

2/17/86

MOORE HAVEN, FL

A/C Reg. No. N7EA

Time (Lcl) - UNK/NR

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

Finding(s)

1. OBJECT - TREE(S)
 2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
-

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

Finding(s)

4. TERRAIN CONDITION - HIGH VEGETATION
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 405	2/24/86	HOMESTEAD, FL	A/C Reg. No. N3629J	Time (Lcl) - 1715 EST
-----Basic Information-----				
Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage SUBSTANTIAL		Injuries	
Type of Operation -AERIAL APPLICATION	Fire	Crew	Fatal	Serious
Flight Conducted Under -14 CFR 137	ON GROUND	Pass	0	0
Accident Occurred During -DESCENT			0	0
-----Aircraft Information-----				
Make/Model - SCHWEIZER G-164B	Eng Make/Model - P&W R-1340 AN-1	ELT Installed/Activated - NO -N/A		
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR		
Max Gross Wt - 4500	Engine Type - RECIPROCATING-CARBURETOR			
No. of Seats - 1	Rated Power - 550 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- 290/013 KTS	ATC/Airspace	Runway Ident - N/A		
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A		
Lowest Sky/Clouds - 2500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A		
Lowest Ceiling - 12000 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - N/A		
Obstructions to Vision- HAZE				
Precipitation - NONE				
Condition of Light - DAYLIGHT				
-----Personnel Information-----				
Pilot-In-Command	Age - 31	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT		
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)		
PRIVATE, COMMERCIAL	Current - UNK/NR	Total - 500	Last 24 Hrs - UNK/NR	
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model- UNK/NR	Last 30 Days- UNK/NR	
	Aircraft Type - UNK/NR	Instrument- UNK/NR	Last 90 Days- UNK/NR	
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR	
Instrument Rating(s) - NONE				
-----Narrative-----				
THE PLT STATED THAT SHE HAD COMPLETED ONE SPRAY PASS WITH ONE TON OF FERTILIZER ABOARD & PULLED UP IN A TURN TO ABOUT 200 FT. AT THAT TIME THE ACFT "HIT A POCKET OF DEAD AIR." THE ACFT NOSED DOWN AND ALTHOUGH THE PLT DUMPED THE CHEMICAL LOAD, SHE COULD NOT RECOVER IN TIME TO AVOID THE CRASH.				

Brief of Accident (Continued)

File No. - 405

2/24/86

HOMESTEAD, FL

A/C Reg. No. N3629J

Time (Lcl) - 1715 EST

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

Finding(s)

1. AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND
 2. STALL - INADVERTENT - PILOT IN COMMAND
 3. REMEDIAL ACTION - NOT PERFORMED - PILOT IN COMMAND
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 416 3/08/86 KISSIMMEE, FL A/C Reg. No. N877AP Time (Lcl) - 1155 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

SUBSTANTIAL

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries

Serious
1
1

Minor
0
0

None
0
0

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

Make/Model - PIPER PA-28-140
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2150
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E3D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

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

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

Weather Data

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

Basic Weather - VMC

Wind Dir/Speed- 060/010 KTS

Visibility - 7.0 SM

Lowest Sky/Clouds - 25000 FT

Lowest Ceiling - 25000 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

KISSIMMEE MUNC.

Runway Ident - 33

Runway Lth/Wid - 5000/ 100

Runway Surface - ASPHALT

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 46

Biennial Flight Review

Current - YES

Months Since - 17

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 215

Make/Model- UNK/NR

Instrument- 0

Last 24 Hrs - 2

Last 30 Days- UNK/NR

Last 90 Days- 13

Instrument Rating(s) - NONE

-----Narrative-----

THE FLT DEPARTED WITH 18 GALS IN EACH FUEL TANK. AFTER 1.8 HRS OF FLYING, DOING TAKEOFFS AND LANDINGS AND A SHORT FLT TO ANOTHER ARPT, THE FLT EXPERIENCED AN ENG FAILURE DURING TAKEOFF FROM A TOUCH AND GO LANDING. THE PLT FAILED TO MAINTAIN DIRECTIONAL CONTROL AFTER THE ENG FAILURE AND THE ACFT COLLIDED WITH TREES TO THE LEFT SIDE OF THE RWY. POST ACCIDENT INSPECTION OF THE ACFT REVEALED THE RIGHT FUEL TANK TO CONTAIN LESS THAN 1/4 GALLON OF FUEL WITH NO EVIDENCE OF LEAKAGE FROM THIS TANK. THE LEFT TANK CONTAINED APRX 15 GALLONS OF FUEL WITH EVIDENCE OF LEAKAGE FROM A BROKEN LINE. INSPECTION OF THE ENG REVEALED NO EVIDENCE OF PRECRASH MECHANICAL FAILURE OR MALFUNCTION. THE PLT STATED THE FULL 1.8 HRS WAS FLOWN USING THE RIGHT FUEL TANK. THE PLT WAS SEATED IN THE RIGHT SEAT OF THE ACFT AND A PASSENGER WITH AN EXPIRED STUDENT PLTS CERTIFICATE WAS SEATED IN THE LEFT PLTS SEAT.

Brief of Accident (Continued)

File No. - 416

3/08/86

KISSIMMEE, FL

A/C Reg. No. N877AP

Time (Lcl) - 1155 EST

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. FUEL CONSUMPTION CALCULATIONS - NOT PERFORMED - PILOT IN COMMAND
3. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
4. FLUID, FUEL - STARVATION
5. CHECKLIST - NOT USED - PILOT IN COMMAND

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

Finding(s)

6. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

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

Finding(s)

7. 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) 1,2,3,5

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 539	3/15/86	MULBERRY, FL	A/C Reg. No. N335RM	Time (Lcl) - 1815 EST
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-----Basic Information-----

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

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

Make/Model - MCFARLAND QUICKIE 2	Eng Make/Model - REVMASER 2100-D	ELT Installed/Activated - UNK/NR
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1100	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 64 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	FERNANDINA BCH, FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LAKELAND, FL	Runway Ident - N/A
Wind Dir/Speed- 180/007 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 3.000 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 1500 FT	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 1500 FT BROKEN	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - RAIN		
Condition of Light - DUSK		

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

Pilot-In-Command	Age - 42	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 395
SE LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 25

Instrument Rating(s) - NONE

-----Narrative-----

WITNESSES REPORTED THAT THE ACFT WAS FLYING AT A LOWER THAN NORMAL ALTITUDE AND AT FULL THROTTLE WHEN SOMETHING BROKE OFF THE ACFT. THE ACFT THEN ROLLED TO THE RIGHT, WENT ALMOST STRAIGHT UP AND SPIRALED DOWN STRIKING THE GROUND INVERTED. POST CRASH EXAMINATION OF THE ACFT REVEALED THAT THE RIGHT AILERON SEPARATED FROM THE ACFT AFTER THE RIGHT WING FAILED APRX 6 INCHES OUTBOARD OF THE FUSELAGE AND FOLDED UPWARD CAUSING THE COMPLETE LOSS OF CONTROL OF THE ACFT. INVESTIGATION REVEALED THE WING WAS NOT PROPERLY REPAIRED AFTER IT WAS DAMAGED DURING A PREVIOUS ACCIDENT.

Brief of Accident (Continued)

File No. - 539

3/15/86

MULBERRY, FL

A/C Reg. No. N335RM

Time (Lcl) - 1815 EST

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

Finding(s)

1. WING - FAILURE, TOTAL
 2. MAINTENANCE, MAJOR REPAIR - IMPROPER - OTHER MAINTENANCE PSNL
-

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

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

Finding(s)

3. 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 552	3/18/86	CRYSTAL SPRINGS, FL	A/C Reg. No. N5968C	Time (Lcl) - 1205 EST
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-----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 1	0	0	0
Accident Occurred During -DESCENT		Pass 2	0	0	0

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

Make/Model - BEECH D-35	Eng Make/Model - CONTINENTAL E-225-11	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2725	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 225 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	ZEPHYRHILLS, FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 130/012 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 2700 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 - 58	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 375
SE LAND	Months Since - 3	Make/Model- 61
	Aircraft Type - D-35	Instrument- 15
		Last 24 Hrs - 1
		Last 30 Days- 7
		Last 90 Days- 20

Instrument Rating(s) - NONE

-----Narrative-----

WITNESSES STATED THEY OBSERVED THE ACFT PERFORMING AEROBATICS WHILE AT AN ESTIMATED ALT OF 1000 TO 1300 FT. AFTER THE COMPLETION OF A LOOP, THE ACFT WAS OBSERVED TO NEARLY COME TO A STOP WHILE VERTICAL, THEN FALL OFF TO THE LEFT & ENTER A SPIN WHICH CONTINUED UNTIL JUST PRIOR TO IMPACT. NONE OF THE OCCUPANTS WORE PARACHUTES AS REQUIRED BY FAA REGULATIONS & A REVIEW OF THE PILOT'S FLT LOGBOOK REVEALED NO RECORD OF ANY AEROBATIC INSTRUCTION. ACCORDING TO THE ACFT MANUFACTURER, LOOPS & INTENTIONAL SPINS ARE PROHIBITED IN THIS ACFT.

Brief of Accident (Continued)

File No. - 552

3/18/86

CRYSTAL SPRINGS, FL

A/C Reg. No. N5968C

Time (Lc1) - 1205 EST

Occurrence #1 ABRUPT MANEUVER
Phase of Operation MANEUVERING

Finding(s)

1. AEROBATICS - PERFORMED - PILOT IN COMMAND
 2. PROPER ALTITUDE - NOT ATTAINED - PILOT IN COMMAND
 3. JUDGEMENT - POOR - PILOT IN COMMAND
-

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

Finding(s)

4. STALL/SPIN - NOT CORRECTED - PILOT IN COMMAND
-

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

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

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

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. - 596	3/19/86	LAKELAND, FL	A/C Reg. No. N83GD	Time (Lcl) - 1725 EST						
-----Basic Information-----										
Type Operating Certificate-NONE (GENERAL AVIATION)			Aircraft Damage	Injuries						
			SUBSTANTIAL	Fatal	Serious	Minor	None			
Type of Operation	-PERSONAL		Fire	Crew 1	0	0	0			
Flight Conducted Under	-14 CFR 91		NONE	Pass 1	0	0	0			
Accident Occurred During	-DESCENT									
-----Aircraft Information-----										
Make/Model	- DURKOTA THORP T-18	Eng Make/Model	- LYCOMING O-320-E2A	ELT Installed/Activated - YES/YES						
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System - NO						
Max Gross Wt	- 1700	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	HOLLYWOOD, FL	LAKELAND							
Wind Dir/Speed	- 210/010 KTS	ATC/Airspace	Runway Ident			- UNK/NR				
Visibility	- 15.0 SM	Type of Flight Plan	Runway Lth/Wid			- UNK/NR				
Lowest Sky/Clouds	- 3500 FT SCATTERED	Type of Clearance	Runway Surface			- UNK/NR				
Lowest Ceiling	- NONE	Type Apch/Lndg	Runway Status			- UNK/NR				
Obstructions to Vision	- NONE									
Precipitation	- NONE									
Condition of Light	- DAYLIGHT									
-----Personnel Information-----										
Pilot-In-Command	Age - 33	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT							
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)								
ATP, CFI, FLT ENG	Current - UNK/NR	Total - 7700	Last 24 Hrs - UNK/NR							
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model - 11	Last 30 Days - UNK/NR							
	Aircraft Type - UNK/NR	Instrument - UNK/NR	Last 90 Days - UNK/NR							
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR							
Instrument Rating(s) - AIRPLANE										
-----Narrative-----										
WITNESSES OBSERVED BLACK SMOKE TRAILING FROM THE HOMEBUILT ACFT DURING TAKEOFF & INITIAL CLIMB. THE ACFT WAS OBSERVED TO CLIMB TO AN ESTIMATED ALT OF 150 TO 200 FT WHERE ENG SOUND CEASED & THE PROP STOPPED. THE ACFT WAS THEN OBSERVED TO ATTEMPT A LEFT TURN BACK TOWARD THE RWY. DURING THE TURN, THE NOSE CAME UP & WITNESSES STATED THAT THE ACFT STALLED ABOUT ONE-HALF WAY THROUGH THE TURN & CRASHED TO THE GROUND. AN EXAM OF THE COCKPIT REVEALED THAT THE HAND ACTUATED FUEL PRIMER WAS IN THE UNLOCKED & OUT POSITION. A REVIEW OF THE ACFT'S CHECKLISTS FAILED TO REVEAL ANY REFERENCE TO ENSURING THAT THE PRIMER IS IN & LOCKED AFTER ENGINE START.										

Brief of Accident (Continued)

File No. - 596

3/19/86

LAKELAND,FL

A/C Reg. No. N83GD

Time (Lc1) - 1725 EST

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

Finding(s)

1. FUEL SYSTEM,PRIMER SYSTEM - OPEN
2. CHECKLIST - INADEQUATE - MANUFACTURER
3. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND

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

Finding(s)

4. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
5. STALL
6. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
7. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND

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

----Probable Cause----

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

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. - 414	4/04/86	OCKLAWAHA, FL	A/C Reg. No. N742JM	Time (Lc1) - 0930 EST
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-----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	1	0	0

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

Make/Model	- PIPER PA-28R-201	Eng Make/Model	- LYCOMING IO-360-C1C6	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2750	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 4	Rated Power	- 200 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point
Method	- N/A	KISSIMMEE, FL
Completeness	- N/A	Destination
Basic Weather	- VMC	OCKLAWAHA, FL
Wind Dir/Speed	- 120/011 KTS	ATC/Airspace
Visibility	- 10.0 SM	Type of Flight Plan
Lowest Sky/Clouds	- 3000 FT SCATTERED	- NONE
Lowest Ceiling	- NONE	Type of Clearance
Obstructions to Vision	- NONE	- NONE
Precipitation	- NONE	Type Apch/Lndg
Condition of Light	- DAYLIGHT	- UNK/NR

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

Pilot-In-Command	Age - 59	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 305
SE LAND, ME LAND	Months Since - 12	Make/Model - 29
	Aircraft Type - PA-44	Instrument - 0
		Multi-Eng - 104

Instrument Rating(s) - NONE

-----Narrative-----

THE PVT PLT REFUELED HIS ACFT THE NIGHT BEFORE THE FLT AND WAS OBSERVED TO DRAIN ONLY THE FIREWALL STRAINER. THE MORNING OF THE FLT HE DID NOT DRAIN ANY DRAINS. ABOUT HALF WAY TO HIS DESTINATION AN ENG PWR LOSS WAS EXPERIENCED, HE DECLARED AN EMERGENCY AND LANDED AT AN INTERMEDIATE AIRFIELD. HE DID NOT SHUT DOWN THE ENG BUT RAN IT FOR APRX 15 TO 30 MINUTES AND HAD HIS WIFE EXIT TO ACFT AND CHECK THE FUEL QUANTITY IN THE LEFT TANK ONLY. THE PLT THEN DEPARTED AND WAS NEXT OBSERVED FLYING OVER HIS DESTINATION ARPT AT ABOUT 300 FT AGL. WITNESSES THEN HEARD THE ENG RAPIDLY LOSE PWR AND THE ACFT CRASHED INTO TREES. ONLY 1 AND 1/2 GALLONS OF FUEL WERE FOUND AT THE ACCIDENT SITE AND THE ENG FUEL PUMP, FUEL CONTROL, FUEL CONTROL STRAINER AND FUEL INJECTOR DIVIDER BLOCK ALL HAD WATER IN THEM AND NO FUEL.

Brief of Accident (Continued)

File No. - 414

4/04/86

OCKLAWAHA, FL

A/C Reg. No. N742JM

Time (Lcl) - 0930 EST

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

Finding(s)

1. FUEL SYSTEM - WATER
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND

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

Finding(s)

4. AIRSPEED(VSO) - NOT MAINTAINED - PILOT IN COMMAND
5. STALL

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

Finding(s)

6. OBJECT - TREE(S)

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

-----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) 3,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 449 4/06/86 ORLANDO, FL A/C Reg. No. N35911 Time (Lcl) - 2050 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	NONE	Pass	0	Serious	Minor	None
Accident Occurred During - LANDING			0	0	0	1
			0	0	0	0

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

Make/Model - CESSNA 177RG	Eng Make/Model - LYCOMING IO-360-A1B6D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2800	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 200 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	MARIETTA, GA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	ORLANDO EXECUTIVE
Wind Dir/Speed- 120/007 KTS	ATC/Airspace	Runway Ident - 07
Visibility - 8.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 6000/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - VFR	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
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 - 1314
SE LAND	Months Since - 12	Make/Model- 315
GLIDER	Aircraft Type - UNK/NR	Instrument- 84
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 7

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT ON FINAL APCH HE EXTENDED THE LANDING GEAR BUT ON TOUCHDOWN THE GEAR COMPLETELY COLLAPSED. POST CRASH EXAMINATION OF THE ACFT REVEALED THAT THE ALTERNATOR BELT WAS LOOSE ALLOWING THE BATTERY TO DRAIN DOWN ENOUGH SO THE ELECTRIC HYDRAULIC PUMP WAS NOT ABLE TO COMPLETELY EXTEND THE LANDING GEAR. THE ACFT WAS PLACED ON JACKS & AUX POWER WAS APPLIED & THE LANDING GEAR CYCLED WITH NO DISCREPANCIES.

Brief of Accident (Continued)

File No. - 449

4/06/86

ORLANDO,FL

A/C Reg. No. N35911

Time (Lcl) - 2050 EST

Occurrence GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. ELECTRICAL SYSTEM,ALTERNATOR - DISCONNECTED
2. EMERGENCY PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND
3. ELECTRICAL SYSTEM,BATTERY - OUTPUT LOW

-----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. - 419	4/06/86	UMATILLA, FL	A/C Reg. No. N2662R	Time (Lcl) - 1320 EST
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-----Basic Information-----

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

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

Make/Model - PIPER PA-28R-200	Eng Make/Model - LYCOMING IO-360-C1C	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2600	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 200 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	ORLANDO, FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	UMATILLA MUNICIPAL
Wind Dir/Speed- 090/010 KTS	ATC/Airspace	Runway Ident - 36
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2300/ 50
Lowest Sky/Clouds - 3500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 25000 FT BROKEN	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 24	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 99
SE LAND	Months Since - 19	Make/Model- 10
	Aircraft Type - UNK/NR	Instrument- 3
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 5

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT HE FLARED THE ACFT TOO HIGH WHILE LANDING. THE ACFT STALLED TOO SOON AND A HARD LANDING RESULTED.

Brief of Accident (Continued)

File No. - 419

4/06/86

UMATILLA, FL

A/C Reg. No. N2662R

Time (Lc1) - 1320 EST

Occurrence

HARD LANDING

Phase of Operation

LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 413 4/08/86 HOLLYWOOD, FL A/C Reg. No. N17AT Time (Lcl) - 1446 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries			
Type of Operation -POSITIONING	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 - BEECH BE-95	Eng Make/Model - LYCOMING O-360-A1A	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 4000	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 5	Rated Power - 180 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - PATWAS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	FT. LAUDERDALE, FL	
Completeness - PARTIAL, LMTD BY PILOT	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	HOLLYWOOD
Wind Dir/Speed - 260/005 KTS	ATC/Airspace	Runway Ident - 27
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3000/ 100
Lowest Sky/Clouds - 3500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision - NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 53	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL, CFI	Current - UNK/NR	Total - 5037	Last 24 Hrs - UNK/NR
SE LAND, ME LAND, SE SEA	Months Since - UNK/NR	Make/Model - 10	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 578	Last 90 Days - UNK/NR
		Multi-Eng - 274	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT HAD NOT BEEN FLOWN IN OVER 2 YRS & THE LAST ANNUAL INSPECTION WAS PERFORMED 1-25-83. THE ACFT HAD TO BE JUMP STARTED DUE TO A DEAD BATTERY. DURING LDG ROLL-OUT, THE GEAR COLLAPSED. AN EXAM OF THE BOTTOM OF THE ACFT REVEALED DAMAGE CONSISTENT WITH THE GEAR NOT BEING FULLY DOWN & LOCKED. EMERGENCY GEAR EXTENSION WAS NOT USED. THE ACFT WAS SUBSEQUENTLY PLACED ON JACKS & AFTER ADEQUATE ELECTRICAL POWER WAS SUPPLIED TO THE SYSTEM, THE GEAR FUNCTIONED NORMALLY THROUGH SEVERAL CYCLES.

Brief of Accident (Continued)

File No. - 413

4/08/86

HOLLYWOOD, FL

A/C Reg. No. N17AT

Time (Lcl) - 1446 EST

Occurrence GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

1. ELECTRICAL SYSTEM, BATTERY - OUTPUT LOW
 2. GEAR DOWN AND LOCKED - NOT ATTAINED - PILOT IN COMMAND
 3. LANDING GEAR, EMERGENCY EXTENSION ASSEMBLY - NOT ENGAGED
 4. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - INTENTIONAL - PILOT IN COMMAND
 5. FLIGHT MANUALS - DISREGARDED - PILOT IN COMMAND
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 418	4/14/86	BUNNELL, FL	A/C Reg. No. N212ER	Time (Lcl) - 0930 EST
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-----Basic Information-----

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

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

Make/Model - CESSNA T303	Eng Make/Model - CONTINENTAL TS10-520-AE	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 5000	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 250 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	DAYTONA BEACH, FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	FLAGLER COUNTY
Wind Dir/Speed- 030/010 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - 300 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 - 54	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, ATP, CFI	Current - YES	Total - 10236
SE LAND, ME LAND	Months Since - 4	Make/Model- 25
	Aircraft Type - UNK/NR	Instrument- 568
		Multi-Eng - 2550
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 115

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE ON A DUAL INSTRUCTIONAL FLIGHT BOTH INSTRUCTOR AND THE STUDENT PILOT NOTED A LEFT BRAKE FAILURE ON TAXI TO TAKEOFF. THE INSTRUCTOR ATTEMPTED TO UTILIZE ASYMMETRIC POWER TO STEER THE AIRCRAFT BUT COULD NOT CONTROL THE TURN. THE AIRCRAFT RAN OFF THE EDGE OF THE TAXIWAY AND WENT INTO A DITCH. THE LEFT BRAKE MASTER CYLINDER WAS FOUND EMPTY OF HYDRAULIC FLUID AFTER THE ACCIDENT. THE "O" RING IN THE MASTER CYLINDER HAD FAILED AND ALLOWED THE FLUID TO ESCAPE TO THE RIGHT BRAKE SYSTEM.

Brief of Accident (Continued)

File No. - 418

4/14/86

BUNNELL, FL

A/C Reg. No. N212ER

Time (Lcl) - 0930 EST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation TAXI - TO TAKEOFF

Finding(s)

1. LANDING GEAR, NORMAL BRAKE SYSTEM - FAILURE, PARTIAL
2. FLUID, HYDRAULIC - EXHAUSTION
3. MAINTENANCE, DESIGN CHANGE - INADEQUATE - MANUFACTURER

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

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) 1,2,3

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 417	4/14/86	NORTH PORT, FL	A/C Reg. No. N4242T	Time (Lcl) - 0815 EST
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-----Basic Information-----

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

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

Make/Model - BELL UH-1B	Eng Make/Model - LYCOMING T-53-L-1A	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 8500	Engine Type - TURBOSHAFT	
No. of Seats - 9	Rated Power - 860 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- 050/010 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 41	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 11988
	Months Since - 2	Make/Model- 1941
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 50
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 69
		Rotorcraft - 11928

Instrument Rating(s) - NONE

-----Narrative-----

THE FLT EXPERIENCED AN ENG FAILURE AT AN ALT OF APRX 8 FT AGL SHORTLY AFTER TAKEOFF AND THE HELICOPTER SUSTAINED SUBSTANTIAL DAMAGE WHEN A HARD LANDING WAS MADE. POST ACCIDENT INSPECTION OF THE ENG REVEALED THE PWR TURBINE WHEEL EXPERIENCED A LOSS OF TWO TURBINE BLADES WHICH IN TURN CAUSED THE TURBINE SECTION OF THE ENG TO SEIZE, SHEARING THE DRIVE SHAFT TO THE COMPRESSOR SECTION OF THE ENG. THE FAILURE POINT OF THE TWO TURBINE BLADES REVEALED BURNING WHICH IS EVIDENT OF PRE-EXISTING CRACKS.

Brief of Accident (Continued)

File No. - 417

4/14/86

NORTH PORT, FL

A/C Reg. No. N4242T

Time (Lc1) - 0815 EST

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

Finding(s)

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

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) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 439	4/16/86	OCALA, FL	A/C Reg. No. N9592P	Time (Lcl) - 0600 EST
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-----Basic Information-----

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

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

Make/Model - PIPER PA-25-235	Eng Make/Model - LYCOMING O-540-B2C5	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2900	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 235 HP	

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 290/004 KTS</p> <p>Visibility - 7.0 SM</p> <p>Lowest Sky/Clouds - 25000 FT SCATTERED</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAWN</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">OCALA, FL</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 AIRSTRIP</p> <p>Airport Data</p> <p style="padding-left: 20px;">NONE</p> <p>Runway Ident - 80</p> <p>Runway Lth/Wid - 2000/ 11</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 style="padding-left: 20px;">COMMERCIAL</p> <p style="padding-left: 20px;">SE LAND, ME LAND</p> <p style="padding-left: 20px;">GLIDER</p>	<p>Age - 60</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - YES</p> <p style="padding-left: 20px;">Months Since - 9</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 - 18359</td> <td>Last 24 Hrs - UNK/NR</td> </tr> <tr> <td>Make/Model- 700</td> <td>Last 30 Days- UNK/NR</td> </tr> <tr> <td>Instrument- UNK/NR</td> <td>Last 90 Days- UNK/NR</td> </tr> <tr> <td>Multi-Eng - UNK/NR</td> <td>Rotorcraft - UNK/NR</td> </tr> </table>	Total - 18359	Last 24 Hrs - UNK/NR	Make/Model- 700	Last 30 Days- UNK/NR	Instrument- UNK/NR	Last 90 Days- UNK/NR	Multi-Eng - UNK/NR	Rotorcraft - UNK/NR
Total - 18359	Last 24 Hrs - UNK/NR									
Make/Model- 700	Last 30 Days- UNK/NR									
Instrument- UNK/NR	Last 90 Days- UNK/NR									
Multi-Eng - UNK/NR	Rotorcraft - UNK/NR									

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PURPOSE OF THE FLIGHT WAS TO CALIBRATE THE SPRAY EQUIPMENT. THE PLT LOADED THE HOPPER WITH ABOUT 70 GALLONS OF WATER AND INITIATED A TAKEOFF. AT ABOUT 100 FT AGL ON INITIAL CLIMB THE COCKPIT FILLED WITH SMOKE AND THE ENG FAILED. THE ACFT STRUCK A TREE ON DESCENT AND WAS SUBSTANTIALLY DAMAGED. POST ACCIDENT EXAMINATION REVEALED THAT THE MAGNETO WIRES ON BOTH MAGNETOS WERE GROUNDING AND THE INSULATION ON THE WIRES WAS BURNED. THE ACFT HAD AN ANNUAL INSPECTION 5 FLIGHTS AND 2 WEEKS PRIOR TO THE ACCIDENT.

Brief of Accident (Continued)

File No. - 439

4/16/86

OCALA, FL

A/C Reg. No. N9592P

Time (Lc1) - 0600 EST

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

Finding(s)

1. IGNITION SYSTEM,IGNITION LEAD - SHORTED
2. MAINTENANCE,ANNUAL INSPECTION - IMPROPER - OTHER MAINTENANCE PSNL
3. IGNITION SYSTEM,IGNITION LEAD - BURNED

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

Finding(s)

4. OBJECT - TREE(S)

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

-----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. - 448 4/18/86 ST. AUGUSTINE, FL A/C Reg. No. N121SU Time (Lcl) - 1000 EST

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	VERO BEACH, FL	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	ST. AUGUSTINE, FL	ST. AUGUSTINE
Wind Dir/Speed- 140/003 KTS	ATC/Airspace	Runway Ident - 02
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2690/ 150
Lowest Sky/Clouds - 4400 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - 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 - 36
SE LAND	Months Since - 15	Make/Model- 36
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PRIVATE PILOT WITH A TOTAL OF 36.2 HOURS OF LOGGED FLIGHT TIME, STATED THAT SHE LANDED HARD ON THE NOSE WHEEL AND THE NOSE STRUT FAILED DURING A FULL STOP LANDING.

Brief of Accident (Continued)

File No. - 448

4/18/86

ST. AUGUSTINE, FL

A/C Reg. No. N121SU

Time (Lcl) - 1000 EST

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

Finding(s)

1. LANDING GEAR, NOSE GEAR - FAILURE, PARTIAL
 2. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
 3. DESCENT - MISJUDGED - PILOT IN COMMAND
 4. ALTITUDE - MISJUDGED - PILOT IN COMMAND
-

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

----Probable Cause----

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

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. - 447 4/19/86 ST. AUGUSTINE, FL A/C Reg. No. N951Q Time (Lcl) - 2015 EST

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

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

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

Make/Model - BEECH B95A	Eng Make/Model - LYCOMING IO-360-B1A	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 4200	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 180 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SANFORD, FL	Runway Ident - N/A
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 25000 FT SCATTERED	Type of Clearance - NONE	Runway Status - WET
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 22	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1097
SE LAND, ME LAND	Months Since - 7	Make/Model- 155
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 206
		Multi-Eng - 590
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 48
		Rotorcraft - 64

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT IN COMMAND DID NOT ASSURE THAT THE FUEL SELECTOR FOR THE LEFT ENGINE WAS SELECTED AND IN THE DETENT PRIOR TO TAKEOFF. ON THE INITIAL CLIMB THE FUEL SELECTOR MOVED SLIGHTLY AND THE LEFT ENGINE FAILED DUE TO FUEL STARVATION. THE PILOT THEN DID NOT EXECUTE THE APPROPRIATE EMERGENCY PROCEDURES AND LEFT THE LANDING GEAR DOWN AND DID NOT FEATHER THE LEFT PROPELLER. THE PILOT THEN LOST CONTROL OF THE AIRCRAFT AND CRASHED INTO THE WATER.

Brief of Accident (Continued)

File No. - 447

4/19/86

ST. AUGUSTINE, FL

A/C Reg. No. N951Q

Time (Lcl) - 2015 EST

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

Finding(s)

1. FUEL SYSTEM, SELECTOR VALVE - NOT SWITCHED
 2. CHECKLIST - IMPROPER USE OF - PILOT IN COMMAND
 3. FLUID, FUEL - STARVATION
 4. FUEL TANK SELECTOR POSITION - NOT SELECTED - PILOT IN COMMAND
-

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

Finding(s)

5. EMERGENCY PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND
 6. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
-

Occurrence #3 DITCHING
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 437	4/20/86	ALACHUA, FL	A/C Reg. No. N10600	Time (Lcl) - 0800 EST
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-----Basic Information-----

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

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

Make/Model - ADAMS A55	Eng Make/Model - N/A	ELT Installed/Activated - NO -N/A
Landing Gear - N/A	Number Engines - N/A	Stall Warning System - NO
Max Gross Wt - 1200	Engine Type - N/A	
No. of Seats - UNK/NR	Rated Power - N/A	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	GAINSVILLE, FL	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	Runway Ident - N/A
Wind Dir/Speed- 150/010 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Surface - GRASS/TURF
Lowest Sky/Clouds - 1500 FT SCATTERED	Type of Clearance - NONE	Runway Status - DRY
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 57	Medical Certificate - NO MEDICAL	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 174	Last 24 Hrs - UNK/NR
	Months Since - 9	Make/Model- 174	Last 30 Days- UNK/NR
FREE BALLOON	Aircraft Type - A-55	Instrument- 0	Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THE HE DECIDED TO LAND BECAUSE THE WIND HAD PICKED UP DURING THE FLT. UPON LANDING THE GONDOLA TIPPED OVER RESULTING IN HIMSELF AND ONE PASSENGER FALLING ON TOP OF THE OTHER PASSENGER, WHO RECEIVED A FRACTURED LEG.

Brief of Accident (Continued)

File No. - 437

4/20/86

ALACHUA, FL

A/C Reg. No. N10600

Time (Lc1) - 0800 EST

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

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
2. MISCELLANEOUS
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. - 436	4/22/86	MELBOURNE, FL	A/C Reg. No. N528FT	Time (Lcl) - 1635 EST
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-----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	1

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

Make/Model - PIPER PA-28RT-201	Eng Make/Model - LYCOMING IO-360-C1C6	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-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	MELBOURNE, FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	VALKARIA
Wind Dir/Speed- 290/019 KTS	ATC/Airspace	Runway Ident - 31
Visibility - 8.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3000/ 180
Lowest Sky/Clouds - 4000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	TOUCH AND GO	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 23	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - UNK/NR	Total - 559
SE LAND,ME LAND	Months Since - UNK/NR	Last 24 Hrs - 6
	Aircraft Type - UNK/NR	Last 30 Days- UNK/NR
		Last 90 Days- 155
		Multi-Eng - 19

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT THEY WERE DOING TOUCH & GO LANDINGS & ON LIFTOFF, THE ENG SPUTTERED & LOST POWER. SHE THEN TOOK OVER THE CONTROLS FROM THE STUDENT & ATTEMPTED TO LAND ON ANOTHER RWY & LANDED HARD. POST CRASH EXAMINATION OF THE ENG REVEALED THAT THE ENG LOST POWER DUE TO CARBON BUILD-UP UNDER THE EXHAUST VALVES ON THE #1 & #2 CYLINDERS.

Brief of Accident (Continued)

File No. - 436

4/22/86

MELBOURNE, FL

A/C Reg. No. N528FT

Time (Lcl) - 1635 EST

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

Finding(s)

1. ENGINE ASSEMBLY, VALVE - OPEN
 2. ENGINE ASSEMBLY - OUTPUT LOW
-

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. - 433 4/22/86 ORLANDO, FL A/C Reg. No. N6272V Time (Lcl) - 1457 EST

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

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage						
Name of Carrier	-CRAIG AIR CENTER	SUBSTANTIAL		Fatal		Injuries		
Type of Operation	-NON SCHED, DOMESTIC, PASSENGER	Fire	Crew	0	0	Serious	Minor	None
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	0	1
Accident Occurred During	-LANDING							2

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

Make/Model	- BEECH 95-B55	Eng Make/Model	- CONTINENTAL IO-470-L	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 5100	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 260 HP		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		ON AIRPORT	
Method	- N/A	JACKSONVILLE, FL			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	SAME AS ACC/INC		ORLANDO EXECUTIVE	
Wind Dir/Speed	- 290/014 KTS	ATC/Airspace		Runway Ident	- 31
Visibility	- 15.0 SM	Type of Flight Plan	- NONE	Runway Lth/Wid	- 4620/ 100
Lowest Sky/Clouds	- 3500 FT SCATTERED	Type of Clearance	- NONE	Runway Surface	- ASPHALT
Lowest Ceiling	- NONE	Type Apch/Lndg	- STRAIGHT-IN	Runway Status	- DRY
Obstructions to Vision	- NONE				
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

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

Pilot-In-Command	Age - 58	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - YES	Total - 30000	Last 24 Hrs - 2
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model - 550	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 1450	Last 90 Days - 60
		Multi-Eng - 28000	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PLT EXTENDED LANDING GEAR WHILE IN THE LANDING FLARE. THE AIRCRAFT SETTLED ONTO THE LANDING GEAR DOORS AS THE LANDING GEAR WAS EXTENDING WHICH PREVENTED THE LANDING GEAR FROM EXTENDING. THE AIRCRAFT THEN SETTLED ONTO ITS BELLY AND SKIDDED OFF THE RUNWAY.

Brief of Accident (Continued)

File No. - 433

4/22/86

ORLANDO, FL

A/C Reg. No. N6272V

Time (Lcl) - 1457 EST

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

Finding(s)

1. CHECKLIST - NOT FOLLOWED - PILOT IN COMMAND
 2. IMPROPER USE OF PROCEDURE - PILOT IN COMMAND
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 434 4/23/86 PANAMA CITY, FL A/C Reg. No. N90676 Time (Lcl) - 0707 CST

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

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage						
Name of Carrier	-CHEROKEE EXPRESS AIR CARG	SUBSTANTIAL						
Type of Operation	-NON SCHED, INTL, CARGO	Fire	Crew	Fatal	Serious	Minor	None	
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	1	
Accident Occurred During	-LANDING			0	0	0	0	

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

Make/Model	- PIPER PA-60	Eng Make/Model	- LYCOMING IO-540-K1F5	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 5500	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 290 HP		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		ON AIRPORT	
Method	- N/A	TALLAHASSEE, FL			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	SAME AS ACC/INC		PANAMA CITY	
Wind Dir/Speed	- 030/010 KTS			Runway Ident	- 32
Visibility	- 20.0 SM	ATC/Airspace		Runway Lth/Wid	- 6308/ 150
Lowest Sky/Clouds	- CLEAR	Type of Flight Plan	- NONE	Runway Surface	- ASPHALT
Lowest Ceiling	- NONE	Type of Clearance	- NONE	Runway Status	- DRY
Obstructions to Vision	- NONE	Type Apch/Lndg	- TRAFFIC PATTERN		
Precipitation	- NONE		FULL STOP		
Condition of Light	- DAYLIGHT				

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

Pilot-In-Command	Age - 33	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL, ATP	Current - YES	Total - 4074	Last 24 Hrs - 4
SE LAND, ME LAND	Months Since - 7	Make/Model - 749	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 882	Last 90 Days - 211
		Multi-Eng - 1338	Rotorcraft - 86

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT ON HIS APCH HE HAD A GEAR DOWN & LOCKED INDICATION BUT ON LANDING ROLLOUT, THE NOSE GEAR COMPLETELY COLLAPSED AND THE ACFT SLID TO A STOP ON THE RWY. POST ACCIDENT EXAMINATION OF THE LANDING GEAR SYSTEM REVEALED THAT THE NOSE GEAR COLLAPSED DUE TO A HYDRAULIC LEAK IN THE NOSE GEAR ACTUATOR.

Brief of Accident (Continued)

File No. - 434

4/23/86

PANAMA CITY, FL

A/C Reg. No. N90676

Time (Lcl) - 0707 CST

Occurrence NOSE GEAR COLLAPSED

Phase of Operation LANDING - ROLL

Finding(s)

1. LANDING GEAR, NOSE GEAR - FAILURE, TOTAL
 2. HYDRAULIC SYSTEM - LEAK
-

----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. - 435	4/25/86	MIAMI SHORES, FL	A/C Reg. No. N71FW	Time (Lcl) - 1750 EST
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-----Basic Information-----

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

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

Make/Model - BELL 206-L-3	Eng Make/Model - ALLISON 250-C30P	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 4000	Engine Type - TURBOSHAFT	
No. of Seats - 7	Rated Power - 650 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	WATSON ISLAND, FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	OPA LOCKA, FL	Runway Ident - N/A
Wind Dir/Speed- 090/007 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Surface - GRASS/TURF
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - DRY
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DUSK		

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

Pilot-In-Command	Age - 40	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - YES	Total - 3505
SE LAND, ME LAND	Months Since - 10	Make/Model- 923
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 75
		Multi-Eng - 7
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 67
		Rotorcraft - 3315

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT HE EXPERIENCED GENERATOR FAILURE UPON DEPARTURE FROM KEY WEST & ELECTED TO CONTINUE HIS FLT TO OPA-LOCKA, FL, MAKING TWO STOPS ENROUTE. HE NOTED THAT HIS BATTERY WAS DEAD AFTER PASSING OCEAN REEF, LANDED AT WATSON ISLAND & THEN TOOK OFF ENROUTE TO OPA LOCKA WHEN HE EXPERIENCED A LOSS OF POWER, AUTOROTATED TO A SEAWALL, LANDED HARD, COLLAPSED THE SKIDS & THE MAIN ROTOR SEVERED THE TAIL BOOM. THE ENG WAS REMOVED FROM THE ACFT & PLACED IN A TEST CELL WHERE IT WAS RUN WITH NO DISCREPANCIES NOTED. FURTHER INVESTIGATION REVEALED THAT THE LEFT FORWARD FUEL TANK CHECK VALVE WAS LOOSE ALLOWING AIR TO BE SUCKED INTO THE FUEL SYSTEM CAUSING THE POWER LOSS EXPERIENCED BY THE PLT. THE EMERGENCY PROCEDURES SECTION OF THE BELL 206 L-3 FLIGHT MANUAL STATES IF EITHER OF THE BOOST PUMPS FAIL OR THE GENERATOR FAILS YOU ARE TO LAND AS SOON AS PRACTICAL.

Brief of Accident (Continued)

File No. - 435

4/25/86

MIAMI SHORES, FL

A/C Reg. No. N71FW

Time (Lcl) - 1750 EST

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

Finding(s)

1. FUEL SYSTEM, LINE FITTING - LOOSE
 2. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - ATTEMPTED - PILOT IN COMMAND
 3. EMERGENCY PROCEDURE - DISREGARDED - PILOT IN COMMAND
-

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

Finding(s)

4. 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 440 4/25/86 OPA LOCKA, FL A/C Reg. No. N401NA Time (Lcl) - 1645 EST

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

Type Operating Certificate	-COMMUTER	Aircraft Damage					
Name of Carrier	-CARIBBEAN EXPRESS	SUBSTANTIAL		Fatal	0	Serious	0
Type of Operation	-SCHEDULED, INTL, PASSENGER	Fire	Crew	0	0	Minor	0
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	1
Accident Occurred During	-LANDING						5

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

Make/Model	- CESSNA 402B	Eng Make/Model	- CONTINENTAL TSIO-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	- 9	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	MIAMI, FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	TREASURE CAY	OPALOCKA
Wind Dir/Speed - 070/008 KTS	ATC/Airspace	Runway Ident - 09R
Visibility - 7.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 3503/ 100
Lowest Sky/Clouds - CLEAR	Type of Clearance - VFR	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision - NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 32	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - UNK/NR	Total - 6000
ME LAND	Months Since - UNK/NR	Make/Model - 2000
	Aircraft Type - UNK/NR	Instrument - 350
		Multi-Eng - 90
		Last 24 Hrs - 3
		Last 30 Days - UNK/NR
		Last 90 Days - 245

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT UPON ARRIVAL AT HIS DESTINATION HE COULD NOT GET HIS LANDING GEAR TO EXTEND. HE THEN RETURNED TO OPA LOCKA AIRPORT WHERE HE INTENTIONALLY LANDED WITH THE GEAR UP. POST CRASH INVESTIGATION OF THE ACFT REVEALED THAT THE LANDING GEAR WOULD NOT COME DOWN NORMALLY DUE TO THE DOWN LIMIT MICRO SWITCH BEING STUCK IN THE OPEN POSITION ALLOWING NO ELECTRICAL POWER TO ACTIVATE THE GEAR MOTOR TOWARD THE DOWN POSITION. ALSO THE GEAR COULD NOT BE MANUALLY CRANKED DOWN BECAUSE THE DRIVE CHAIN ON THE EMERGENCY SYSTEM WAS DISCONNECTED.

Brief of Accident (Continued)

File No. - 440

4/25/86

OPA LOCKA, FL

A/C Reg. No. N401NA

Time (Lc1) - 1645 EST

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

Finding(s)

1. WHEELS UP LANDING - INTENTIONAL - PILOT IN COMMAND
2. LANDING GEAR, NORMAL RETRACTION/EXTENSION ASSEMBLY - DISABLED
3. LANDING GEAR, EMERGENCY EXTENSION ASSEMBLY - DISCONNECTED

----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. - 508	4/27/86	FT. LAUDERDALE, FL	A/C Reg. No. N3789X	Time (Lcl) - 0720 EDT
<hr/>				
-----Basic Information-----				
Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		
		SUBSTANTIAL		
Type of Operation	-STOLEN A/C	Fire	Crew	Fatal
Flight Conducted Under	-14 CFR 91	NONE	Pass	0
Accident Occurred During	-DESCENT			0
				0
				0
<hr/>				
-----Aircraft Information-----				
Make/Model	- ROCKWELL AERO COMMANDER 100	Eng Make/Model	- LYCOMING O-320-A2B	ELT Installed/Activated - UNK/NR
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System - UNK/NR
Max Gross Wt	- 2250	Engine Type	- RECIPROCATING-CARBURETOR	
No. of Seats	- 4	Rated Power	- 150 HP	
<hr/>				
-----Environment/Operations Information-----				
Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT	
Method	- N/A	SAME AS ACC/INC		
Completeness	- N/A	Destination	Airport Data	
Basic Weather	- VMC	LOCAL	FT. LAUDERDALE EXECUTIVE	
Wind Dir/Speed	- CALMABLE	ATC/Airspace	Runway Ident - UNK/NR	
Visibility	- 5.0 SM	Type of Flight Plan	Runway Lth/Wid - UNK/NR	
Lowest Sky/Clouds	- CLEAR	Type of Clearance	Runway Surface - ASPHALT	
Lowest Ceiling	- NONE	Type Apch/Lndg	Runway Status - DRY	
Obstructions to Vision	- NONE			
Precipitation	- NONE			
Condition of Light	- DAYLIGHT			
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-----Personnel Information-----				
Pilot-In-Command	Age - 17	Medical Certificate - NO MEDICAL		
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)		
NONE	Current - N/A	Total	Last 24 Hrs - UNK/NR	
	Months Since - N/A	Make/Model	Last 30 Days - UNK/NR	
	Aircraft Type - N/A	Instrument	Last 90 Days - UNK/NR	
		Multi-Eng	Rotorcraft - UNK/NR	
<hr/>				
Instrument Rating(s) - NONE				
<hr/>				
-----Narrative-----				
THE ACFT WAS STOLEN BY A 17 YEAR OLD NON-PILOT RATED MALE. WHILE TAXIING ON A TAXIWAY THE ACFT WAS REPORTED TO BE FISH TAILING BEFORE IT RAN OFF THE TAXIWAY AND BECAME AIRBORNE. WHEN THE ACFT TOUCHED DOWN IT BOUNCED APRX 10 FT INTO THE AIR AND PERFORMED A WING OVER. THE ACFT THEN CRASHED NOSE FIRST INTO THE TAXIWAY.				
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Brief of Accident (Continued)

File No. - 508

4/27/86

FT.LAUDERDALE,FL

A/C Reg. No. N3789X

Time (Lc1) - 0720 EDT

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

Finding(s)

1. STOLEN AIRCRAFT/UNAUTHORIZED USE
 2. AIRCRAFT HANDLING - NOT MAINTAINED - UNQUALIFIED PERSON
 3. DIRECTIONAL CONTROL - NOT MAINTAINED - UNQUALIFIED PERSON
-

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

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 507	5/01/86	HASTINGS, FL	A/C Reg. No. N1279S	Time (Lcl) - 1730 EDT
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-----Basic Information-----

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

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

Make/Model - CESSNA 182P	Eng Make/Model - CONTINENTAL O-470-S	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2950	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 230 HP	

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 140/007 KTS</p> <p>Visibility - 7.0 SM</p> <p>Lowest Sky/Clouds - 25000 FT</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 CRYSTAL SPRINGS, MS</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 - TRAFFIC PATTERN FULL STOP</p>	<p>Airport Proximity ON AIRSTRIP</p> <p>Airport Data</p> <p>HASTINGS INT'L</p> <p>Runway Ident - 36</p> <p>Runway Lth/Wid - 2300/ 100</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND</p>	<p>Age - 47</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> <table border="0" style="width: 100%;"> <tr> <td>Total - 256</td> <td>Last 24 Hrs - UNK/NR</td> </tr> <tr> <td>Make/Model- 108</td> <td>Last 30 Days- UNK/NR</td> </tr> <tr> <td>Instrument- 0</td> <td>Last 90 Days- 16</td> </tr> </table>	Total - 256	Last 24 Hrs - UNK/NR	Make/Model- 108	Last 30 Days- UNK/NR	Instrument- 0	Last 90 Days- 16
Total - 256	Last 24 Hrs - UNK/NR							
Make/Model- 108	Last 30 Days- UNK/NR							
Instrument- 0	Last 90 Days- 16							

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED SHE LANDED LONG AND OVER RAN THE RUNWAY. SHE CONTINUED TO STATE A GO-AROUND SHOULD HAVE BEEN PERFORMED.

Brief of Accident (Continued)

File No. - 507

5/01/86

HASTINGS, FL

A/C Reg. No. N1279S

Time (Lc1) - 1730 EDT

Occurrence

OVERRUN

Phase of Operation

LANDING - ROLL

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
2. PROPER TOUCHDOWN POINT - NOT OBTAINED - PILOT IN COMMAND
3. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 494	5/02/86	NEW SMYRNA BCH,FL	A/C Reg. No. N90985	Time (Lcl) - 1100 EDT			
-----Basic Information-----							
Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage SUBSTANTIAL	Injuries				
Type of Operation	-BANNER TOW	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 7KCAB	Eng Make/Model	- LYCOMING IO-320-L4C	ELT Installed/Activated	- YES/NO		
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO		
Max Gross Wt	- 1650	Engine Type	- RECIP-FUEL INJECTED				
No. of Seats	- 2	Rated Power	- 200 HP				
-----Environment/Operations Information-----							
Weather Data		Itinerary	Airport Proximity				
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT				
Method	- N/A	NEW SMYRNA BEAC,FL					
Completeness	- N/A	Destination	Airport Data				
Basic Weather	- VMC	LOCAL	NEW SMYRNA BEACH				
Wind Dir/Speed	- 260/010 KTS	ATC/Airspace	Runway Ident - UNK/NR				
Visibility	- 10.0 SM	Type of Flight Plan	Runway Lth/Wid - UNK/NR				
Lowest Sky/Clouds	- 30000 FT THIN OVC	Type of Clearance	Runway Surface - GRASS/TURF				
Lowest Ceiling	- NONE	Type Apch/Lndg	Runway Status - DRY				
Obstructions to Vision	- NONE						
Precipitation	- NONE						
Condition of Light	- DAWN						
-----Personnel Information-----							
Pilot-In-Command	Age - UNK/NR	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT				
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)					
COMMERCIAL	Current - UNK/NR	Total - 360	Last 24 Hrs - UNK/NR				
SE LAND	Months Since - UNK/NR	Make/Model- UNK/NR	Last 30 Days- UNK/NR				
	Aircraft Type - UNK/NR	Instrument- UNK/NR	Last 90 Days- UNK/NR				
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR				
Instrument Rating(s) - NONE							
-----Narrative-----							
DURING A PICKUP OF AN AERIAL ADVERTISING BANNER THE ACFT STRUCK THE PICKUP BRIDLE WITH THE LEFT MAIN LANDING GEAR. HE STATED THAT HE WAS UNABLE TO CLIMB. THE ACFT THEN STALLED AND CRASHED ALONG THE ARPT BOUNDARY IN A SWAMP.							

Brief of Accident (Continued)

File No. - 494

5/02/86

NEW SMYRNA BCH, FL

A/C Reg. No. N90985

Time (Lc1) - 1100 EDT

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

Finding(s)

1. DISTANCE - MISJUDGED - PILOT IN COMMAND

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

Finding(s)

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 486	5/03/86	MIAMI, FL	A/C Reg. No. N246G	Time (Lcl) - 1501 EDT
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-----Basic Information-----

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

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

Make/Model - PIPER 601P	Eng Make/Model - LYCOMING IO-540-S1A5	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 5700	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 290 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	SAN SALVADOR	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	MIAMI, FL	Runway Ident - N/A
Wind Dir/Speed- 340/006 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 8.0 SM	Type of Flight Plan - IFR	Runway Surface - N/A
Lowest Sky/Clouds - 2500 FT SCATTERED	Type of Clearance - VFR	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 46	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 3298
ME LAND, SE SEA	Months Since - 4	Last 24 Hrs - 5
	Aircraft Type - 601P	Make/Model - 310
		Last 30 Days - 5
		Instrument - 403
		Last 90 Days - 57
		Multi-Eng - 1308

Instrument Rating(s) - AIRPLANE

-----Narrative-----

NEARING COMPLETION OF AN INTERNATIONAL FLT OF NEARLY 5 HRS DURATION, THE FLT ADVISED ATC THEY WERE LOW ON FUEL & WOULD LIKE VECTORS TO THE NEAREST ARPT. THE FLT WAS UNABLE TO MAKE THE ARPT & A FORCED LDG WAS MADE IN THE EVERGLADES APRX 6 MI FROM THE ARPT. AN EXAM OF THE FUEL LINES TO THE ENG SERVOS REVEALED NO FUEL PRESENT. APRX 55 GALS OF 100LL FUEL, BLUE IN COLOR WAS FOUND IN THE ACFT FUEL TANKS. GREEN FUEL, 100/130 OCT WAS FOUND IN THE FUEL SUMP THE LOWEST POINT IN THE SYSTEM. FUEL DISTRIBUTORS IN SAN SALVADOR ADVISED THAT ONLY 100/130, GREEN FUEL, IS AVAILABLE THERE. A SECURITY GUARD REPORTED AN AIRBOAT WAS NEAR THE ACFT DURING THE NIGHT AFTER THE ACCIDENT. THE PLT DEPARTED WITH APPROX 209 GALS OF FUEL AND WOULD HAVE BEEN AT OR NEAR FUEL EXHAUSTION AFTER 5 FLT HRS.

Brief of Accident (Continued)

File No. - 486

5/03/86

MIAMI, FL

A/C Reg. No. N246G

Time (Lc1) - 1501 EDT

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

Finding(s)

1. FLUID, FUEL - EXHAUSTION
2. FUEL SUPPLY - EXCEEDED - PILOT IN COMMAND
3. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
4. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
5. FUEL CONSUMPTION CALCULATIONS - IMPROPER - PILOT IN COMMAND
6. REFUELING - NOT PERFORMED - 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

-----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. - 491	5/03/86	STARKE, FL	A/C Reg. No. N6926V	Time (Lcl) - 1040 EDT
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-----Basic Information-----

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

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

Make/Model - MOONEY M20C	Eng Make/Model - LYCOMING D-360-A1D	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2575	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - TV WX	Last Departure Point	ON AIRSTRIP
Method - TV/RADIO	SAME AS ACC/INC	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	LOCAL	RAIFORD STATE PRISON ARSP
Wind Dir/Speed- 070/010 KTS	ATC/Airspace	Runway Ident - 33
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4856/ 100
Lowest Sky/Clouds - 25000 FT THIN OVC	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 60	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 510	Last 24 Hrs - 1
SE LAND	Months Since - 21	Make/Model- 275	Last 30 Days- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 0	Last 90 Days- 25

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT DURING LANDING, HE LOST DIRECTIONAL CONTROL OF THE ACFT DUE TO CROSSWINDS. HE ATTEMPTED TO ABORT THE LANDING, HOWEVER, THE LANDING GEAR CONTACTED A CATTLE FENCE WHICH RESULTED IN A LOSS OF CONTROL AND IMPACT WITH THE TERRAIN. THE ACFT WAS THEN DESTROYED BY POST IMPACT FIRE.

Brief of Accident (Continued)

File No. - 491

5/03/86

STARKE,FL

A/C Reg. No. N6926V

Time (Lcl) - 1040 EDT

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

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
3. ABORTED LANDING - INITIATED - PILOT IN COMMAND

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

Finding(s)

4. OBJECT - FENCE
5. CLEARANCE - NOT ATTAINED - PILOT IN COMMAND
6. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 495 5/04/86 JACKSONVILLE, FL A/C Reg. No. N8993F Time (Lcl) - 1745 EDT

-----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 - 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-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	FERNANDINA BCH, FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	CRAIG MUNICIPAL
Wind Dir/Speed- 080/010 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - 5000 FT THIN BKN	Type of Clearance - NONE	Runway Surface - METAL/WOOD
Lowest Ceiling - 25000 FT BROKEN	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 31	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, ATP, CFI	Current - UNK/NR	Total - 4207
ME LAND	Months Since - UNK/NR	Last 24 Hrs - 2
HELICOPTER	Aircraft Type - UNK/NR	Make/Model- 482
		Instrument- 706
		Multi-Eng - 3360
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - 482

Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

THE PLT STATED THAT AS HE WAS LANDING ON A DOLLY, THE HELICOPTER EXPERIENCED GROUND RESONANCE & BEGAN TO SHAKE VIOLENTLY. IT THEN ROLLED OVER ON ITS SIDE, CAUSING THE MAIN ROTOR BLADES TO STRIKE THE TAIL BOOM & THE GROUND.

Brief of Accident (Continued)

File No. - 495.

5/04/86

JACKSONVILLE, FL

A/C Reg. No. N8993F

Time (Lc1) - 1745 EDT

Occurrence #1 ROLL OVER

Phase of Operation STANDING - ENGINE(S) OPERATING

Finding(s)

1. FUSELAGE - VIBRATION

2. EMERGENCY PROCEDURE - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2 PROPELLER/ROTOR CONTACT

Phase of Operation STANDING - ENGINE(S) OPERATING

-----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. - 509 5/09/86 PANAMA CITY, FL A/C Reg. No. N1159W Time (Lcl) - 1000 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	-SIGHTSEEING				
Flight Conducted Under	-14 CFR 91	Crew 0	0	0	1
Accident Occurred During	-LANDING	Pass 0	0	0	2

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

Make/Model - BELL 47G-3B-1
Landing Gear - FLOAT
Max Gross Wt - 2950
No. of Seats - 3

Eng Make/Model - LYCOMING VO-435-A1F
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 270 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- 320/008 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
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,CFI
SE LAND
HELICOPTER

Age - 22

Biennial Flight Review

Current - YES

Months Since - 2

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 2246	Last 24 Hrs	- 1
Make/Model-	1905	Last 30 Days-	UNK/NR
Instrument-	41	Last 90 Days-	54
		Rotorcraft -	1953

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE APPROACHING TO LAND DURING A SIGHTSEEING FLT A LOSS OF ENG PWR WAS EXPERIENCED AND AN AUTOROTATION WAS MADE 70 FT SHORT OF THE HELIPAD. DURING TOUCHDOWN, THE MAIN ROTOR STRUCK AND SEVERED THE TAIL BOOM. THE PLT STATED AFTER TOUCHDOWN THE ENG CONTINUED TO OPERATE AT IDLE SPEED. POST ACCIDENT TESTS OF THE ENG TO A PWR SETTING HIGHER THAN THE PLT HAD SELECTED AT THE TIME OF FAILURE REVEALED NO EVIDENCE OF PRECRASH MECHANICAL FAILURE OR MALFUNCTION. A CHECK OF THE CARBURETOR ICING PROBABILITY CHART REVEALED THE FLIGHT WAS MADE UNDER CONDITIONS CONDUCIVE TO SERIOUS CARBURETOR ICING AT GLIDE PWR AND VISIBLE CARBURETOR ICING AT RATED PWR. THE PLT STATED HE DID NOT USE CARBURETOR HEAT BEFORE OR AFTER THE LOSS OF ENG PWR.

Brief of Accident (Continued)

File No. - 509

5/09/86

PANAMA CITY,FL

A/C Reg. No. N1159W

Time (Lc1) - 1000 CDT

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

Finding(s)

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

Occurrence #2 MISCELLANEOUS/OTHER
Phase of Operation DESCENT

Finding(s)

4. AUTOROTATION - PERFORMED - PILOT IN COMMAND
-

Occurrence #3 PROPELLER/ROTOR CONTACT
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. - 488	5/09/86	DESTIN, FL	A/C Reg. No. N9563Y	Time (Lcl) - 1300 CDT
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-----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	Crew	0	0	0	1
Accident Occurred During - LANDING	Pass	0	0	0	2

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

Make/Model - CESSNA T210N	Eng Make/Model - CONTINENTAL TS10-520-R	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 - 310 HP	

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 040/005 KTS</p> <p>Visibility - 7.0 SM</p> <p>Lowest Sky/Clouds - 4500 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 OPA LOCKA, 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 - STRAIGHT-IN FULL STOP</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data</p> <p>DESTIN FT. WALTON BEACH</p> <p>Runway Ident - 32</p> <p>Runway Lth/Wid - 5000/ 100</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 40	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 287
SE LAND, ME LAND	Months Since - 1	Make/Model- 64
	Aircraft Type - UNK/NR	Instrument- 33
		Multi-Eng - 10
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 73

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT THE ACFT SWERVED TO THE LEFT UNCONTROLLABLY AFTER HE APPLIED THE BRAKES DURING THE LANDING ROLL. THE NOSE GEAR THEN COLLAPSED AND THE ACFT SLID OFF THE RWY. INVESTIGATION REVEALED NO PREEXISTING MECHANICAL MALFUNCTION.

Brief of Accident (Continued)

File No. - 488

5/09/86

DESTIN,FL

A/C Reg. No. N9563Y

Time (Lc1) - 1300 CDT

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

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

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

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 487	5/12/86	BROOKSVILLE, FL	A/C Reg. No. N2425P	Time (Lcl) - 1910 EDT
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-----Basic Information-----

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

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

Make/Model - PIPER PA-22-150	Eng Make/Model - LYCOMING O-320-A1A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1840	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	HIDDEN LAKES, FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	HERNANDO COUNTY
Wind Dir/Speed- 360/011 KTS	ATC/Airspace	Runway Ident - 20
Visibility - 9.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5000/ 150
Lowest Sky/Clouds - 4500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	TOUCH AND GO	
Precipitation - NONE	FORCED LANDING	
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 - 252	Last 24 Hrs - UNK/NR
SE LAND	Months Since - 10	Make/Model- 83	Last 30 Days- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 6	Last 90 Days- 1

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT THE ACFT LOST POWER ON INITIAL CLIMB WHILE PRACTICING TOUCH & GO LANDINGS. THE ACFT CRASHED .2 MILES FROM THE END OF THE RWY DUE TO THE FUEL SELECTOR BEING POSITIONED TO THE RIGHT TANK, WHICH DID NOT CONTAIN ENOUGH FUEL TO RETURN TO THE ARPT.

Brief of Accident (Continued)

File No. - 487

5/12/86

BROOKSVILLE, FL

A/C Reg. No. N2425P

Time (Lc1) - 1910 EDT

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

Finding(s)

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

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

4. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 517 5/14/86 SANFORD, FL A/C Reg. No. N3516U Time (Lc1) - 1339 EDT

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point OCALA, FL	
Method - N/A	Destination SAME AS ACC/INC	Airport Data SANFORD
Completeness - N/A		Runway Ident - 09
Basic Weather - VMC	ATC/Airspace	Runway Lth/Wid - 8000/ 150
Wind Dir/Speed- 090/014 KTS	Type of Flight Plan - NONE	Runway Surface - ASPHALT
Visibility - 15.0 SM	Type of Clearance - NONE	Runway Status - DRY
Lowest Sky/Clouds - 3000 FT	Type Apch/Lndg - TRAFFIC PATTERN	
Lowest Ceiling - 3000 FT BROKEN	FULL STOP	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 49	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 223
SE LAND	Months Since - 19	Make/Model- 129
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 5

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT AS HE ATTEMPTED TO LAND HE DID NOT NOTICE THE APCH LIGHTS AT THE END OF THE RWY. THE LEFT WING AND WINDSHIELD STRUCK THE LIGHTS, AFTER WHICH, THE ACFT LANDED WITHOUT FURTHER INCIDENT.

Brief of Accident (Continued)

File No. - 517

5/14/86

SANFORD, FL

A/C Reg. No. N3516U

Time (Lc1) - 1339 EDT

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

Finding(s)

1. OBJECT - APPROACH LIGHT/NAVAID
2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
3. PROPER DESCENT RATE - 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. - 516	5/14/86	WINTER HAVEN, FL	A/C Reg. No. N6155B	Time (Lcl) - 1325 EDT
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-----Basic Information-----

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

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

Make/Model - CESSNA 182A	Eng Make/Model - CONTINENTAL O-470-L	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2650	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 230 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NWS	Last Departure Point	ON AIRPORT
Method - UNK/NR	SAME AS ACC/INC	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	LOCAL	WINTER HAVEN'S GILBERT
Wind Dir/Speed- 070/005 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 12.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - 3500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - UNK/NR
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - UNK/NR
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 29	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 202
SE LAND	Months Since - 11	Make/Model- 28
GLIDER	Aircraft Type - UNK/NR	Instrument- 7
		Last 24 Hrs - UNK/NR
		Last 30 Days- 3
		Last 90 Days- 28

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT AS HE WAS TAXIING THE ACFT FROM LANDING, THE NOSE GEAR BECAME STUCK IN SOFT DIRT. THE PROPELLER THEN STRUCK THE GROUND AND THE ACFT NOSED OVER.

Brief of Accident (Continued)

File No. - 516

5/14/86

WINTER HAVEN, FL

A/C Reg. No. N6155B

Time (Lcl) - 1325 EDT

Occurrence NOSE OVER
Phase of Operation TAXI - FROM LANDING

Finding(s)

1. TERRAIN CONDITION - SOFT
2. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SOFT
3. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 519	5/15/86	TALLAHASSEE, FL	A/C Reg. No. N9491P	Time (Lcl) - 1240 EDT
-----Basic Information-----				
Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage			
Type of Operation -PERSONAL	SUBSTANTIAL		Fatal	Injuries
Flight Conducted Under -14 CFR 91	Fire	Crew	0	Serious
Accident Occurred During -LANDING	NONE	Pass	0	Minor
				None
				1
				1
-----Aircraft Information-----				
Make/Model - PIPER PA-24-260	Eng Make/Model - LYCOMING IO-540-N1A5	ELT Installed/Activated - YES/NO		
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES		
Max Gross Wt - 3200	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	MARATHON, FL			
Completeness - N/A	Destination	Airport Data		
Basic Weather - VMC	SAME AS ACC/INC	TALLAHASSEE MUNICIPAL		
Wind Dir/Speed- 150/011 KTS	ATC/Airspace	Runway Ident - 18		
Visibility - 7.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 6070/ 150		
Lowest Sky/Clouds - 5000 FT SCATTERED	Type of Clearance - VFR	Runway Surface - ASPHALT		
Lowest Ceiling - 25000 FT BROKEN	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY		
Obstructions to Vision- NONE	FULL STOP			
Precipitation - NONE				
Condition of Light - DAYLIGHT				
-----Personnel Information-----				
Pilot-In-Command	Age - 62	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT		
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)		
PRIVATE, COMMERCIAL	Current - YES	Total - 6032	Last 24 Hrs - 2	
SE LAND, ME LAND	Months Since - 2	Make/Model- 1687	Last 30 Days- UNK/NR	
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 437	Last 90 Days- 24	
		Multi-Eng - 135	Rotorcraft - 30	
Instrument Rating(s) - AIRPLANE				
-----Narrative-----				
WHILE IN THE TRAFFIC PATTERN THE ACFT'S ELECTRICAL SYSTEM FAILED DUE TO INTERNAL FAILURE OF THE ALTERNATOR. THE PLT FAILED TO EXTEND THE LANDING GEAR BY THE EMERGENCY GEAR EXTENSION HANDLE AND A GEAR UP LANDING RESULTED.				

Brief of Accident (Continued)

File No. - 519

5/15/86

TALLAHASSEE, FL

A/C Reg. No. N9491P

Time (Lcl) - 1240 EDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. ELECTRICAL SYSTEM, ALTERNATOR - LOSS, TOTAL
 2. EMERGENCY PROCEDURE - NOT PERFORMED - PILOT IN COMMAND
-

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) 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. - 518	5/16/86	TALLAHASSEE, FL	A/C Reg. No. N4986J	Time (Lcl) - 1845 EDT
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-----Basic Information-----

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

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

Make/Model - PIPER PA-28R-180	Eng Make/Model - LYCOMING IO-360-B1E	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2500	Engine Type - RECIP-FUEL INJECTED	
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	TALLAHASSEE, FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	TALLAHASSEE COMMERCIAL
Wind Dir/Speed- 170/008 KTS	ATC/Airspace	Runway Ident - 16
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3000/ 50
Lowest Sky/Clouds - 6000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 44	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 97
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 25
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 19

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ON FINAL APCH THE ACFT WAS BLOWN TO THE RIGHT OF THE RWY WHERE THE LEFT WING STRUCK A DIRT MOUND. THE ACFT THEN SPUN TO THE LEFT AND CAME TO REST APRX 75 FT FROM THE EDGE OF THE RWY. THE PLT STATED THAT HE DECIDED TO TRY AND SALVAGE THE LANDING DURING THE APCH INSTEAD OF GOING AROUND AS APRX 2/3 OF THE RWY LENGTH REMAINED.

Brief of Accident (Continued)

File No. - 518

5/16/86

TALLAHASSEE, FL

A/C Reg. No. N4986J

Time (Lc1) - 1845 EDT

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

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND
3. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

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

Finding(s)

4. TERRAIN CONDITION - DIRT BANK

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 490 5/17/86 NAPLES, FL

A/C Reg. No. N69133

Time (Lc1) - 1100 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

SUBSTANTIAL

Fire

NONE

Crew

Pass

Fatal

0

0

Serious

0

0

Minor

0

0

None

1

0

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

Make/Model - 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- 090/005 KTS

Visibility - 10.0 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

SAME AS ACC/INC

Destination

PALM BEACH, FL

ATC/Airspace

Type of Flight Plan - VFR

Type of Clearance - VFR

Type Apch/Lndg - TOUCH AND GO

Airport Proximity
ON AIRPORT

Airport Data

NAPLES MUNICIPAL

Runway Ident - 13

Runway Lth/Wid - 5000/ 100

Runway Surface - ASPHALT

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 24

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 33

Make/Model- 33

Instrument- 0

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 7

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT DURING THE TAKEOFF PORTION OF A TOUCH AND GO LANDING HE LOST DIRECTIONAL CONTROL OF THE ACFT. THE ACFT VEERED LEFT OFF THE RWY, STRUCK A DITCH AND THE LANDING GEAR COLLAPSED.

Brief of Accident (Continued)

File No. - 490

5/17/86

NAPLES, FL

A/C Reg. No. N69133

Time (Lcl) - 1100 EDT

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

Finding(s)

1. RUDDER - IMPROPER USE OF - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

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

Finding(s)

4. TERRAIN CONDITION - DITCH

Occurrence #3 GEAR COLLAPSED
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

5. LANDING GEAR - OVERLOAD

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 540	5/20/86	STUART, FL	A/C Reg. No. N20SQ	Time (Lcl) - 1755 EDT
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-----Basic Information-----

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	STUART-WITHAM
Wind Dir/Speed- 120/008 KTS	ATC/Airspace	Runway Ident - 20
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5000/ 200
Lowest Sky/Clouds - 4000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 8000 FT BROKEN	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 47	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 19
	Months Since - N/A	Last 24 Hrs - 2
	Aircraft Type - N/A	Make/Model- 19
		Last 30 Days- 10
		Instrument- 0
		Last 90 Days- 19

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT WAS ON HIS FIRST SUPERVISED SOLO FLT AND WAS ATTEMPTING HIS THIRD LANDING. DURING THE FLARE, THE ACFT BALLOONED, NOSED OVER AND STRUCK THE RWY ON THE NOSE GEAR. THE ACFT THEN BURST INTO FLAMES AND WAS CONSUMED BY FIRE. THE PLT WAS ABLE TO EXIT THE ACFT WITHOUT INJURY.

Brief of Accident (Continued)

File No. - 540

5/20/86

STUART, FL

A/C Reg. No. N20SQ

Time (Lcl) - 1755 EDT

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

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
3. REMEDIAL ACTION - NOT PERFORMED - PILOT IN COMMAND
4. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 496	5/26/86	PENSACOLA, FL	A/C Reg. No. N11TR	Time (Lcl) - 1430 CDT
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-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries	
Type of Operation - PERSONAL	Fire	Crew	Fatal	Serious
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0
Accident Occurred During -DESCENT			0	0
			0	1
				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 - UNK/NR
Max Gross Wt - UNK/NR	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	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	COASTAL AIRPORT
Wind Dir/Speed- 150/009 KTS	ATC/Airspace	Runway Ident - 18
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2550/ 280
Lowest Sky/Clouds - 2500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - 25000 FT BROKEN	Type Apch/Lndg - STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 41	Medical Certificate - NO MEDICAL	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 47	Last 24 Hrs - 1
	Months Since - 12	Make/Model- 26	Last 30 Days- UNK/NR
GLIDER	Aircraft Type - L-13	Instrument- UNK/NR	Last 90 Days- 6
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PVT GLIDER PLT WITH A TOTAL OF 47 HOURS OF FLT TIME DEPARTED HIS LOCAL FIELD WITH ONE PASSENGER. AT ABOUT 2000 FT AGL HE DISENGAGED THE AERO TOW AND PROCEEDED TO GLIDE FOR ABOUT ONE HOUR. THE PLT STATED THAT WHEN HE STARTED BACK TO HIS LOCAL AIRPORT AND WAS ESTABLISHED ON FINAL APPROACH HE ENCOUNTERED DOWN DRAFTS AND COULD NOT STRETCH THE GLIDE TO THE RWY. HE SELECTED A SOYBEAN FIELD AND STARTED A PRECAUTIONARY LANDING. HE STRUCK A TREE ON FINAL APCH AND THE ACFT CARTWHEELED TO THE GROUND.

Brief of Accident (Continued)

File No. - 496

5/26/86

PENSACOLA, FL

A/C Reg. No. N11TR

Time (Lcl) - 1430 CDT

Occurrence #1 UNDERSHOOT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. WEATHER CONDITION - DOWNDRAFT
 2. PROPER GLIDEPATH - NOT ATTAINED - PILOT IN COMMAND
 3. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
-

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

Finding(s)

4. OBJECT - TREE(S)
-

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 493 5/26/86 WINDERMERE, FL A/C Reg. No. N7850X Time (Lcl) - 1830 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries
Serious Minor None
0 0 0
0 0 1

1
1

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

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

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

ELT Installed/Activated - YES/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- 140/010 KTS
Visibility - 12.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
ALTAMONTE SPRIN, 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 - WATER
Runway Status - WET

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

Pilot-In-Command

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

Age - 31

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

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

Total - 400 Last 24 Hrs - UNK/NR
Make/Model- 400 Last 30 Days- UNK/NR
Instrument- UNK/NR Last 90 Days- 10
Multi-Eng - UNK/NR Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

AFTER LEVELING OFF AT AN ALT OF APRX 1000 FT THE ENG OF THE FLOAT PLANE FAILED FOR UNDETERMINED CAUSES. THE PLT SELECTED A SMALL LAKE ON WHICH TO LAND AND A GLIDE WAS ESTABLISHED. THE PLT STATED THAT HE LOWERED THE FLAPS TOO SOON & THE LEFT WING STRUCK TREES. THE ACFT LANDED HARD ON THE WATER AND DAMAGED THE FLOATS. THE PLT STATED THAT THE ENG REGAINED PWR AFTER STRIKING THE TREES.

Brief of Accident (Continued)

File No. - 493

5/26/86

WINDERMERE, FL

A/C Reg. No. N7850X

Time (Lcl) - 1830 EDT

Occurrence #1 LOSS OF POWER
Phase of Operation CLIMB - TO CRUISE

Finding(s)
1. UNDETERMINED

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

Finding(s)
2. OBJECT - TREE(S)
3. LOWERING OF FLAPS - IMPROPER - PILOT IN COMMAND

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

----Probable Cause----

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

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. - 515 5/30/86 JACKSONVILLE, FL A/C Reg. No. N1888Q Time (Lcl) - 0754 EDT

-----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	- CESSNA 177RG	Eng Make/Model	- LYCOMING IO-360-A1B6	ELT Installed/Activated	- YES-UNK/NR
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2800	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 4	Rated Power	- 200 HP		

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

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - TELEPHONE</p> <p>Completeness - WEATHER NOT PERTINENT</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 180/007 KTS</p> <p>Visibility - 6.0 SM</p> <p>Lowest Sky/Clouds - 8500 FT</p> <p>Lowest Ceiling - 8500 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 SANFORD, FL</p> <p>Destination SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - VFR</p> <p>Type of Clearance - VFR</p> <p>Type Apch/Lndg - TRAFFIC PATTERN FULL STOP</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data CRAIG MUNICIPAL</p> <p>Runway Ident - 04</p> <p>Runway Lth/Wid - 4001/ 100</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 61	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - UNK/NR	Total - 3957
SE LAND	Months Since - UNK/NR	Make/Model- 150
	Aircraft Type - UNK/NR	Instrument- 218
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 89

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT THE LANDING GEAR INDICATOR LIGHT SHOWED THE GEAR TO BE DOWN & LOCKED. WHEN THE ACFT TOUCHED DOWN THE LANDING GEAR COLLAPSED AND THE ACFT SLID TO A STOP. POST CRASH EXAMINATION OF THE LANDING GEAR SHOWED IT TO OPERATE NORMALLY IN ALL MODES. THE LANDING GEAR WARNING HORN WAS FOUND TO BE INOPERATIVE DURING THE INSPECTION.

Brief of Accident (Continued)

File No. - 515

5/30/86

JACKSONVILLE, FL

A/C Reg. No. N1888Q

Time (Lcl) - 0754 EDT

Occurrence #1 GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. LANDING GEAR, GEAR WARNING SYSTEM - INOPERATIVE
2. CHECKLIST - NOT FOLLOWED - PILOT IN COMMAND
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) 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. - 485	6/11/86	ST.AUGUSTINE,FL	A/C Reg. No. N8495P	Time (Lcl) - 1730 EDT
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-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Injuries	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 - PIPER PA-24-400	Eng Make/Model - LYCOMING IO-720-A1A	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 - 4	Rated Power - 400 HP	

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

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - TELEPHONE</p> <p>Completeness - FULL</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 180/007 KTS</p> <p>Visibility - 7.0 SM</p> <p>Lowest Sky/Clouds - 2500 FT SCATTERED</p> <p>Lowest Ceiling - 10000 FT BROKEN</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point SAVANNAH,GA</p> <p>Destination WEST PALM BCH,FL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - IFR</p> <p>Type of Clearance - IFR</p> <p>Type Apch/Lndg - STRAIGHT-IN FORCED LANDING</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data</p> <p>ST. AUGUSTINE</p> <p>Runway Ident - 20</p> <p>Runway Lth/Wid - 2530/ 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>PRIVATE</p> <p>SE LAND</p>	<p>Age - 62</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 4</p> <p>Aircraft Type - PA-24</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total - 847</td> <td>Last 24 Hrs - 2</td> </tr> <tr> <td>Make/Model- 660</td> <td>Last 30 Days- 2</td> </tr> <tr> <td>Instrument- 99</td> <td>Last 90 Days- 4</td> </tr> </table>	Total - 847	Last 24 Hrs - 2	Make/Model- 660	Last 30 Days- 2	Instrument- 99	Last 90 Days- 4
Total - 847	Last 24 Hrs - 2							
Make/Model- 660	Last 30 Days- 2							
Instrument- 99	Last 90 Days- 4							

Instrument Rating(s) - AIRPLANE

-----Narrative-----

A FORCED LDG WAS MADE AFTER THE ENG FAILED WHILE CRUISING AT 8000 FT. AN EXAM OF THE ENG REVEALED THAT THE TOP OF THE CRANKCASE WAS CRACKED & A HOLE WAS IN THE TOP OF THE CASE AT THE NO. 2 CYLINDER. THE BOTTOM OF THE CAP OF THE NO. 2 CONNECTING ROD HAD BROKEN OFF & THE ROD WAS PROTRUDING THROUGH THE HOLE IN THE CASE. WHEN THE ROD FAILED, ENG OIL SPRAYED OVER THE WINDSHIELD OBSCURING THE PLT'S FORWARD VISION. THE ACFT WAS A 1964 MODEL & ACCORDING TO RECORDS, THE ENG HAD NEVER BEEN REMOVED FROM THE ACFT OR OVERHAULED DURING THE 22 YEAR PERIOD SINCE NEW. TOTAL TIME ON THE ACFT AND ENG WAS 1446 HOURS. THE OWNER/PLT STATED THAT HE FELT THE ENG SHOULD HAVE "GOTTEN 1600 HRS OR MORE, INSTEAD OF 1446" BEFORE ANY FAILURE.

Brief of Accident (Continued)

File No. - 485

6/11/86

ST.AUGUSTINE,FL

A/C Reg. No. N8495P

Time (Lcl) - 1730 EDT

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

Finding(s)

1. ENGINE ASSEMBLY,CONNECTING ROD - FAILURE,TOTAL

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 541 6/11/86 VERO BEACH, FL A/C Reg. No. N2378D Time (Lcl) - 1530 EDT

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

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

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

Make/Model - PIPER PA-38-112	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 110 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRSTRIP
Method - TELEPHONE	SEBASTIAN, FL	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	VERO BEACH, FL	NEW HIBISCUS
Wind Dir/Speed- 130/016 KTS	ATC/Airspace	Runway Ident - 18
Visibility - 12.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3300 -UNK/NR
Lowest Sky/Clouds - 3500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - ROUGH
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 21	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 35
	Months Since - N/A	Make/Model- 35
	Aircraft Type - N/A	Instrument- 1
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 24

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT STATED THAT HE WAS ATTEMPTING A PRACTICE SOFT-FIELD TAKEOFF FROM RWY 18. JUST PRIOR TO ROTATION THE MAIN GEAR CONTACTED A BUMP IN THE AIRSTRIP AND THE ACFT DRIFTED TO THE LEFT. THE ACFT CONTINUED LEFT WHERE IT STRUCK TREES ALONGSIDE THE RWY. THE SURFACE WINDS AT THE APRX TIME OF THE ACCIDENT WERE REPORTED AF 130 DEGS AT 16 KTS WITH GUSTS TO 20 KTS. THE PLT HAD BEEN PREVIOUSLY ADVISED BY HIS CFI THAT STUDENT PLTS WERE NOT PERMITTED TO CONDUCT SOLO OPERATIONS FROM THAT ARPT DUE TO THE ROUGH TURF RWYS.

Brief of Accident (Continued)

File No. - 541

6/11/86

VERO BEACH, FL

A/C Reg. No. N2378D

Time (Lc1) - 1530 EDT

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

Finding(s)

1. TERRAIN CONDITION - ROUGH/UNEVEN
 2. WEATHER CONDITION - CROSSWIND
 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

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

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) 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. - 514	6/21/86	PLANT CITY, FL	A/C Reg. No. N63133	Time (Lcl) - 0900 EDT
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-----Basic Information-----

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

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

Make/Model - CESSNA 150M	Eng Make/Model - CONTINENTAL D-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 - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	BRANDON, FL	
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 - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 1500 FT SCATTERED	Type of Clearance - NONE	Runway Status - DRY
Lowest Ceiling - 2000 FT BROKEN	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 58	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 1011
SE LAND,ME LAND	Months Since - 1	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 665
		Last 30 Days- UNK/NR
		Instrument- 110
		Last 90 Days- 6
		Multi-Eng - 12

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE ON A DUAL STUDENT PLT FLT, ABOUT 10 MINUTES AFTER TAKEOFF, THE ENG BEGAN SEVERELY VIBRATING. THE INSTRUCTOR PLT TOOK CONTROL OF THE ACFT, REDUCED POWER AND ESTABLISHED A GLIDE TO A LOCAL ARPT. THE ENGINE THEN SUDDENLY FAILED COMPLETELY. THE INSTRUCTOR PLT THEN EXECUTED A FORCED LANDING INTO TREES. SUBSEQUENT EXAMINATION OF THE ENGINE REVEALED THAT THE #2 CYLINDER CONNECTING ROD HAD FAILED AND PENETRATED THE ENGINE CASE. THE CRANKSHAFT JOURNAL FOR THE #2 CYLINDER WAS HEAT DAMAGED AND THE ROD CAP BEARING COULD NOT BE FOUND. THE OTHER CYLINDER BEARINGS WERE SCORED AND EXTENSIVELY WORN. AVAILABLE RECORDS INDICATE THAT THE ENGINE HAD BEEN OVERHAULED ABOUT 832 HOURS PREVIOUSLY.

Brief of Accident (Continued)

File No. - 514

6/21/86

PLANT CITY, FL

A/C Reg. No. N63133

Time (Lcl) - 0900 EDT

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

Finding(s)

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

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

3. OBJECT - TREE(S)
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 526 3/03/86 BULLARD,GA A/C Reg. No. N114RM Time (Lcl) - 1022 EST

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

Type Operating Certificate-EXTERNAL LOAD

Aircraft Damage
SUBSTANTIAL

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

Type of Operation -OTHER WORK USE
Flight Conducted Under -14 CFR 133
Accident Occurred During -LANDING

Fire Crew Pass
NONE 0 0

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

Make/Model - BELL B-214-B-1
Landing Gear - SKID
Max Gross Wt - 12499
No. of Seats - 3

Eng Make/Model - LYCOMING T5508D
Number Engines - 1
Engine Type - TURBOSHAFT
Rated Power - 2250 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
BULLARD,GA
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Wind Dir/Speed- 280/011 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 3000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

ATC/Airspace

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

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 - 35
Biennial Flight Review
Current - YES
Months Since - 4
Aircraft Type - 214B-1

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total - 13656	Last 24 Hrs - 4
Make/Model- 2100	Last 30 Days- UNK/NR
Instrument- 170	Last 90 Days- 240
Multi-Eng - 6	Rotorcraft - 13221

Instrument Rating(s) - NONE

-----Narrative-----

A HELICOPTER INVOLVED IN A LOGGING OPERATION WAS IN PROCESS OF LIFTING A LOG WHEN CREW REPORTED A "LOUD EXPLOSION" AND A LOSS OF POWER WAS EXPERIENCED. AN AUTOROTATIVE LANDING WAS ACCOMPLISHED AND A SMALL ENGINE FIRE WAS EXTINGUISHED. THE 1ST STAGE TURBINE DISC HAD SEPARATED AND WAS UNCONTAINED. DEBRIS HAD DAMAGED THE MAIN ROTOR BLADES AND COWLING DURING ITS DEPARTURE FROM THE HELICOPTER. EVIDENCE OF A THREAD LURE WAS REPORTED ON THE MALE AND FEMALE THREADS FOR THE DISC BOLTS. THIS IS THE SECOND REPORTED IGT TURBINE DISC FAILURE ON THIS ENGINE, BOTH WERE BEING OPERATED BY THIS COMPANY AT THE TIME.

Brief of Accident (Continued)

File No. - 526.

3/03/86

BULLARD,GA

A/C Reg. No. N114RM

Time (Lcl) - 1022 EST

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

Finding(s)

1. TURBOSHAFT ENGINE,GAS GENERATOR TURBINE - SEPARATION
 2. MAINTENANCE,INSTALLATION - IMPROPER - OTHER PERSON
 3. TURBOSHAFT ENGINE,GAS GENERATOR TURBINE - FAILURE,TOTAL
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

4. AUTOROTATION - PERFORMED - PILOT IN COMMAND
-

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

Finding(s)

5. TERRAIN CONDITION - NONE SUITABLE
-

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 473	5/24/86	FAYETTEVILLE, GA	A/C Reg. No. N8276	Time (Lcl) - 1745 EDT
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-----Basic Information-----

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

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

Make/Model - LANGEFORD MIDGET MUSTANG MM-1	Eng Make/Model - LYCOMING O-290	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 900	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 125 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	FAYETTEVILLE, GA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	WILLOW POND
Wind Dir/Speed- 240/006 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 25000 FT THIN OVC	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - UNK/NR	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 46	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1051
ME LAND	Months Since - 8	Make/Model- 217
	Aircraft Type - C-175	Instrument- 48
		Multi-Eng - 8
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT HAD FLOWN THE ACFT FOR ABOUT 20 MINUTES IN THE LOCAL AREA AFTER WHICH HE RETURNED TO THE AIRFIELD AND MADE AN APCH. HE INITIATED A GO-AROUND AND REACHED ABOUT 400 FT AGL WHEN THE ENG QUIT. HE MADE A FORCED LANDING IN A FIELD AND THE ACFT NOSED OVER. EXAM REVEALED THAT FUEL EXHAUSTION HAD OCCURRED AND THE FUEL GUAGE WAS STUCK AT ONE-HALF FULL. THE PLT STATED THAT HE DID NOT VISUALLY CHECK THE FUEL SUPPLY PRIOR TO THE FLT.

Brief of Accident (Continued)

File No. - 473

5/24/86

FAYETTEVILLE,GA

A/C Reg. No. N8276

Time (Lc1) - 1745 EDT

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

Finding(s)

1. FLUID,FUEL - EXHAUSTION
 2. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
 3. FUEL SUPPLY - NOT IDENTIFIED - PILOT IN COMMAND
 4. ENGINE INSTRUMENTS,FUEL QUANTITY GAGE - INOPERATIVE
-

Occurrence #2 FORCED LANDING
Phase of Operation APPROACH - GO-AROUND (VFR)

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 456	1/01/86	KAMUELA, HI	A/C Reg. No. N7320K	Time (Lcl) - 1110 HST	
-----Basic Information-----					
Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage		Injuries		
Name of Carrier -AL MERRILL	DESTROYED	Fatal	Serious	Minor	None
Type of Operation -NON SCHED, DOMESTIC, PASSENGER	Fire	Crew 0	1	0	0
Flight Conducted Under -14 CFR 135	NONE	Pass 1	3	0	0
Accident Occurred During -MANEUVERING					
-----Aircraft Information-----					
Make/Model - CESSNA R172K	Eng Make/Model - CONTINENTAL IO-360-KB	ELT Installed/Activated - YES/NO			
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES			
Max Gross Wt - 2550	Engine Type - RECIP-FUEL INJECTED				
No. of Seats - 4	Rated Power - 195 HP				
-----Environment/Operations Information-----					
Weather Data	Itinerary	Airport Proximity			
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP			
Method - N/A	KEAHOLE, HI				
Completeness - N/A	Destination	Airport Data			
Basic Weather - VMC	LOCAL				
Wind Dir/Speed- 050/037 KTS	ATC/Airspace	Runway Ident - N/A			
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A			
Lowest Sky/Clouds - 300 FT SCATTERED	Type of Clearance - VFR	Runway Surface - N/A			
Lowest Ceiling - 2500 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - N/A			
Obstructions to Vision- NONE					
Precipitation - RAIN SHOWERS					
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 - UNK/NR	Total - 3005	Last 24 Hrs - UNK/NR		
SE LAND	Months Since - UNK/NR	Make/Model- 581	Last 30 Days- UNK/NR		
	Aircraft Type - UNK/NR	Instrument- UNK/NR	Last 90 Days- UNK/NR		
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR		
Instrument Rating(s) - AIRPLANE					
-----Narrative-----					
THE ACFT COLLIDED WITH TERRAIN WHILE MANEUVERING TO AVIOD CLOUDS DURING A LOCAL SCENIC FLT. THE PLT STATED THAT TURBULENCE CAUSED LOSS OF CONTROL AND THE ACFT WAS BLOWN INTO TREES. THE WINDS WERE FROM 050 DEGS AT 37 KTS WITH GUSTS TO 45 KTS. SIGMET OSCAR FIVE WAS IN EFFECT AT THE TIME OF THE ACCIDENT WHICH FORECAST OCCASIONAL SEVERE TURBULENCE BELOW 9000 FT OVER AND IMMEDIATELY SOUTH THROUGH WEST OF ALL MOUNTAINS IN ALL OF THE HAWAIIAN ISLANDS.					

Brief of Accident (Continued)

File No. - 456

1/01/86

KAMUELA, HI

A/C Reg. No. N7320K

Time (Lc1) - 1110 HST

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

Finding(s)

1. WEATHER CONDITION - CLOUDS
2. WEATHER CONDITION - HIGH WIND
3. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
4. WEATHER CONDITION - TURBULENCE
5. HAZARDOUS WEATHER ADVISORY - DISREGARDED - PILOT IN COMMAND

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 586	4/23/86	KAHULUI, HI	A/C Reg. No. N9288F	Time (Lcl) - 1149 HST
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----Basic Information----

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

----Aircraft Information----

Make/Model - HUGHES 269	Eng Make/Model - LYCOMING H10-360-D1A	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2050	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 3	Rated Power - 190 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	KAHULUI, HI	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	KAHULUI
Wind Dir/Speed- 080/020 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - 2500 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 - 39	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE, COMMERCIAL	Current - YES	Total - 1246
SE LAND	Months Since - 2	Last 24 Hrs - 4
HELICOPTER	Aircraft Type - 269	Make/Model- 251
		Instrument- 11
		Last 30 Days- UNK/NR
		Last 90 Days- 204
		Rotorcraft - 252

Instrument Rating(s) - NONE

----Narrative----

A HUGHES 269 WENT OUT OF CONTROL AFTER TURNING LEFT INTO A 20 KT TAILWIND CONDITION. THE PLT INDICATED THAT THE ENGINE FAILED. THE ENG WAS RUN ON A ENG TEST STAND AND NO DEFICIENTIES WERE FOUND. A FUEL SAMPLE WAS FOUND TO BE WITHIN SPECIFIED PARAMETERS. AC 61-13B STATES "HOVERING TURNS SHOULD BE AVOIDED IN WINDS STRONG ENOUGH TO PRECLUDE SUFFICIENT AFT CYCLIC CONTROL TO MAINTAIN THE HELICOPTER ON SELECTED SURFACE REFERENCE POINT WHEN HEADED DOWNWIND. CHECK THE HELICOPTER FLIGHT MANUAL FOR MANUFACTURER'S RECOMMENDATIONS FOR THIS LIMITATION." "HOVERING POWER REQUIRES A LARGE AMOUNT OF LEFT PEDAL TO MAINTAIN HEADING. SUFFICIENT LEFT PEDAL IN EXCESS OF THIS AMOUNT MUST BE AVAILABLE TO PREVENT AN UNCONTROLLED TURN TO THE RIGHT ONCE THE TURN HAS BEGUN." THE OPERATORS MANUAL FOR THE HUGHES MODEL 269C STATES THAT "CONTROLLABILITY HAS BEEN SHOWN TO BE ADEQUATE IN 20 MPH (17.4 KTS) WINDS FROM ANY DIRECTION." THE WINDS WERE REPORTED FROM 080 DEG AT 20 KTS GUSTING TO 29 KTS.

Brief of Accident (Continued)

File No. - 586

4/23/86

KAHULUI, HI

A/C Reg. No. N9288F

Time (Lcl) - 1149 HST

Occurrence #1 LOSS OF POWER
Phase of Operation HOVER

Finding(s)

1. WEATHER CONDITION - HIGH WIND
2. WEATHER CONDITION - TAILWIND
3. WIND INFORMATION - NOT UNDERSTOOD - PILOT IN COMMAND
4. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
5. ROTOR RPM - NOT MAINTAINED - PILOT IN COMMAND
6. IMPROPER DECISION, OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND
7. PLANNING-DECISION - INADEQUATE - PILOT IN COMMAND
8. COMPENSATION FOR WIND CONDITIONS - NOT UNDERSTOOD - PILOT IN COMMAND

Occurrence #2 HARD LANDING
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

9. AIRCRAFT HANDLING - UNCONTROLLED - PILOT IN COMMAND

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

Finding(s)

10. LANDING GEAR - OVERLOAD

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 464	3/30/86	SAND POINT, ID	A/C Reg. No. N119JC	Time (Lcl) - 1530 MST
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----Basic Information----

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

----Aircraft Information----

Make/Model - MAULE M5-180C	Eng Make/Model - LYCOMING O-360-C1F	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	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 - UNK/NR	SAND POINT, ID	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	YAKIMA, WA	SANDPOINT
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - 19
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3930/ 75
Lowest Sky/Clouds - 6500 FT	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 6500 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

----Personnel Information----

Pilot-In-Command	Age - 35	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 551
SE LAND	Months Since - 10	Make/Model- 11
GLIDER	Aircraft Type - UNK/NR	Instrument- 12
		Multi-Eng - 4
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 7
		Rotorcraft - 4

Instrument Rating(s) - NONE

----Narrative----

WHILE ATTEMPTING TO TAKE OFF IN STRONG GUSTY CROSSWINDS, THE PLT LOST CONTROL OF THE ACFT. THE ACFT VEERED OFF THE RWY, STRUCK A FENCE POST, AND NOSED OVER INVERTED. THE REPORTED WINDS AT COEUR D'ALENE, ID, 33 NMI SSW OF SAND POINT, WERE REPORTED AS BEING FROM 240 DEGS AT 20 KTS GUSTING TO 27 KTS.

Brief of Accident (Continued)

File No. - 464

3/30/86

SAND POINT, ID

A/C Reg. No. N119JC

Time (Lcl) - 1530 MST

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

Finding(s)

1. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
2. WEATHER CONDITION - CROSSWIND
3. WEATHER CONDITION - GUSTS
4. WEATHER CONDITION - HIGH WIND

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

Finding(s)

5. OBJECT - FENCE

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

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. - 445	4/10/86	LONE PINE, ID	A/C Reg. No. N3714T	Time (Lcl) - 2010 MST
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-----Basic Information-----

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

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

Make/Model - PIPER PA-28R-180	Eng Make/Model - LYCOMING IO-360-B1E	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2500	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 180 HP	

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

<p>Weather Data</p> <p>Wx Briefing - UNK/NR</p> <p>Method - UNK/NR</p> <p>Completeness - UNK/NR</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 360/005 KTS</p> <p>Visibility - 25.0 SM</p> <p>Lowest Sky/Clouds - 4500 FT SCATTERED</p> <p>Lowest Ceiling - 6500 FT BROKEN</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - NIGHT(DARK)</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>LEWISTON, ID</p> <p>Destination</p> <p>IDAHO FALLS, ID</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-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL</p> <p>SE LAND, ME LAND</p> <p>HELICOPTER</p>	<p>Age - 52</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 19</p> <p>Aircraft Type - C-172</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 6099</p> <p>Make/Model- 98</p> <p>Instrument- UNK/NR</p> <p>Multi-Eng - UNK/NR</p> <p>Last 24 Hrs - 5</p> <p>Last 30 Days- 20</p> <p>Last 90 Days- 26</p> <p>Rotorcraft - UNK/NR</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER AN INITIAL WEATHER BRIEFING THE PLT DEPARTED COEUR DALENE, IDAHO, FOR HIS DESTINATION OF IDAHO FALLS, IDAHO, WITH A PLANNED PASSENGER PICKUP AT MISSOULA, MONTANA. DURING THE SECOND LEG OF THE FLT HE MISNAVIGATED WHILE AVOIDING WEATHER WHICH RESULTED IN AN UNPLANNED FUEL STOP AT LEWISTON, IDAHO AND A 3 HR DELAY FOR THE OCCUPANTS WHO PLANNED TO ATTEND A POLITICAL FUNCTION. THERE WAS NO EVIDENCE OF HIS OBTAINING AN UPDATED WEATHER BRIEFING AFTER THE INITIAL WEATHER BRIEFING. WHILE ENROUTE TO IDAHO FALLS THE ACFT ENCOUNTERED WEATHER CONDITIONS WHICH RESULTED IN THE PLT REQUESTING INSTRUMENT HANDLING. SHORTLY AFTER THE REQUEST THE ACFT COLLIDED WITH UPSLOPING TERRAIN IN A MOUNTAINOUS AREA. DARK NIGHT CONDITIONS EXISTED DURING BOTH THE WEATHER ENCOUNTER AND SUBSEQUENT COLLISION.

Brief of Accident (Continued)

File No. - 445

4/10/86

LONE PINE, ID

A/C Reg. No. N3714T

Time (Lc1) - 2010 MST

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

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. WEATHER EVALUATION - MISJUDGED - PILOT IN COMMAND
3. WEATHER CONDITION - RAIN
4. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
5. IMPROPER DECISION, PRESSURE - PILOT IN COMMAND

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

Finding(s)

6. BECAME LOST/DISORIENTED
7. TERRAIN CONDITION - MOUNTAINOUS/HILLY
8. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 443 4/10/86 FORT HALL, ID A/C Reg. No. N82238 Time (Lcl) - 1045 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

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

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

Fire NONE
Crew
Pass

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

Make/Model - PIPER PA-32-301T
Landing Gear - TRICYCLE-FIXED
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- 250/009 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - UNK/NR
Obstructions to Vision- NONE
Precipitation - RAIN SHOWERS
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
BLACKFOOT, ID
Destination
SALT LAKE CITY, UT

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 - 45

Biennial Flight Review

Current - YES
Months Since - 20
Aircraft Type - PA-32

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total -	366	Last 24 Hrs -	UNK/NR
Make/Model-	182	Last 30 Days-	3
Instrument-	4	Last 90 Days-	3

Instrument Rating(s) - NONE

-----Narrative-----

RADAR TRACK SHOWED ACFT MADE NORMAL CLIMB ON COURSE FROM AIRPORT (ELEV 4488 FT MSL) TO 9400 FT. MSL, THEN EXECUTED A LEFT TURN OF ABOUT 90 DEGREES, CLIMBING TO 9700 FT MSL AS SHOWN BY NEXT-TO-LAST RADAR TGT. 29 SECS LATER, FINAL RADAR TGT SHOWED 6900 FT MSL. WITNESSES SIGHTED ACFT SPINNING WITH PIECES COMING OFF BEFORE STRIKING GROUND. WEATHER STUDY INDICATED CONVECTIVE CLOUDS IN AREA FROM 2000 FT TO 10000 FT MSL. INVESTIGATION REVEALED RT WING AND EMPENNAGE SEPARATED IN AERODYNAMIC OVERLOAD FAILURE MODE. MAX DESIGN MANEUVERING SPEED CALCULATED TO BE 123 KNOTS AT EXISTING ACFT WEIGHT. CIRCUMSTANCES INDICATE PLT LOST CONTROL OF ACFT WHILE MANEUVERING TO AVOID/REVERSE COURSE OUT OF CLOUDS, OVERSTRESSED AIRFRAME DURING RECOVERY ATTEMPT.

Brief of Accident (Continued)

File No. - 443

4/10/86

FORT HALL, ID

A/C Reg. No. N82238

Time (Lc1) - 1045 MST

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

Finding(s)

1. WEATHER CONDITION - CLOUDS
 2. WEATHER CONDITION - OBSCURATION
 3. TERRAIN CONDITION - MOUNTAINOUS/HILLY
-

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

Finding(s)

4. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
-

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

Finding(s)

5. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND
 6. WING, SPAR - OVERLOAD
-

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) 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. - 462	4/18/86	LAPWAI, ID	A/C Reg. No. N1371X	Time (Lcl) - 1455 MST
-----Basic Information-----				
Type Operating Certificate-EXTERNAL LOAD		Aircraft Damage SUBSTANTIAL	Injuries	
Type of Operation - AERIAL APPLICATION		Fire	Fatal	Serious
Flight Conducted Under -14 CFR 137		NONE	Crew 0	0
Accident Occurred During -DESCENT			Pass 0	0
-----Aircraft Information-----				
Make/Model - BELL 47G-3B1	Eng Make/Model - LYCOMING TVO-435-B1A	ELT Installed/Activated - YES-UNK/NR		
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO		
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		KAMIAH, ID		
Completeness - N/A		Destination	Airport Data	
Basic Weather - VMC		LAPWAI, ID		
Wind Dir/Speed- VARIABLE		ATC/Airspace	Runway Ident - N/A	
Visibility - 20.0 SM		Type of Flight Plan - NONE	Runway Lth/Wid - N/A	
Lowest Sky/Clouds - CLEAR		Type of Clearance - NONE	Runway Surface - 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 - 52	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT		
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)		
COMMERCIAL	Current - YES	Total - 5697	Last 24 Hrs - 4	
SE LAND	Months Since - 10	Make/Model- 985	Last 30 Days- UNK/NR	
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 83	Last 90 Days- 69	
		Multi-Eng - 210	Rotorcraft - 985	
Instrument Rating(s) - AIRPLANE				
-----Narrative-----				
THE HELICOPTER ROTOR MAST STRUCK POWERLINES AT AN ALT OF 12 FT AGL DURING AN AERIAL APPLICATION FLT. THE PLT REPORTED SHE INADVERTENTLY MISSED SEEING THE POWERLINES WHEN SHE MADE HER SURVEY OF THE TERRAIN PRIOR TO THIS FLT. THE HELICOPTER DESCENDED AND CONTACTED THE TERRAIN IN A NOSE LOW ATTITUDE AFTER STRIKING THE LINES.				

Brief of Accident (Continued)

File No. - 462

4/18/86

LAPWAI, ID

A/C Reg. No. N1371X

Time (Lcl) - 1455 MST

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INACCURATE - PILOT IN COMMAND
2. OBJECT - WIRE, TRANSMISSION
3. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

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

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

----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. - 460 5/10/86 SMITHS FERRY, ID A/C Reg. No. N91184 Time (Lc1) - 1505 MDT

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

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

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

Make/Model - CESSNA 182P	Eng Make/Model - CONTINENTAL O-47OR-25A	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2950	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 230 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	NEW MEADOWS, ID	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	BOISE, ID	
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - N/A
Visibility - 25.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 10000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - 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-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, ATP, CFI	Current - YES	Total - 3452
SE LAND, ME LAND	Months Since - 5	Last 24 Hrs - UNK/NR
	Aircraft Type - C-414A	Make/Model- 205
		Instrument- 368
		Multi-Eng - 653
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT WAS RETURNING TO HOME BASE FROM A BUSINESS FLIGHT ON WHICH HE DELIVERED PARTS TO COMPANY PERSONNEL. THE ACFT WAS OBSERVED FLYING DOWN THE NORTH FORK OF THE RIVER AT LOW ALTITUDE WITH ITS WINGS DIPPING. APRX ONE MILE AFTER ENTERING THE CANYON, THE ACFT COLLIDED WITH POWERLINES SPANNING THE RIVER AT AN ALT OF 70 FT AGL.

Brief of Accident (Continued)

File No. - 460

5/10/86

SMITHS FERRY, ID

A/C Reg. No. N91184

Time (Lc1) - 1505 MDT

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

Finding(s)

1. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND
 2. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
 3. OBJECT - WIRE, TRANSMISSION
-

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 589	3/23/86	MARSEILLES, IL	A/C Reg. No. N97266	Time (Lcl) - 1230 CST
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-----Basic Information-----

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

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

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

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 270/007 KTS</p> <p>Visibility - 25.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point SAME AS ACC/INC</p> <p>Destination ROMEDEVILLE, IL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity ON AIRSTRIP</p> <p>Airport Data</p> <p>PRAIRIE LAKE HUNT CLUB</p> <p>Runway Ident - 18</p> <p>Runway Lth/Wid - 2140/ 100</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - SOFT</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 69	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 150
SE LAND	Months Since - 9	Make/Model- 150
	Aircraft Type - C-172	Instrument- 1
		Last 24 Hrs - 1
		Last 30 Days- 1
		Last 90 Days- 2

Instrument Rating(s) - NONE

-----Narrative-----

THE TAKEOFF WAS BEING MADE FROM AN ARPT WHICH IS ON THE GROUNDS OF A GOLF COURSE. DURING TAKEOFF THE NOSE WHEEL STRUCK THE RAISED TERRAIN OF A GOLF TEE LOCATED APRX 75 FT LEFT OF THE RWY 18 CENTERLINE AND 1000 FT FROM THE DEPARTURE END OF THE RWY. THE PLT REPORTED LOCAL WINDS FROM 270 DEGS AT 7 KTS GUSTING TO 13 KTS.

Brief of Accident (Continued)

File No. - 589

3/23/86

MARSEILLES, IL

A/C Reg. No. N97266

Time (Lcl) - 1230 CST

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. TERRAIN CONDITION - RISING
 3. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
 4. PROPER ALIGNMENT - 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) 3,4

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. - 427 1/05/86 HAZARD, KY A/C Reg. No. N97TC Time (Lcl) - 1545 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

Injuries			
Fatal	Serious	Minor	None
1	1	0	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 - CESSNA 177RG
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2800
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360-A1B6D
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 200 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 250/008 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
PALATKA, FL
Destination
MANCHESTER, MI

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

HAZARD
Runway Ident - 35
Runway Lth/Wid - 2300/ 60
Runway Surface - DIRT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 45

Biennial Flight Review

Current - YES
Months Since - 15
Aircraft Type - C-177RG

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	640	Last 24 Hrs -	5
Make/Model-	562	Last 30 Days-	33	
Instrument-	45	Last 90 Days-	39	

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT CALLED THE ARPT ON UNICOM AND ASKED HOW TO FIND THE ARPT, STATED THAT HE NEEDED FUEL AND ASKED IF FUEL WAS AVAILABLE. HE WAS GIVEN DIRECTIONS AND ASKED IF HE HAD LANDED THERE BEFORE. HE REPLIED NO, AND INQUIRED ABOUT THE TRAFFIC PATTERN. IT WAS EXPLAINED TO HIM. HE WAS OBSERVED APPROACHING THE ARPT FROM THE NE AND FLYING DOWN THE VALLEY. HE ATTEMPTED TO MAKE A TURN INSIDE THE VALLEY, OVER SHOT THE TURN AND CRASHED INTO THE ROCK FACE OF A CUT ON THE EAST SIDE OF THE ARPT. LESS THAN ONE GAL OF FUEL WAS FOUND IN THE LEFT WING. THERE WAS NO FUEL FOUND IN THE RIGHT WING. THE PAX STATED THAT THEY HAD JUST HEADED NORTH TOWARD HOME AND DID NOT HAVE A REFUELING STOP PLANNED AT ANY SPECIAL PLACE. THERE WAS NO FLT PLAN. THE AIRCRAFT FLEW ABOUT 1 HR AND 28 MIN ON THE DAY PRIOR TO THE ACCIDENT. (NORMAL FUEL CONSUMPTION 10.8 GPH). RECORDS SHOW THAT ONLY 7 GALLONS OF FUEL WAS ADDED AT KAY LARKIN AIRPORT.

Brief of Accident (Continued)

File No. - 427

1/05/86

HAZARD,KY

A/C Reg. No. N97TC

Time (Lc1) - 1545 EST

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

Finding(s)

1. FLUID,FUEL - EXHAUSTION
2. FUEL CONSUMPTION CALCULATIONS - PERFORMED - PILOT IN COMMAND
3. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
4. IN-FLIGHT PLANNING/DECISION - MISJUDGED - PILOT IN COMMAND
5. REFUELING - DELAYED - PILOT IN COMMAND
6. 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 APPROACH - VFR PATTERN - BASE TO FINAL

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 532 3/02/86 ELKTON, MD A/C Reg. No. N8167R Time (Lcl) - 1515 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	1
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During	-LANDING						

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

Make/Model	- PIPER PA-28-161	Eng Make/Model	- LYCOMING O-320-D3G	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	- 160 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- 340/014 KTS</p> <p>Visibility - 15.0 SM</p> <p>Lowest Sky/Clouds - 14000 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;">FREDERICK, MD</p> <p>Destination</p> <p style="padding-left: 20px;">BRIDGEPORT, NJ</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FORCED LANDING</p>	<p>Airport Proximity</p> <p>OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">STUDENT</p>	<p>Age - 35</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> <table border="0" style="width: 100%;"> <tr> <td>Total</td> <td>- 56</td> <td>Last 24 Hrs</td> <td>- 2</td> </tr> <tr> <td>Make/Model-</td> <td>54</td> <td>Last 30 Days-</td> <td>3</td> </tr> <tr> <td>Instrument-</td> <td>0</td> <td>Last 90 Days-</td> <td>11</td> </tr> </table>	Total	- 56	Last 24 Hrs	- 2	Make/Model-	54	Last 30 Days-	3	Instrument-	0	Last 90 Days-	11
Total	- 56	Last 24 Hrs	- 2											
Make/Model-	54	Last 30 Days-	3											
Instrument-	0	Last 90 Days-	11											

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT EXPERIENCED A LOSS OF PWR DURING CRUISE. THE STUDENT PLT REPORTED THAT CARB HEAT WAS APPLIED AFTER THE INITIAL PWR LOSS WITHOUT ANY CHANGE IN RPM. HE SUBSEQUENTLY APPLIED FULL THROTTLE, BUT THE ACFT WAS UNABLE TO MAINTAIN ALTITUDE AND A FORCED LDG WAS MADE IN A SOYBEAN FIELD. THE ENGINE WAS LATER TEST-RUN, AND IT REPORTEDLY DEVELOPED CLOSE TO FULL PWR.

Brief of Accident (Continued)

File No. - 532

3/02/86

ELKTON, MD

A/C Reg. No. N8167R

Time (Lc1) - 1515 EST

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

Finding(s)

1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
 2. CARBURETOR HEAT - DELAYED - PILOT IN COMMAND
 3. FUEL SYSTEM, CARBURETOR - ICE
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

4. TERRAIN CONDITION - SOFT
 5. TERRAIN CONDITION - WET
-

Occurrence #4 GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

6. LANDING GEAR - OVERLOAD
-

----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. - 458	3/16/86	BROOKLYN PARK, MN	A/C Reg. No. N4633B	Time (Lcl) - 1455 CST
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-----Basic Information-----

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NWS	Last Departure Point	ON AIRPORT
Method - ACFT RADIO	SAME AS ACC/INC	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	LOCAL	CRYSTAL
Wind Dir/Speed- 170/006 KTS	ATC/Airspace	Runway Ident - 13L
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3200/ 75
Lowest Sky/Clouds - 10000 FT	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 10000 FT OVERCAST	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 - 30	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 26
	Months Since - N/A	Make/Model- 26
	Aircraft Type - N/A	Instrument- 0
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 7

Instrument Rating(s) - NONE

-----Narrative-----

UPON INITIAL TOUCHDOWN THE ACFT BOUNCED. IN THE PROCESS OF "RE-FLARING" THE ACFT IT DRIFTED TO THE EGDE OF THE RWY. THE SOLO STUDENT PLT APPLIED FULL POWER TO GO-AROUND, HOWEVER, DURING THIS MANEUVER THE LEFT WHEEL HIT A SNOWBANK ALONG THE EDGE OF THE RWY. THE ACFT THEN WENT UP ON IT'S NOSE IN THE SNOW.

Brief of Accident (Continued)

File No. - 458

3/16/86

BROOKLYN PARK, MN

A/C Reg. No. N4633B

Time (Lc1) - 1455 CST

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

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND
 2. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

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

Finding(s)

4. TERRAIN CONDITION - SNOWBANK
 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) 2,3,5

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. - 590	3/29/86	LAKEVILLE, MN	A/C Reg. No. N10415	Time (Lcl) - 1450 CST
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----Basic Information----

Type Operating Certificate-EXTERNAL LOAD	Aircraft Damage DESTROYED	Fatal	Injuries		
Type of Operation - INSTRUCTIONAL	Fire	Crew 0	Serious 0	Minor 1	None 1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -DESCENT					

----Aircraft Information----

Make/Model - HUGHES 269A (TH-55A)	Eng Make/Model - LYCOMING H10-360-B1A	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1900	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 2	Rated Power - 180 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	LAKEVILLE, MN	
Completeness - PARTIAL, LMTD BY PILOT	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 210/020 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 12000 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 25000 FT BROKEN	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

----Personnel Information----

Pilot-In-Command	Age - 35	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - YES	Total - 2800
SE LAND	Months Since - 15	Make/Model- 302
HELICOPTER	Aircraft Type - 269A	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - 2000

Instrument Rating(s) - NONE

----Narrative----

THE CFI REPORTED THE ACCIDENT OCCURRED DURING A DEMONSTRATION OF WIND EFFECT DURING TURNS AROUND A POINT. THE CFI REPORTED THAT AS THE HELICOPTER WAS TURNED DOWNWIND IT BEGAN DESCENDING FROM AN ALT OF APRX 200 FT AGL. IT CONTINUED IT'S DESCENT UNTIL THE RIGHT SKID CONTACTED THE TERRAIN AND THE HELICOPTER ROLLED OVER. STRONG, GUSTY WINDS WERE REPORTED AT THE TIME OF THE ACCIDENT.

Brief of Accident (Continued)

File No. - 590

3/29/86

LAKEVILLE, MN

A/C Reg. No. N10415

Time (Lcl) - 1450 CST

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

Finding(s)

1. WEATHER CONDITION - GUSTS
 2. WEATHER CONDITION - HIGH WIND
 3. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
 4. ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
-

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

Occurrence #3 ROLL OVER
Phase of Operation DESCENT - UNCONTROLLED

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 599	4/21/86	GREENBUSH, MN	A/C Reg. No. N9220R	Time (Lcl) - 1345 CST
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----Basic Information----

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

----Aircraft Information----

Make/Model - CESSNA A188B	Eng Make/Model - CONTINENTAL IO-520-D23	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3300	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 1	Rated Power - 300 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	GREENBUSH
Wind Dir/Speed- 350/007 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2500/ 200
Lowest Sky/Clouds - 25000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - WET
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)
COMMERCIAL	Current - YES	Total - 2241
SE LAND	Months Since - 18	Make/Model- 1300
	Aircraft Type - C-172	Instrument- 40
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 3

Instrument Rating(s) - AIRPLANE

----Narrative----

THE PLT REPORTED THAT THE ACFT CONTACTED A SOFT SPOT, CAUSED BY RECENT RAINS, IN THE SOD RUNWAY DURING TAKEOFF. THE ACFT DECELERATED, HOWEVER, THE PLT ATTEMPTED TO CONTINUE THE TAKEOFF AS NOT ENOUGH RUNWAY REMAINED TO ABORT. THE ACFT DID NOT OBTAIN SUFFICIENT AIRSPEED TO BECOME AIRBORNE AND IT CONTACTED A RIVER BANK NEAR THE END OF THE RUNWAY.

Brief of Accident (Continued)

File No. - 599

4/21/86

GREENBUSH,MN

A/C Reg. No. N9220R

Time (Lcl) - 1345 CST

Occurrence ON GROUND COLLISION WITH TERRAIN

Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - SOFT
 2. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
 3. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
 4. AIRSPEED - INADEQUATE - PILOT IN COMMAND
 5. LIFT-OFF - NOT POSSIBLE - PILOT IN COMMAND
-

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 600	4/29/86	BRAINERD, MN	A/C Reg. No. N6559A	Time (Lcl) - 1943 CDT
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-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Injuries			
	DESTROYED	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 - DESCENT					

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

Make/Model - CESSNA 180	Eng Make/Model - CONTINENTAL O-470-K	ELT Installed/Activated - YES/YES
Landing Gear - FLOAT	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2820	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 230 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	UNK/NR	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	UNK/NR	Runway Ident - N/A
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - WATER
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 55	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1020
SE LAND, SE SEA	Months Since - 8	Make/Model- 600
	Aircraft Type - C-180	Instrument- 0
		Last 24 Hrs - 2
		Last 30 Days- 2
		Last 90 Days- 3

Instrument Rating(s) - NONE

-----Narrative-----

A WITNESS REPORTED SEEING THE FLOATPLANE DESCENDING "ABNORMALLY" IN A NOSE LOW ATTITUDE JUST PRIOR TO WATER IMPACT. THE PLT REPORTED MAKING THE APCH TO THE LAKE IN A NOSE UP ATTITUDE WITH PARTIAL POWER ON. THE PLT REMEMBERS NO FURTHER EVENTS LEADING UP TO THE ACCIDENT BUT RECALLED NEVER HEARING THE STALL WARNING. BOTH THE PLT AND PASSENGER WERE THROWN THROUGH THE WINDSHIELD ON IMPACT. NEITHER WORE SEAT BELTS. THE PASSENGERS, A NON-SWIMMER, SUBSEQUENTLY DROWNED.

Brief of Accident (Continued)

File No. - 600

4/29/86

BRAINERD, MN

A/C Reg. No. N6559A

Time (Lcl) - 1943 CDT

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

Finding(s)
1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
2. STALL

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. - 422	4/12/86	SPRINGFIELD, MO	A/C Reg. No. N51WJ	Time (Lcl) - 1030 CST
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-----Basic Information-----

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

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

Make/Model - AEROTEK PITTS S-2A	Eng Make/Model - LYCOMING AEIO-360-A1E	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1150	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 2	Rated Power - 200 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	SPRINGFIELD DOWNTOWN
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 28
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3800 -UNK/NR
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 - 52	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP,CFI	Current - YES	Total - 6414
SE LAND,ME LAND	Months Since - 4	Make/Model- 30
	Aircraft Type - BE-200	Instrument- 743
		Multi-Eng - 3366
		Last 24 Hrs - 4
		Last 30 Days- UNK/NR
		Last 90 Days- 118

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT AFTER LANDING ON RWY 28 THE LEFT GEAR FOLDED WHILE TAXIING. THE ACFT THEN FELL ONTO ITS LEFT WING. THE PLT REPORTED THE GEAR COLLAPSED WITHOUT WARNING. EXAMINATION OF THE GEAR SUPPORT FOUND A JOINT WHICH WAS COLD WELDED HAD FAILED.

Brief of Accident (Continued)

File No. - 422.

4/12/86

SPRINGFIELD,MO

A/C Reg. No. N51WJ

Time (Lcl) - 1030 CST

Occurrence MAIN GEAR COLLAPSED
Phase of Operation TAXI - FROM LANDING

Finding(s)

1. LANDING GEAR,MAIN GEAR ATTACHMENT - FAILURE,TOTAL
2. MATERIAL DEFECT(INADEQUATE QUALITY CONTROL) - MANUFACTURER

----Probable Cause----

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

Brief of Accident

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Brief of Accident (Continued)

File No. - 557

4/20/86

MARSHALL,MO

A/C Reg. No. N9726R

Time (Lc1) - 1300 CST

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

Finding(s)

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

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

Finding(s)

3. FUEL SYSTEM,PRIMER SYSTEM - SWITCHED OFF
4. FUEL BOOST PUMP SELECTOR POSITION - IMPROPER USE OF - PILOT IN COMMAND

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

Finding(s)

5. RAISING OF FLAPS - PREMATURE - PILOT IN COMMAND

Occurrence #4 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

6. TERRAIN CONDITION - ROUGH/UNEVEN
7. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
8. LANDING GEAR,NOSE GEAR - BUCKLED
9. 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) 2,4,5,7

Factor(s) relating to this accident is/are finding(s) 3,6,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 432 5/26/86 BOLIVAR, MO A/C Reg. No. N32143 Time (Lcl) - 1600 CDT

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

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

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

Make/Model - PIPER PA-28-140	Eng Make/Model - LYCOMING O-320	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2050	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - 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	MEMORIAL
Wind Dir/Speed- 310/005 KTS	ATC/Airspace	Runway Ident - 01
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2550/ 300
Lowest Sky/Clouds - 4500 FT	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - 4500 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 - 30	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 35
	Months Since - N/A	Last 24 Hrs - 2
	Aircraft Type - N/A	Make/Model- 35
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 15

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED HE THOUGHT HE COULD GET AIRBORNE FROM THE TURF FIELD ALTHOUGH IT WAS WET, SOFT, AND MUDDY. AFTER ROLLING SOME DISTANCE, HE DECIDED HE WOULD HAVE TO FLY THROUGH POWERLINES OR TREES SO HE ABORTED. THE AIRPLANE RAN PAST THE END OF THE RUNWAY, THROUGH A FENCE, ACROSS A ROAD, AND INTO A YARD WHERE IT IMPACTED A YARD LIGHT AND A TREE. IT WAS DEMOLISHED BY IMPACT AND POST-IMPACT FIRE.

Brief of Accident (Continued)

File No. - 432

5/26/86

BOLIVAR,MO

A/C Reg. No. N32143

Time (Lc1) - 1600 CDT

Occurrence #1 OVERRUN
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. TERRAIN CONDITION - SOFT
2. TERRAIN CONDITION - WET
3. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
4. AIRSPEED - INADEQUATE - PILOT IN COMMAND
5. ABORT - DELAYED - PILOT IN COMMAND
6. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

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

Finding(s)

7. OBJECT - FENCE
8. OBJECT - TREE(S)

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) 3

Factor(s) relating to this accident is/are finding(s) 1,2,4,5,6,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 430	6/08/86	JEFFERSON CITY, MO	A/C Reg. No. N5695R	Time (Lcl) - 2010 CDT
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-----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	0

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

Make/Model - CESSNA 172F	Eng Make/Model - CONTINENTAL O-300	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2150	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 145 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - 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	MEMORIAL
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 30
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5000/ 100
Lowest Sky/Clouds - 5000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DUSK		

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

Pilot-In-Command	Age - 49	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 604
SE LAND	Months Since - 3	Last 24 Hrs - 2
	Aircraft Type - C-172	Make/Model- 52
		Last 30 Days- UNK/NR
		Instrument- 9
		Last 90 Days- 7

Instrument Rating(s) - NONE

-----Narrative-----

THE RUNWAY WAS UNDER CONSTRUCTION WITH A NEW SECTION BEING ADDED TO THE OLD RUNWAY. THIS CONSTRUCTION WAS COVERED IN A PUBLISHED NOTAM. THE PILOT HAD BEEN MAKING TOUCH AND GO LANDINGS AND WAS MAKING A FULL STOP LANDING WHEN HE LANDED ON THE NEW PORTION OF THE RUNWAY AND IMPACTED A 12 INCH SEPARATION AT THE INTERSECTION OF THE OLD AND NEW PORTION OF THE RUNWAY.

Brief of Accident (Continued)

File No. - 430

6/08/86

JEFFERSON CITY, MO

A/C Reg. No. N5695R

Time (Lc1) - 2010 CDT

Occurrence #1 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

1. NOTAMS - DISREGARDED - PILOT IN COMMAND
2. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
3. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
4. LIGHT CONDITION - DUSK

-----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. - 492	5/08/86	SHAW,MS	A/C Reg. No. N3041J	Time (Lcl) - 1500 CDT
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-----Basic Information-----

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

-----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- 190/008 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 25000 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 2000 FT BROKEN	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 55	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 14800
ME LAND	Months Since - 7	Make/Model- 14450
	Aircraft Type - UNK/NR	Instrument- 45
		Multi-Eng - 26
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 30
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT SHORTLY AFTER TAKEOFF HE NOTICED THE FUEL CAP WAS LOOSE. HE THEN TURNED DOWNWIND TO LAND, AT WHICH TIME THE AIRCRAFT STALLED, RESULTING IN THE RIGHT WING COLLIDING WITH TREES.

Brief of Accident (Continued)

File No. - 492

5/08/86

SHAW,MS

A/C Reg. No. N3041J

Time (Lc1) - 1500 CDT

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

Finding(s)

1. FUEL SYSTEM,CAP - LOOSE
 2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
-

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

Finding(s)

3. OBJECT - TREE(S)
 4. STALL - INADVERTENT - PILOT IN COMMAND
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 489	5/16/86	KILN,MS	A/C Reg. No. N5601G	Time (Lcl) - 1030 CDT
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-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries			
Type of Operation - PERSONAL	Fire	Crew	Fatal	Serious	Minor	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 - VARGA 2150A	Eng Make/Model - LYCOMING O-360-A4AD	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1817	Engine Type - RECIPROCATING-CARBURETOR	
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- 140/008 KTS</p> <p>Visibility - 7.0 SM</p> <p>Lowest Sky/Clouds - 1500 FT</p> <p>Lowest Ceiling - 1500 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 PICAYUNE,MS</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FORCED LANDING</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND</p>	<p>Age - 22</p> <p>Biennial Flight Review</p> <p>Current - UNK/NR</p> <p>Months Since - UNK/NR</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - EXPIRED</p> <p>Flight Time (Hours)</p> <p>Total - 78</p> <p>Make/Model- 4</p> <p>Instrument- 0</p> <p>Last 24 Hrs - 3</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 78</p>
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Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT WHILE ON LOCAL FLIGHT HE RAN OUT OF FUEL & UPON LANDING IN A FIELD, THE ACFT STRUCK A TREE, SEVERING THE WINGS.

Brief of Accident (Continued)

File No. - 489

5/16/86

KILN,MS

A/C Reg. No. N5601G

Time (Lcl) - 1030 CDT

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

Finding(s)

1. FLUID,FUEL - EXHAUSTION
 2. FUEL CONSUMPTION CALCULATIONS - INADEQUATE - PILOT IN COMMAND
 3. REFUELING - NOT PERFORMED - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

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. - 513	6/14/86	VAIDEN,MS	A/C Reg. No. N23930	Time (Lcl) - 1015 CDT
-----Basic Information-----				
Type Operating Certificate-AGRICULTURAL AIRCRAFT		Aircraft Damage SUBSTANTIAL	Injuries	
Type of Operation	-AERIAL APPLICATION	Fire	Crew	Fatal
Flight Conducted Under	-14 CFR 137	NONE	Pass	Serious
Accident Occurred During	-LANDING		Other	Minor
				None
				1
				0
				0
				2
-----Aircraft Information-----				
Make/Model	- AIR TRACTOR AT-301	Eng Make/Model	- P&W R-1340	ELT Installed/Activated - NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System - YES
Max Gross Wt	- 7050	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	SAME AS ACC/INC		
Completeness	- N/A	Destination	Airport Data	
Basic Weather	- VMC	SAME AS ACC/INC		
Wind Dir/Speed	- CALM	ATC/Airspace	Runway Ident - N/A	
Visibility	- 10.0 SM	Type of Flight Plan	Runway Lth/Wid - N/A	
Lowest Sky/Clouds	- 4500 FT SCATTERED	Type of Clearance	Runway Surface - GRASS/TURF	
Lowest Ceiling	- NONE	Type Apch/Lndg	Runway Status - DRY	
Obstructions to Vision	- NONE			
Precipitation	- NONE			
Condition of Light	- DAYLIGHT			
-----Personnel Information-----				
Pilot-In-Command	Age - 29	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)		
COMMERCIAL	Current - YES	Total - 2400	Last 24 Hrs - 8	
SE LAND	Months Since - 3	Make/Model- 2200	Last 30 Days- UNK/NR	
	Aircraft Type - UNK/NR	Instrument- 60	Last 90 Days- 150	
Instrument Rating(s) - AIRPLANE				
-----Narrative-----				
THE PLT STATED THAT UPON LANDING IN A COW PASTURE HE LOST DIRECTIONAL CONTROL OF THE ACFT. THE ACFT COLLIDED WITH A VEHICLE LOCATED AT THE FAR END AND OFF TO ONE SIDE OF THE PASTURE. THE ACFT THEN TRAVELED THROUGH A FENCE AND A DITCH BEFORE COMING TO REST INVERTED ON A HIGHWAY.				

Brief of Accident (Continued)

File No. - 513

6/14/86

VAIDEN,MS

A/C Reg. No. N23930

Time (Lcl) - 1015 CDT

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

Finding(s)

1. PLANNING-DECISION - POOR - PILOT IN COMMAND
 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

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

Finding(s)

3. OBJECT - VEHICLE
 4. OBJECT - FENCE
-

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

Finding(s)

5. TERRAIN CONDITION - DITCH
-

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) 1,2

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. - 498 1/27/86 MISSOULA, MT A/C Reg. No. N5019K Time (Lcl) - 1352 MST

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

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage									
Name of Carrier	-MINUTEMAN AVIATION	SUBSTANTIAL		Fatal	0	Serious	0	Minor	0	None	3
Type of Operation	-NON SCHED, DOMESTIC, CARGO	Fire		Crew	0		0		0		0
Flight Conducted Under	-14 CFR 135	NONE		Pass	0		0		0		0
Accident Occurred During	-DESCENT										

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

Make/Model	- BELL 206L-1	Eng Make/Model	- ALLISON 250-C28	ELT Installed/Activated	- YES/NO
Landing Gear	- HIGH SKID	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 4150	Engine Type	- TURBOSHAFT		
No. of Seats	- 7	Rated Power	- 435 HP		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- UNK/NR	Last Departure Point		OFF AIRPORT/STRIP	
Method	- UNK/NR	SAME AS ACC/INC			
Completeness	- UNK/NR	Destination		Airport Data	
Basic Weather	- VMC	CLEARWATER JCT, MT		MISSOULA	
Wind Dir/Speed	- 260/005 KTS			Runway Ident	- N/A
Visibility	- 15.0 SM	ATC/Airspace		Runway Lth/Wid	- N/A
Lowest Sky/Clouds	- 5500 FT	Type of Flight Plan	- NONE	Runway Surface	- N/A
Lowest Ceiling	- 5500 FT BROKEN	Type of Clearance	- NONE	Runway Status	- N/A
Obstructions to Vision	- NONE	Type Apch/Lndg	- NONE		
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

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

Pilot-In-Command	Age - 40	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 4960	Last 24 Hrs - UNK/NR
SE LAND, ME LAND	Months Since - 9	Make/Model - 128	Last 30 Days - 16
HELICOPTER	Aircraft Type - 206L-1	Instrument - 892	Last 90 Days - 25
		Multi-Eng - 830	Rotorcraft - 3410

Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

THE HELICOPTER, EQUIPPED WITH LANDING SKID SNOW PADS, WAS PARKED ON A NARROW RAMP EXTENSION TO A ROOF TOP HELIPAD THAT WAS SURROUNDED BY A CONCRETE CURB. UPON TAKEOFF TO A HOVER, THE RIGHT SNOW PAD STRUCK AND BECAME MOMENTARILY CAUGHT ON BOLTS PROTRUDING FROM THE TOP OF THE CURB LOCATED ON THE RIGHT SIDE OF THE HELICOPTER, RESULTING IN A RIGHT ROLLING ACTION OF THE HELICOPTER. THE LIFT FORCES BENT THE SNOW PAD, SUDDENLY DISENGAGING IT FROM THE BOLTS, AT WHICH TIME THE ACFT SUDDENLY ACCELERATED TOWARD A BUILDING. AS THE PILOT WAS ATTEMPTING TO REGAIN CONTROL TO AVOID IMPACT WITH THE BUILDING, THE TAIL ROTOR STRUCK THE ROOF TOP AND ANTI-TORQUE CONTROL WAS LOST. THE ACFT SPUN TO THE RIGHT UNTIL IMPACT ON THE HELIPAD.

Brief of Accident (Continued)

File No. - 498

1/27/86

MISSOULA,MT

A/C Reg. No. N5019K

Time (Lc1) - 1352 MST

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

Finding(s)

1. OBJECT - AIRPORT FACILITY
2. AIRPORT FACILITIES - INADEQUATE
3. MANUALS/DIRECTIVES - COMPANY/OPERATOR MGMT
4. IMPROPER USE OF FACILITY,PRESSURE - COMPANY/OPERATOR MGMT

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

Finding(s)

5. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND

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

Finding(s)

6. OBJECT - BUILDING(NONRESIDENTIAL)

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 529 2/02/86 KALISPELL, MT A/C Reg. No. N2874K Time (Lcl) - 1310 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

DESTROYED

Fire

NONE

Crew

Pass

Fatal

0

1

Injuries

Serious

1

0

Minor

0

0

None

0

0

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

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

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

ELT Installed/Activated - YES/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 - .250 SM
Lowest Sky/Clouds - PART OBS
Lowest Ceiling - 100 FT OBSCURED
Obstructions to Vision- FOG
Precipitation - SNOW
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
KALISPELL, MT
Destination
SEATTLE, 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 - ICE
Runway Status - ICE COVERED

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE, COMMERCIAL
SE LAND, ME LAND

Age - 47

Biennial Flight Review

Current - YES
Months Since - 16
Aircraft Type - C-180K

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	1284	Last 24 Hrs	-	UNK/NR
Make/Model	-	396	Last 30 Days	-	UNK/NR
Instrument	-	219	Last 90 Days	-	44
Multi-Eng	-	702			

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT RECEIVED A WX BRIEFING AND FILED AN IFR FLT PLAN TO BOEING FIELD, SEATTLE, WA. HE DEPARTED KALISPELL, MT, AT 1135 MST. WHEN THE PLT ARRIVED IN THE SPOKANE AREA, HE OBTAINED WX REPORTS FOR SEATTLE AND DECIDED TO TURN AROUND AND RETURN TO KALISPELL. WX AT KALISPELL HAD DETERIORATED. THE PLT WAS CLEARED FOR A CONTACT APCH. THE PLT ADVISED THE SALT LAKE ARTCC THAT HE HAD A SMALL LAKE IN SIGHT BELOW, WAS CANCELLING IFR AND PROCEEDING VFR. ICE FISHERMEN OBSERVED THE ACFT MAKE SEVERAL PASSES OVER THE LAKE THEN HEARD THE SOUND OF IMPACT. THEY DESCRIBED THE WX AS LOW CEILING, REDUCED VISIBILITY, SNOW, AND FOG. ALTHOUGH THE PLT COULD NOT RECALL THE EVENTS LEADING UP TO THE ACCIDENT, HE SURMISED THAT HE MAY HAVE ATTEMPTED A PRECAUTIONARY LANDING DUE TO AN ACCUMULATION OF AIRFRAME ICE. FLT PRECAUTIONS FOR MODERATE RIME ICE IN CLOUDS AND PRECIPITATION FROM FREEZING LEVEL TO 14,000 FT HAD BEEN FORECAST.

Brief of Accident (Continued)

File No. - 529

2/02/86

KALISPELL, MT

A/C Reg. No. N2874K

Time (Lc1) - 1310 MST

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

Finding(s)

1. WEATHER CONDITION - LOW CEILING
2. WEATHER CONDITION - FOG
3. WEATHER CONDITION - OBSCURATION
4. WEATHER CONDITION - SNOW
5. WEATHER CONDITION - ICING CONDITIONS
6. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND
7. WEATHER EVALUATION - PERFORMED - PILOT IN COMMAND

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

Finding(s)

8. WING - ICE
9. PRECAUTIONARY LANDING - ATTEMPTED - PILOT IN COMMAND
10. IMPROPER DECISION, SPATIAL DISORIENTATION - PILOT IN COMMAND
11. WEATHER CONDITION - WHITEOUT
12. IMPROPER DECISION, VISUAL/AURAL PERCEPTION - PILOT IN COMMAND

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

Finding(s)

13. TERRAIN CONDITION - ICY
14. TERRAIN CONDITION - SNOW COVERED

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 6,7,10,12

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,8,9,11,13,14

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 472	3/01/86	RED LODGE, MT	A/C Reg. No. N1503E	Time (Lcl) - 1145 MST
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----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Injuries			
	SUBSTANTIAL		Fatal	Serious	Minor
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 - AERONCA 7AC	Eng Make/Model - CONTINENTAL C-85-12	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1220	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	COLUMBUS, MT	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	RED LODGE
Wind Dir/Speed- 220/008 KTS	ATC/Airspace	Runway Ident - 16
Visibility - 70.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4000/ 75
Lowest Sky/Clouds - 1200 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 25000 FT BROKEN	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

----Personnel Information----

Pilot-In-Command	Age - 26	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 350
SE LAND	Months Since - 4	Make/Model- 250
	Aircraft Type - C-150	Instrument- 15
		Last 24 Hrs - 2
		Last 30 Days- 19
		Last 90 Days- 30

Instrument Rating(s) - NONE

----Narrative----

THE PLT STATED THAT DURING THE GROUND ROLL PHASE OF LANDING AT RED LODGE, MT, HE LOST CONTROL OF THE ACFT WHICH ENTERED INTO A GROUND LOOP TO THE RIGHT. JUST PRIOR TO THE ACFT DEPARTING THE RIGHT SIDE OF THE RWY, HE APPLIED MAXIMUM BRAKING, AND THE ACFT NOSED OVER INTO A SNOW BANK.

Brief of Accident (Continued)

File No. - 472

3/01/86

RED LODGE, MT

A/C Reg. No. N1503E

Time (Lc1) - 1145 MST

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

Finding(s)

1. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
 2. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

3. BRAKES(EMERGENCY) - EXCESSIVE - 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. - 484 3/06/86 ANACONDA, MT A/C Reg. No. N3476T Time (Lcl) - 1045 MST

-----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 2	1	0	0

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

Make/Model - CESSNA 177	Eng Make/Model - LYCOMING O-360-A1A	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2500	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

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

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - TELEPHONE</p> <p>Completeness - WEATHER NOT PERTINENT</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- CALM</p> <p>Visibility - 40.0 SM</p> <p>Lowest Sky/Clouds - 8000 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 THOMPSON FALLS, MT</p> <p>Destination JACKSON HOLE, WY</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - VFR</p> <p>Type of Clearance - VFR</p> <p>Type Apch/Lndg - FORCED LANDING</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - DIRT</p> <p>Runway Status - ROUGH</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 - 43</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 12</p> <p>Aircraft Type - C-177</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 261</p> <p>Make/Model- 75</p> <p>Instrument- 2</p> <p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- 3</p> <p>Last 90 Days- 10</p>
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Instrument Rating(s) - NONE

-----Narrative-----

THE SOLE SURVIVING PAX SAID THE ENG LOST POWER DURING CRUISE FLIGHT OVER MOUNTAINOUS TERRAIN. THE PLT ATTEMPTED A FORCED LANDING BUT HIT A TREE AND THE ACFT CRASHED. APRX 5 GALS OF AUTOMOTIVE FUEL WERE DRAINED FROM WING TANK. FUEL SAMPLE TAKEN FROM PLT'S STORAGE TANK REVEALED SOME WATER CONTAMINATION. ACFT HAD BEEN OPERATING AT 9000 FT MSL IN BELOW FREEZING TEMP FOR APRX 1 HR, 5 MINS. ENG DISASSEMBLY REVEALED NO EVIDENCE OF FAILURE. CARBURETOR BOWL WAS CLEAN, DRY, AND ABSENT OF FUEL.

Brief of Accident (Continued)

File No. - 484

3/06/86

ANACONDA, MT

A/C Reg. No. N3476T

Time (Lc1) - 1045 MST

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

Finding(s)

1. FLUID, FUEL - CONTAMINATION
2. AIRCRAFT SERVICE - IMPROPER - PILOT IN COMMAND
3. FLUID, WATER - FROZEN
4. FLUID, FUEL - IMPROPER

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

5. OBJECT - TREE(S)

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

Finding(s)

6. TERRAIN CONDITION - MOUNTAINOUS/HILLY
7. TERRAIN CONDITION - NONE SUITABLE

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 548	3/14/86	BOZEMAN, MT	A/C Reg. No. N4984Q	Time (Lcl) - 1230 MST
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-----Basic Information-----

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

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

Make/Model - CESSNA A185F	Eng Make/Model - CONTINENTAL IO-520-D	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3350	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 300 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	GERALDINE, MT	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	GALLATIN FLD.
Wind Dir/Speed- 270/004 KTS	ATC/Airspace	Runway Ident - 12
Visibility - 30.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 9002/ 150
Lowest Sky/Clouds - 4500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 38	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 320	Last 24 Hrs - 1
SE LAND	Months Since - 19	Make/Model- 19	Last 30 Days- UNK/NR
	Aircraft Type - 185F	Instrument- 0	Last 90 Days- 9

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE PLT, SHORTLY AFTER TOUCHDOWN, THE RIGHT WING CAME UP AND THE ACFT SEEMED TO BE PUSHED TO THE LEFT. THE PLT SAID BEFORE HE REGAINED CONTROL, THE LEFT WING AND HORIZONTAL STABILIZER CONTACTED THE GROUND. THE PLT LATER LEARNED THAT A BOEING 767 HAD BEEN DOING LANDINGS AND MAY HAVE GENERATED VORTICES.

Brief of Accident (Continued)

File No. - 548

3/14/86

BOZEMAN,MT

A/C Reg. No. N4984Q

Time (Lcl) - 1230 MST

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

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 525	2/21/86	WILKESBORO, NC	A/C Reg. No. N93567	Time (Lcl) - 0050 EST
-----Basic Information-----				
Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries	
Type of Operation	-POSITIONING	DESTROYED	Fatal	Serious
Flight Conducted Under	-14 CFR 91	Fire	Crew 1	0
Accident Occurred During	-DESCENT	NONE	Pass 1	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	- 1675	Engine Type	- RECIPROCATING-CARBURETOR	
No. of Seats	- 2	Rated Power	- 110 HP	
-----Environment/Operations Information-----				
Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP	
Method	- N/A	WILKESBORO, NC		
Completeness	- N/A	Destination	Airport Data	
Basic Weather	- IMC	LOCAL	WILKESBORO	
Wind Dir/Speed	- 050/005 KTS	ATC/Airspace	Runway Ident - N/A	
Visibility	- 2.000 SM	Type of Flight Plan	Runway Lth/Wid - N/A	
Lowest Sky/Clouds	- 500 FT	Type of Clearance	Runway Surface - N/A	
Lowest Ceiling	- 500 FT OVERCAST	Type Apch/Lndg	Runway Status - N/A	
Obstructions to Vision	- FOG			
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)		
STUDENT	Current - N/A	Total - 22	Last 24 Hrs - UNK/NR	
	Months Since - N/A	Make/Model - 22	Last 30 Days - 9	
	Aircraft Type - N/A	Instrument - 0	Last 90 Days - 22	
Instrument Rating(s) - NONE				
-----Narrative-----				
SHORTLY AFTER MIDNIGHT THE ACFT WAS OBSERVED FLYING ERRATICALLY OVER THE TOWN. IMC EXISTED IN THE AREA AT THE TIME. THE STUDENT PLT DID NOT HAVE ANY INSTRUMENT FLIGHT TIME LOGGED AND HIS PAX WAS NOT A PLT. THE ACFT WAS IN A DESCENDING TURN WHEN IT FLEW INTO THE TREES ON THE SIDE OF A HILL. THE STUDENT PLT WORKED FOR THE OWNER OF THE ACFT BUT DID NOT HAVE A FLT SCHEDULED FOR THAT DATE.				

Brief of Accident (Continued)

File No. - 525

2/21/86

WILKESBORO, NC

A/C Reg. No. N93567

Time (Lc1) - 0050 EST

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

Finding(s)

1. OBJECT - TREE(S)
2. STOLEN AIRCRAFT/UNAUTHORIZED USE
3. IMPROPER USE OF PROCEDURE - PILOT IN COMMAND
4. LIGHT CONDITION - DARK NIGHT
5. WEATHER CONDITION - LOW CEILING
6. WEATHER CONDITION - FOG

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

Finding(s)

7. TERRAIN CONDITION - GROUND

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 547 3/02/86 HICKORY, NC A/C Reg. No. N9153K Time (Lcl) - 0737 EST

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELETYPE	CHARLOTTE, NC	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	CHARLESTON, WV	HICKORY MUNICIPAL
Wind Dir/Speed- 240/003 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 50.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 66	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 2375
SE LAND	Months Since - 23	Last 24 Hrs - 5
	Aircraft Type - UNK/NR	Make/Model- 473
		Instrument- 594
		Last 30 Days- UNK/NR
		Last 90 Days- 33

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING CRUISE FLT, PLT FELT ENG VIB AND DIVERTED TO NEAREST APRT. DURING THE DESCENT THE PLT HEARD AN EXPLOSION, SAW THE ENG COWL POP UP AND OIL COVERED THE WINDSCREEN. ESTABLISHED IN A GLIDE THE ACFT COLLIDED WITH TREES THEN THE GROUND. EXAM OF THE ENG REVEALED THAT CYL #2 HAD DEPARTED THE. FOUR OF THE EIGHT HOLD DOWN NUTS HAD BACKED COMPLETELY OFF OF THE STUDS. 3 STUDS WERE BROKEN AND 1 STUD PULLED OUT OF THE CRANKCASE.

Brief of Accident (Continued)

File No. - 547

3/02/86

HICKORY, NC

A/C Reg. No. N9153K

Time (Lc1) - 0737 EST

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

Finding(s)

1. ENGINE ASSEMBLY, CYLINDER - LOOSE
2. MAINTENANCE, INSTALLATION - INADEQUATE - OTHER MAINTENANCE PSNL
3. ENGINE ASSEMBLY, CYLINDER - SEPARATION

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

Finding(s)

4. OBJECT - TREE(S)

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - 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) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 511 3/09/86 MOCKSVILLE,NC A/C Reg. No. N5276M Time (Lcl) - 1200 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	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 - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1385	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	MOCKSVILLE,NC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	TWIN LAKES
Wind Dir/Speed- 300/010 KTS	ATC/Airspace	Runway Ident - 27
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2950/ 50
Lowest Sky/Clouds - 3500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 34	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	Make/Model- 24
	Aircraft Type - N/A	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 20
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING LANDING THE STUDENT PILOT FAILED TO CORRECT FOR THE CROSSWIND. THE AIRCRAFT DRIFTED OFF THE RUNWAY AND COLLIDED WITH SOCK SUPPORT POST.

Brief of Accident (Continued)

File No. - 511

3/09/86

MOCKSVILLE, NC

A/C Reg. No. N5276M

Time (Lcl) - 1200 EST

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

Finding(s)

1. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 592	4/08/86	CHARLOTTE, NC	A/C Reg. No. N2851Q	Time (Lcl) - 1030 EST
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-----Basic Information-----

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	WILGROVE AIRPARK
Wind Dir/Speed- 240/015 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3212/ 40
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - CONCRETE
Lowest Ceiling - UNK/NR	Type Apch/Lndg - NONE	Runway Status - WET
Obstructions to Vision- NONE		
Precipitation - RAIN		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 52	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP,CFI	Current - YES	Total - 10626
SE LAND,ME LAND	Months Since - 12	Make/Model- 2700
	Aircraft Type - UNK/NR	Instrument- 915
		Multi-Eng - 88
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 157

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING THE ATTEMPTED TAKEOFF THE ACFT SKIPPED, CLIMBED A FEW FEET, SETTLED TO THE GROUND THEN CLIMBED AGAIN BEFORE THE PLT ATTEMPTED TO ABORT THE TAKEOFF. THE ACFT OVERRAN THE END OF THE RWY, CROSSED A ROAD AND HIT A DITCH AND NOSED OVER. AN ESTIMATED WEIGHT AND BALANCE SHOWED THAT THE ACFT WAS ABOUT 280 LBS OVER GROSS WEIGHT AND OUTSIDE OF THE AFT LIMIT OF THE CENTER OF GRAVITY CHART.

Brief of Accident (Continued)

File No. - 592

4/08/86

CHARLOTTE, NC

A/C Reg. No. N2851Q

Time (Lcl) - 1030 EST

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

Finding(s)

1. AIRCRAFT PERFORMANCE, TAKEOFF CAPABILITY - UNDETERMINED
 2. PREFLIGHT PLANNING/PREPARATION - NOT PERFORMED - PILOT IN COMMAND
 3. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND
 4. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND
-

Occurrence #2 OVERRUN
Phase of Operation TAKEOFF

Finding(s)

5. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND
-

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAKEOFF

Finding(s)

6. TERRAIN CONDITION - DIRT BANK
-

Occurrence #4 NOSE OVER
Phase of Operation TAKEOFF

-----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. - 402	5/24/86	STATESVILLE, NC	A/C Reg. No. N9778C	Time (Lcl) - 1415 EDT
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-----Basic Information-----

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	STATEVILLE
Wind Dir/Speed- 240/005 KTS	ATC/Airspace	Runway Ident - 28
Visibility - 25.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4518/ 100
Lowest Sky/Clouds - 30000 FT	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 30000 FT BROKEN	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	SIMULATED FORCED LANDING	
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)	
CFI	Current - YES	Total - 630	Last 24 Hrs - 1
SE LAND	Months Since - 9	Make/Model- 150	Last 30 Days- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 110	Last 90 Days- 40
		Multi-Eng - 9	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT ALLOWED THE AIRCRAFT TO STALL AND TOUCHDOWN SHORT OF THE RUNWAY WHILE COMPETING IN A POWER OFF SPOT LANDING COMPETITION. THE PILOT STATED THAT THE ACCIDENT COULD HAVE BEEN PREVENTED BY SIMPLY ADDING POWER.

Brief of Accident (Continued)

File No. - 402

5/24/86

STATESVILLE, NC

A/C Reg. No. N9778C

Time (Lcl) - 1415 EDT

Occurrence UNDERSHOOT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. PLANNED APPROACH - POOR - PILOT IN COMMAND
2. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
3. PROPER TOUCHDOWN POINT - NOT OBTAINED - PILOT IN COMMAND
4. PROPER GLIDEPATH - NOT MAINTAINED - PILOT IN COMMAND
5. REMEDIAL ACTION - NOT PERFORMED - PILOT IN COMMAND

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

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

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

Brief of Accident

PAGE 256

Brief of Accident (Continued)

File No. - 501

1/03/86

HOPE,ND

A/C Reg. No. N50384

Time (Lcl) - 1630 CST

Occurrence #1 OVERRUN
Phase of Operation TAKEOFF

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. AIRCRAFT PREFLIGHT - IMPROPER - PILOT IN COMMAND
3. CARBURETOR HEAT - INADVERTENT USE - PILOT IN COMMAND
4. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOW COVERED
5. WEATHER CONDITION - TAILWIND
6. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND

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

Finding(s)

7. TERRAIN CONDITION - SNOWBANK

Occurrence #3 NOSE OVER
Phase of Operation TAKEOFF

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 500	1/04/86	WEST FARGO, ND	A/C Reg. No. N23148	Time (Lcl) - 1415 CST
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-----Basic Information-----

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

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

Make/Model - CESSNA 150H	Eng Make/Model - CONTINENTAL O-200-A	ELT Installed/Activated - NO -N/A
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 - FSS</p> <p>Method - ACFT RADIO</p> <p>Completeness - FULL</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 270/007 KTS</p> <p>Visibility - 15.0 SM</p> <p>Lowest Sky/Clouds - 20000 FT SCATTERED</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point FARGO, ND</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>WEST FARGO UTILITY</p> <p>Runway Ident - 17</p> <p>Runway Lth/Wid - 3830/ 147</p> <p>Runway Surface - DIRT</p> <p>Runway Status - SNOW - COMPACTED</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s) STUDENT</p>	<p>Age - 30</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-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total - 23</td> <td>Last 24 Hrs - 2</td> </tr> <tr> <td>Make/Model- 23</td> <td>Last 30 Days- UNK/NR</td> </tr> <tr> <td>Instrument- 1</td> <td>Last 90 Days- 23</td> </tr> </table>	Total - 23	Last 24 Hrs - 2	Make/Model- 23	Last 30 Days- UNK/NR	Instrument- 1	Last 90 Days- 23
Total - 23	Last 24 Hrs - 2							
Make/Model- 23	Last 30 Days- UNK/NR							
Instrument- 1	Last 90 Days- 23							

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE STUDENT PLT, HE WAS PRACTICING TOUCH AND GO LANDINGS, WHEN THE ACFT VEERED OFF THE SIDE OF THE RWY AND CONTACTED A SNOW BANK. THE PLT INDICATED HE HAD A TOTAL FLT TIME OF APX 23 HRS, INCLUDING 1.5 HRS SOLO. THIS WAS HIS THIRD SOLO FLT.

Brief of Accident (Continued)

File No. - 500

1/04/86

WEST FARGO,ND

A/C Reg. No. N23148

Time (Lcl) - 1415 CST

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

Finding(s)

1. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - SNOW COVERED
2. TOUCH-AND-GO LANDING - ATTEMPTED - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
4. WEATHER CONDITION - CROSSWIND
5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

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

Finding(s)

6. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - SNOWBANK

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 499	1/13/86	FARGO,ND	A/C Reg. No. N51238	Time (Lcl) - 1230 CST
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-----Basic Information-----

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

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

Make/Model - CESSNA 172P	Eng Make/Model - LYCOMING O-320-D2J	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 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 - PARTIAL,LMTD BY PILOT	Destination	Airport Data
Basic Weather - VMC	LOCAL	HECTOR FIELD
Wind Dir/Speed- 170/020 KTS	ATC/Airspace	Runway Ident - 17
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 9546/ 150
Lowest Sky/Clouds - 25000 FT THIN BKN	Type of Clearance - VFR	Runway Surface - CONCRETE
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	TOUCH AND GO	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 23	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
STUDENT	Current - N/A	Total - 23	Last 24 Hrs - 1
	Months Since - N/A	Make/Model- 23	Last 30 Days- UNK/NR
	Aircraft Type - N/A	Instrument- 1	Last 90 Days- 23

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CONTACTED A SNOWBANK FOLLOWING A LOSS OF DIRECTIONAL CONTROL DURING LANDING. THIS WAS THE PLT'S FIRST LANDING ON HIS SECOND SOLO FLT. PREVIOUS TO THIS LANDING, THE STUDENT HAD BEEN PRACTICING LANDING ON RWY 17 WITH HIS CFI.

Brief of Accident (Continued)

File No. - 499

1/13/86

FARGO,ND

A/C Reg. No. N51238

Time (Lcl) - 1230 CST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
 3. WEATHER CONDITION - CROSSWIND
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING

Finding(s)

4. TERRAIN CONDITION - SNOWBANK
-

-----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. - 504	2/26/86	WATFORD CITY, ND	A/C Reg. No. N16210	Time (Lcl) - 1800 CST
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----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation - INSTRUCTIONAL	Fire	Crew	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	1
Accident Occurred During -LANDING			0	0	0

----Aircraft Information----

Make/Model - CESSNA 150L	Eng Make/Model - CONTINENTAL O-200-A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

----Environment/Operations Information----

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	WATFORD CITY MUNI
Wind Dir/Speed- 300/010 KTS	ATC/Airspace	Runway Ident - 30
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4400/ 75
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TOUCH AND GO	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

----Personnel Information----

Pilot-In-Command	Age - 26	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 22
	Months Since - N/A	Last 24 Hrs - UNK/NR
	Aircraft Type - N/A	Make/Model- 22
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 8

Instrument Rating(s) - NONE

----Narrative----

THE ACFT MADE A HARD LANDING ON RWY 30 AT WATFORD CITY MUNI ARPT, ND, AND WAS SUBSTANTIALLY DAMAGED. THE STUDENT PLT SAID THE ACCIDENT OCCURRED ON THE THIRD TOUCH-AND-GO. THE PLT SAID HE USED ONLY 10 DEGREES OF FLAPS. HE NOTED SOME TURBULENCE AND AN INCREASE IN HEADWIND. THE PLT SAID THAT AFTER HE CROSSED THE RWY, HE CUT THE POWER AND FLARED, KEEPING HIS EYES STRAIGHT AHEAD. THE PLT SAID HE FLARED TOO SOON, THE ACFT STRUCK THE RWY AND BOUNCED. THE PLT DID NOT ADD POWER. THE NOSE GEAR COLLAPSED AND THE ACFT SKIDDED TO A HALT ON THE RWY.

Brief of Accident (Continued)

File No. - 504

2/26/86

WATFORD CITY,ND

A/C Reg. No. N16210

Time (Lc1) - 1800 CST

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - GUSTS
2. WEATHER CONDITION - TURBULENCE
3. FLARE - MISJUDGED - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
5. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
6. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

7. RECOVERY FROM BOUNCED LANDING - NOT PERFORMED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,6,7

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. - 582	3/02/86	KULM,ND	A/C Reg. No. N7647M	Time (Lcl) - 1530 CST
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-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation -PERSONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -LANDING			0	0	0
					None
					1
					0

-----Aircraft Information-----

Make/Model - CESSNA 175	Eng Make/Model - CONTINENTAL G0-300-A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2350	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 175 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- 315/005 KTS</p> <p>Visibility - 10.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- HAZE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point SAME AS ACC/INC</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FORCED LANDING</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - 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 - 3</p> <p>Aircraft Type - C-175</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 170</p> <p>Make/Model- 68</p> <p>Instrument- 14</p> <p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 59</p>
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Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE PLT, THE ENG LOST PARTIAL PWR ON TAKEOFF DUE TO CARBERETOR ICE. A FORCED LANDING WAS MADE DURING WHICH THE NOSE GEAR COLLAPSED RESULTING IN SUBSTANTIAL DAMAGE TO THE ACFT.

Brief of Accident (Continued)

File No. - 582

3/02/86

KULM,ND

A/C Reg. No. N7647M

Time (Lc1) - 1530 CST

Occurrence #1 LOSS OF POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. CARBURETOR HEAT - NOT USED - PILOT IN COMMAND
 2. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
 3. PLANNING-DECISION - POOR - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - UNCONTROLLED

Occurrence #3 NOSE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. TERRAIN CONDITION - ROUGH/UNEVEN
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

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. - 503	3/09/86	DICKINSON,ND	A/C Reg. No. N35DM	Time (Lcl) - 1324 MST
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-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries	
Type of Operation -BUSINESS	Fire	Crew	Fatal	Serious
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0
Accident Occurred During -DESCENT			0	0
			0	1
			0	0
			0	0
			0	3

-----Aircraft Information-----

Make/Model - SMITH 601P AEROSTAR	Eng Make/Model - LYCOMING IO-540-S1A5MM	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 6200	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 340 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	SEATTLE,WA	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	DICKINSON,ND	DICKINSON
Wind Dir/Speed- 070/007 KTS	ATC/Airspace	Runway Ident - 32
Visibility - 1.500 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 5200/ 75
Lowest Sky/Clouds - PART OBS	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - 900 FT OVERCAST	Type Apch/Lndg - ILS-LOCALIZER	Runway Status - WET
Obstructions to Vision- BLOWING SNOW	TRAFFIC PATTERN	
Precipitation - SNOW	GO AROUND	
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 41	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 7319
SE LAND,ME LAND	Months Since - 23	Make/Model- 116
	Aircraft Type - MK20	Instrument- 343
		Multi-Eng - 384
		Last 24 Hrs - 4
		Last 30 Days- UNK/NR
		Last 90 Days- 67
		Rotorcraft - 1

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE ENROUTE ON AN IFR FLIGHT PLAN, THE PLT CHANGED DESTINATION TO DICKINSON, ND, WHICH EXTENDED THE LENGTH OF THE FLT. HE DID NOT DESIGNATE AN ALTERNATE ARPT OR HAVE AN ADEQUATE FUEL RESERVE AS REQUIRED. ON ARRIVAL AT THE DESTINATION, HE EXECUTED AN INSTRUMENT APCH IN IMC. AFTER DESCENT BELOW THE CLOUDS, THE ACFT WAS NOT IN POSITION TO MAKE A NORMAL LANDING. THE PLT MADE A GO-AROUND AND ATTEMPTED TO FLY A VFR TRAFFIC PATTERN. WHILE ATTEMPTING TO ALIGN THE ACFT FOR LANDING HE ALLOWED THE ACFT TO STALL, DESCEND AND IMPACT THE GROUND. THE ACFT TRAVELED ACROSS THE ARPT INTERSECTING RUNWAYS AND CAME TO REST IN AN UPRIGHT POSITION. THE ACFT EXCEEDED MAXIMUM GROSS WEIGHT TAKEOFF LIMITS ON DEPARTURE AND FORWARD CG LIMIT AT THE TIME OF THE ACCIDENT.

Brief of Accident (Continued)

File No. - 503

3/09/86

DICKINSON,ND

A/C Reg. No. N35DM

Time (Lc1) - 1324 MST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. IFR PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND
3. WEATHER CONDITION - LOW CEILING
4. PROPER ALIGNMENT - NOT ATTAINED - PILOT IN COMMAND
5. VFR PROCEDURES - ATTEMPTED - PILOT IN COMMAND
6. STALL - INADVERTENT - PILOT IN COMMAND
7. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

8. REMEDIAL ACTION - NOT PERFORMED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,6,8

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. - 457	3/29/86	TIOGA,ND	A/C Reg. No. N51156	Time (Lcl) - 1215 CST
-----Basic Information-----				
Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage SUBSTANTIAL	Injuries	
Type of Operation -PERSONAL		Fire	Crew	Fatal
Flight Conducted Under -14 CFR 91		NONE	Pass	0
Accident Occurred During -TAXI				0
-----Aircraft Information-----				
Make/Model - CESSNA 150J	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	ON AIRPORT	
Method - ACFT RADIO		MINOT,ND		
Completeness - FULL		Destination	Airport Data	
Basic Weather - VMC		SAME AS ACC/INC	TIOGA MUNICIPAL	
Wind Dir/Speed- 270/040 KTS		ATC/Airspace	Runway Ident - 30	
Visibility - 20.0 SM		Type of Flight Plan - NONE	Runway Lth/Wid - 4200/ 60	
Lowest Sky/Clouds - CLEAR		Type of Clearance - NONE	Runway Surface - ASPHALT	
Lowest Ceiling - NONE		Type Apch/Lndg - FULL STOP	Runway Status - DRY	
Obstructions to Vision- NONE				
Precipitation - NONE				
Condition of Light - DAYLIGHT				
-----Personnel Information-----				
Pilot-In-Command	Age - 41	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT		
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)		
PRIVATE	Current - YES	Total - 221	Last 24 Hrs - UNK/NR	
SE LAND	Months Since - 6	Make/Model- 221	Last 30 Days- UNK/NR	
	Aircraft Type - C-150J	Instrument- 42	Last 90 Days- UNK/NR	
Instrument Rating(s) - NONE				
-----Narrative-----				
THE PLT DEPT MINOT, ND, WITH HIS SON ABOARD, FOR A PVT AIRSTRIIP NEAR HIS HOME OF WINDROSE, ND. HE SAID BECAUSE OF HIGH WINDS HE LANDED AT TIOGA, ND. HE SAID THAT WHILE TAXIING AFTER LANDING STRONG GUSTY WINDS FLIPPED HIS ACFT UPSIDE DOWN. THE ACFT WAS SUBSTANTIALLY DAMAGED AND HIS SON RECEIVED SERIOUS HEAD INJURIES.				

Brief of Accident (Continued)

File No. - 457

3/29/86

TIOGA,ND

A/C Reg. No. N51156

Time (Lcl) - 1215 CST

Occurrence

NOSE OVER

Phase of Operation

TAXI - FROM LANDING

Finding(s)

1. WEATHER CONDITION - GUSTS

2. PROPER ASSISTANCE - NOT OBTAINED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 431	4/11/86	OMAHA, NE	A/C Reg. No. N63177	Time (Lcl) - 2030 EST
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-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI	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	0

-----Aircraft Information-----

Make/Model - CESSNA 172P	Eng Make/Model - LYCOMING O-320-D2J	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 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- CALM</p> <p>Visibility - 10.0 SM</p> <p>Lowest Sky/Clouds - 6000 FT SCATTERED</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - NIGHT(DARK)</p>	<p>Itinerary</p> <p>Last Departure Point SAME AS ACC/INC</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TOUCH AND GO</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data</p> <p>EPPLEY AIRFIELD</p> <p>Runway Ident - 14L</p> <p>Runway Lth/Wid - 4297/ 75</p> <p>Runway Surface - CONCRETE</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND</p>	<p>Age - 24</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 1</p> <p>Aircraft Type - C-172P</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 57</p> <p>Make/Model - 3</p> <p>Instrument - 3</p> <p>Last 24 Hrs - 1</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 7</p>
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Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED HE WAS ATTEMPTING A NIGHT LANDING BUT AFTER REPEATED TRYs HE REQUESTED ASSISTANCE ON THE RADIO. THE PLT FURTHER STATED THAT THE INOPERATIVE LANDING LIGHT COMPOUNDED THE TROUBLE AND HE MADE A HARD THREE POINT LANDING. SUBSEQUENT INSPECTION OF THE AIRCRAFT BY A MECHANIC REVEALED A SUBSTANTIAL AMOUNT OF DAMAGE. THE CHIEF PILOT FOR THE FLIGHT SCHOOL STATED THAT THEIR 14CFR141 PILOT SCHOOL CERTIFICATE HAD RECENTLY EXPIRED AND THEY WERE NOT CONTEMPLATING A RENEWAL OPTING INSTEAD TO OPERATE UNDER 14CFR61.

Brief of Accident (Continued)

File No. - 431

4/11/86

OMAHA, NE

A/C Reg. No. N63177

Time (Lcl) - 2030 EST

Occurrence HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. LANDING LIGHT - INOPERATIVE
2. LEVEL OFF - MISJUDGED - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - 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. - 506	5/11/86	ASHBY, NE	A/C Reg. No. N7255D	Time (Lcl) - 1600 CDT
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-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation - PERSONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -LANDING			0	0	0
					1

-----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 - NO
Max Gross Wt - 1840	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	ALLIANCE, NE	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	Runway Ident - N/A
Wind Dir/Speed- 215/004 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Surface - GRASS/TURF
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - HIGH VEGETATION
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 40	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 478
SE LAND	Months Since - 10	Make/Model- 478
	Aircraft Type - PA-22	Instrument- 4
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 3

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT HE AND A PASSENGER WERE SIGHTSEEING WHEN HE INCREASED THE MIXTURE TO FULL RICH, APPLIED CARB HEAT AND REDUCED POWER FOR A GLIDE ACROSS A VALLEY. WHEN HE ADVANCED THE THROTTLE TO LEVEL OFF THE ENGINE DID NOT RESPOND. DURING THE FORCED LANDING IN HILLY TERRAIN, THE ACFT COLLIDED WITH A FENCE AND NOSED OVER. AN INSPECTION DID NOT INDICATE ANY REASON FOR THE ENG FAILURE. A CARBURETOR ICING PROBABILITY CHART INDICATES THAT CARB ICE WAS NOT PROBABLE.

Brief of Accident (Continued)

File No. - 506

5/11/86

ASHBY, NE

A/C Reg. No. N7255D

Time (Lc1) - 1600 CDT

Occurrence #1 LOSS OF POWER
Phase of Operation DESCENT

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
2. OBJECT - FENCE

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

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 502	1/01/86	ALAMOGORDO, NM	A/C Reg. No. N166JD	Time (Lcl) - 1623 MST
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-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Injuries			
	DESTROYED	Fatal	Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew 0	1	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - SCHEMPP-HIRTH VENTUS-B	Eng Make/Model - N/A	ELT Installed/Activated - NO -N/A
Landing Gear - UNK/NR	Number Engines - N/A	Stall Warning System - NO
Max Gross Wt - 700	Engine Type - N/A	
No. of Seats - 1	Rated Power - N/A	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	ALAMOGORDO, NM	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	ALAMAGORDO-WHITE SANDS RG
Wind Dir/Speed- 329/008 KTS	ATC/Airspace	Runway Ident - 21
Visibility - 60.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 7005/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 37	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL, CFI	Current - YES	Total - 774	Last 24 Hrs - 2
SE LAND	Months Since - 2	Make/Model- 6	Last 30 Days- UNK/NR
GLIDER	Aircraft Type - UNK/NR	Instrument- 43	Last 90 Days- 42

Instrument Rating(s) - NONE

-----Narrative-----

UPON RETURNING TO THE ARPT, THE PLT DECIDED TO MAKE A FLY-BY. THE PLT REPORTED THAT WHILE ON A MODIFIED DOWNWIND AT AN ALT OF APRX 50 FT AGL, THE GLIDER WHICH HE WAS PILOTING ENCOUNTERED ADVERSE WINDS AND DOWNDRAFTS. CONTROL OF THE ACFT WAS LOST AND IT DESCENDED RAPIDLY TO GROUND CONTACT.

Brief of Accident (Continued)

File No. - 502

1/01/86

ALAMOGORDO,NM

A/C Reg. No. N166JD

Time (Lc1) - 1623 MST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation APPROACH - VFR PATTERN - DOWNWIND

Finding(s)

1. WEATHER CONDITION - DOWNDRAFT
 2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
 3. LOW PASS - PERFORMED - PILOT IN COMMAND
-

Occurrence #2 ALTITUDE DEVIATION, UNCONTROLLED
Phase of Operation APPROACH - VFR PATTERN - DOWNWIND

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 505	1/18/86	RIO RANCHO, NM	A/C Reg. No. N3SB	Time (Lcl) - 1430 MST
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-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Injuries			
	SUBSTANTIAL		Fatal	Serious	Minor
Type of Operation - PERSONAL	Fire	Crew	0	0	1
Flight Conducted Under - 14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During - TAKEOFF					None

-----Aircraft Information-----

Make/Model - CAMERON BALLOONS O-77	Eng Make/Model - N/A	ELT Installed/Activated - NO -N/A
Landing Gear - N/A	Number Engines - N/A	Stall Warning System - UNK/NR
Max Gross Wt - 800	Engine Type - N/A	
No. of Seats - 4	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	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 340/010 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 60.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 30000 FT THIN OVC	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 - 45	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 352
	Months Since - 14	Make/Model- 352
FREE BALLOON	Aircraft Type - O-77	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 8

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT DURING THE INFLATION OF HIS BALLOON, THE SAFETY LINE HOLDING THE BASKET TO HIS SUPPORT VEHICLE BROKE DURING WINDY CONDITIONS. ACCORDING TO THE PLT, HE TRIED TO INFLATE THE ENVELOPE IN ORDER TO CLIMB ABOVE BUILDINGS NEARBY. THE PLT INDICATED HE WAS UNABLE TO GAIN ENOUGH ALT BEFORE COLLIDING WITH THE BUILDINGS.

Brief of Accident (Continued)

File No. - 505

1/18/86

RIO RANCHO,NM

A/C Reg. No. N3SB

Time (Lc1) - 1430 MST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation OTHER

Finding(s)

1. SAFETY SYSTEM(OTHER) - SEPARATION
 2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 3. WEATHER CONDITION - GUSTS
 4. WEATHER EVALUATION - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

5. OBJECT - FENCE
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 580	2/02/86	TRUTH OR CONSEQ,NM	A/C Reg. No. N761JP	Time (Lcl) - 0650 MST
-----Basic Information-----				
Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage SUBSTANTIAL	Injuries	
Type of Operation -BUSINESS		Fire	Fatal	Serious
Flight Conducted Under -14 CFR 91		NONE	Crew 0	0
Accident Occurred During -LANDING			Pass 0	0
-----Aircraft Information-----				
Make/Model - CESSNA T210M	Eng Make/Model - CONTINENTAL TS10-520-R	ELT Installed/Activated - YES/NO		
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES		
Max Gross Wt - 3400	Engine Type - RECIP-FUEL INJECTED			
No. of Seats - 6	Rated Power - 310 HP			
-----Environment/Operations Information-----				
Weather Data		Itinerary	Airport Proximity	
Wx Briefing - NO RECORD OF BRIEFING		Last Departure Point	ON AIRPORT	
Method - N/A		LOS LUNAS,NM		
Completeness - N/A		Destination	Airport Data	
Basic Weather - VMC		SAME AS ACC/INC	TRUTH OR CONSEQUENCES	
Wind Dir/Speed- CALM		ATC/Airspace	Runway Ident - 13	
Visibility - 30.0 SM		Type of Flight Plan - NONE	Runway Lth/Wid - 5600/ 75	
Lowest Sky/Clouds - CLEAR		Type of Clearance - NONE	Runway Surface - ASPHALT	
Lowest Ceiling - NONE		Type Apch/Lndg - STRAIGHT-IN	Runway Status - DRY	
Obstructions to Vision- NONE		FULL STOP		
Precipitation - NONE				
Condition of Light - DAYLIGHT				
-----Personnel Information-----				
Pilot-In-Command	Age - 45	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT		
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)		
COMMERCIAL	Current - UNK/NR	Total - 2000	Last 24 Hrs - 1	
SE LAND	Months Since - UNK/NR	Make/Model- 211	Last 30 Days- UNK/NR	
	Aircraft Type - T210M	Instrument- 25	Last 90 Days- 16	
Instrument Rating(s) - NONE				
-----Narrative-----				
ACCORDING TO THE PILOT, DURING THE LANDING ROLL HE IS ACCUSTOMED TO KEEPING THE NOSE GEAR OFF THE RUNWAY UNTIL THE GROUND SPEED HAS SLOWED. THE PILOT STATED HE DID NOT CHECK THE LANDING GEAR CONDITION LIGHTS. UPON LOWERING THE NOSE, THE ACFT PROPELLER AND UNDERSIDE CONTACTED THE RUNWAY, SUBSTANTIALLY DAMAGING THE ACFT. DURING POST ACCIDENT TESTS THE LANDING GEAR WAS RECYCLED APRX 50 TIMES, EACH TIME THE NOSE GEAR FUNCTIONED NORMALLY.				

Brief of Accident (Continued)

File No. - 580

2/02/86

TRUTH OR CONSEQ,NM

A/C Reg. No. N761JP

Time (Lc1) - 0650 MST

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

1. LANDING GEAR,NOSE GEAR - NOT ENGAGED
2. GEAR RETRACTION - INADVERTENT - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE,COMPLACENCY - PILOT IN COMMAND

Occurrence #2 NOSE DOWN
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 562	2/08/86	ALBUQUERQUE, NM	A/C Reg. No. N210TA	Time (Lcl) - 1310 MST
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-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew 0	1	0	0
Flight Conducted Under - 14 CFR 91	NONE	Pass 0	2	0	0
Accident Occurred During - DESCENT					

-----Aircraft Information-----

Make/Model - CESSNA T-210M	Eng Make/Model - CONTINENTAL TS10-520-R	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 - 310 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	TAOS, NM	ALBUQUERQUE
Wind Dir/Speed- 340/006 KTS	ATC/Airspace	Runway Ident - 08
Visibility - 1.250 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 13373/ 300
Lowest Sky/Clouds - PART OBS	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - 700 FT BROKEN	Type Apch/Lndg - FORCED LANDING	Runway Status - SNOW - WET
Obstructions to Vision- FOG		
Precipitation - SNOW		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 49	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1686
SE LAND, ME LAND, SE SEA	Months Since - 18	Last 24 Hrs - 3
	Aircraft Type - BCS12D	Make/Model- 1292
		Last 30 Days- 3
		Instrument- 200
		Last 90 Days- 9
		Multi-Eng - 106

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT TOOK OFF ON THE 13,373 FOOT RWY IN IMC CONDITIONS ON AN IFR FLT PLAN. THE ARPT CONTROL TWR CONTROLLER OBSERVED THE ACFT AT MIDFIELD AFTER TAKEOFF, EMITTING BLACK SMOKE AND INFORMED THE PLT. THE PLT REQUESTED AND WAS CLEARED FOR LANDING. THE ACFT WAS OBSERVED IN A LEFT TURN UNTIL VISUAL CONTACT WAS LOST IN CONDITIONS OF LOW CEILING AND VIS. ATTEMPTS TO CONTACT THE ACFT BY RADIO WERE UNSUCCESSFUL. THE ACFT WRECKAGE WAS LOCATED ON TOP OF AN ACFT HANGAR LOCATED ONE QUARTER MILE NORTH OF THE RWY. POST ACCIDENT INSPECTION OF THE ENG AND ACFT REVEALED THE PISTON CROWNS, CYLINDER HEADS, INTAKE VALVES AND SPARK PLUGS WERE COVERED WITH BLACK SOOT. THE MIXTURE CONTROL WAS IN THE FULL RICH POSITION AND THE AUX FUEL PUMP WAS ON. THE ACFT OPERATOR HANDBOOK REQUIRES THE AUX FUEL BOOST PUMP BE "OFF" AND THE MIXTURE ADJUSTED TO LESS THAN 186 POUNDS PER HOUR FUEL FLOW DURING INITIAL TAKEOFF ROLL.

Brief of Accident (Continued)

File No. - 562

2/08/86

ALBUQUERQUE,NM

A/C Reg. No. N210TA

Time (Lcl) - 1310 MST

Occurrence #1 LOSS OF POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation TAKEOFF

Finding(s)

1. FUEL BOOST PUMP SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
2. MIXTURE - IMPROPER - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

3. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
4. FLIGHT MANUALS - NOT FOLLOWED - PILOT IN COMMAND
5. ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND
6. WEATHER CONDITION - SNOW
7. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
8. WEATHER CONDITION - LOW CEILING
9. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #3 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) 1,2,7,9

Factor(s) relating to this accident is/are finding(s) 3,4,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 573 2/19/86 ALAMEDA,NM A/C Reg. No. N6353M Time (Lcl) - 1345 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries			
Type of Operation -INSTRUCTIONAL	Fire	0	Serious	Minor	None	
Flight Conducted Under -14 CFR 91	Crew	0	0	0	1	
Accident Occurred During -LANDING	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-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - IN PERSON	GALLUP,NM	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	ALBUQUERQUE,NM	ALAMEDA
Wind Dir/Speed- 200/010 KTS	ATC/Airspace	Runway Ident - 17
Visibility - 60.0 SM	Type of Flight Plan - VFR/IFR	Runway Lth/Wid - 6080/ 80
Lowest Sky/Clouds - 15000 FT	Type of Clearance - VFR	Runway Surface - ASPHALT
Lowest Ceiling - 15000 FT OVERCAST	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 22	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 45
	Months Since - N/A	Last 24 Hrs - 3
	Aircraft Type - N/A	Make/Model- 45
		Last 30 Days- 17
		Instrument- 1
		Last 90 Days- 45

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT STATED THAT DURING THE LANDING, THE AIRCRAFT BOUNCED TWICE BEFORE IT'S NOSE GEAR COLLAPSED. THE STUDENT PILOT SAID THE AIRCRAFT NOSED OVER ONTO ITS BACK FOLLOWING THE NOSE GEAR COLLAPSE.

Brief of Accident (Continued)

File No. - 573

2/19/86

ALAMEDA,NM

A/C Reg. No. N6353M

Time (Lc1) - 1345 MST

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND
 2. RECOVERY FROM BOUNCED LANDING - DELAYED - PILOT IN COMMAND
 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
-

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 NOSE OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 575	2/26/86	QUEMADO, NM	A/C Reg. No. N8935V	Time (Lcl) - 1235 MST
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-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Injuries			
	SUBSTANTIAL				
Type of Operation -BUSINESS	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -TAKEOFF			0	0	0
					1
					1

-----Aircraft Information-----

Make/Model - CESSNA 172M	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
Wx Briefing - TV WX	Last Departure Point	OFF AIRPORT/STRIP
Method - TV/RADIO	SAME AS ACC/INC	
Completeness - PARTIAL, LMTD BY PILOT	Destination	Airport Data
Basic Weather - VMC	SPRINGERVILLE, AZ	QUEMADO
Wind Dir/Speed- 300/015 KTS	ATC/Airspace	Runway Ident - 06
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3400/ 30
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		
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, CFI	Current - YES	Total - 1513	Last 24 Hrs - 7
SE LAND	Months Since - 23	Make/Model- 550	Last 30 Days- UNK/NR
	Aircraft Type - C-172M	Instrument- 104	Last 90 Days- 56

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT SAID THE WIND WAS VARIABLE AND GUSTY. WHEN THE TAKEOFF WAS STARTED THERE WAS A QUARTERING HEADWIND BUT AS TAKEOFF SPEED WAS REACHED THE WIND SWITCHED TO A TAILWIND. THE ACFT LIFTED OFF BUT IMMEDIATELY SETTLED BACK TO THE RWY. THE PLT THEN ADDED LEFT FLAPS IN AN ATTEMPT TO BECOME AIRBORNE AND TO AVOID A HOLE NEAR THE END OF THE RWY. A GUST OF WIND THEN CAUSED THE LEFT WING TO LIFT UP AND THE RIGHT WING CONTACTED A FENCE POST. THE ACFT THEN CARTWHEELED AND CAME TO REST INVERTED.

Brief of Accident (Continued)

File No. - 575

2/26/86

QUEMADO,NM

A/C Reg. No. N8935V

Time (Lcl) - 1235 MST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - TAILWIND
 2. WEATHER EVALUATION - INADEQUATE - PILOT IN COMMAND
 3. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

4. OBJECT - FENCE
-

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 578 3/02/86 SANTA ROSA,NM A/C Reg. No. N85255 Time (Lcl) - 1245 MST

-----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	Crew Pass	0	0	0
Accident Occurred During -LANDING					1

-----Aircraft Information-----

Make/Model - AERONCA 7AC	Eng Make/Model - CONTINENTAL C-65-8	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 - 3	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	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	TULSA,OK	Runway Ident - N/A
Wind Dir/Speed- 225/007 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Surface - GRASS/TURF
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - DRY
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 28	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,ATP,CFI	Current - UNK/NR	Total - 3406
SE LAND,ME LAND	Months Since - UNK/NR	Last 24 Hrs - 0
	Aircraft Type - UNK/NR	Make/Model- 66
		Instrument- 214
		Multi-Eng - 2303
		Last 30 Days- UNK/NR
		Last 90 Days- 25

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACCORDING TO THE PLT, THE ENG QUIT DURING THE INITIAL CLIMBOUT AND THE ACFT WAS SUBSTANTIALLY DAMAGED DURING THE SUBSEQUENT FORCED LANDING. POST ACCIDENT INSPECTION DISCLOSED THE GASCOLATOR WAS BROKEN WHICH RESULTED IN FUEL STARVATION TO THE ENGINE.

Brief of Accident (Continued)

File No. - 578,

3/02/86

SANTA ROSA,NM

A/C Reg. No. N85255

Time (Lcl) - 1245 MST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FLUID,FUEL - STARVATION
 2. FUEL SYSTEM,STRAINER - CRACKED
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 528	3/30/86	SANTA TERESA, NM	A/C Reg. No. N43139	Time (Lcl) - 0945 MST
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-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -BUSINESS	Fire	Crew	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	1
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - TAYLORCRAFT BC12D	Eng Make/Model - CONTINENTAL O-320	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1800	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 115 HP	

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 340/005 KTS</p> <p>Visibility - 40.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point SAME AS ACC/INC</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TOUCH AND GO</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data</p> <p>SANTA TERESA</p> <p>Runway Ident - 28</p> <p>Runway Lth/Wid - 5400/ 100</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND</p>	<p>Age - 55</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 - 1860</p> <p>Make/Model- 9</p> <p>Instrument- 20</p> <p>Multi-Eng - UNK/NR</p> <p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 17</p> <p>Rotorcraft - UNK/NR</p>
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Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT HE WAS PERFORMING TOUCH & GO LANDINGS. WHEN THE ACCIDENT OCCURRED. ON THE FIRST LANDING A WIND GUST RAISED THE RIGHT WING. THE PLT STATED HE "TRIED TO STRAIGHTEN OUT" THE ACFT WHEN IT WENT OFF THE RIGHT SIDE OF THE RWY. THE LEFT MAIN LANDING GEAR HIT A SAND HILL AND THE ACFT NOSED OVER. THE PLT HAS A TOTAL TIME OF 9 HRS IN THIS MAKE AND MODEL.

Brief of Accident (Continued)

File No. - 528

3/30/86

SANTA TERESA,NM

A/C Reg. No. N43139

Time (Lc1) - 0945 MST

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
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
4. REMEDIAL ACTION - INADEQUATE - PILOT IN COMMAND

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - ROUGH/UNEVEN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 598 4/14/86 CROSSROADS,NM A/C Reg. No. N2896L Time (Lcl) - 0830 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -FERRY
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

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 - CESSNA 172H
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2300
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-300-D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 145 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 110/010 KTS
Visibility - 50.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
PORTLES,NM
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 - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL,CFI
SE LAND,ME LAND,SE SEA

Age - 41
Biennial Flight Review
Current - YES
Months Since - 4
Aircraft Type - C-150

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 3295	Last 24 Hrs	- UNK/NR
Make/Model-	1100	Last 30 Days-	UNK/NR
Instrument-	160	Last 90 Days-	15
Multi-Eng -	600		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACCORDING TO THE PLT, HE WAS ATTEMPTING TO UNDERFLY POWERLINES OVER A PUBLIC ROAD DURING LANDING, WHEN THE AIRCRAFT CONTACTED AN UNSEEN WIRE AND CRASHED.

Brief of Accident (Continued)

File No. - 598

4/14/86

CROSSROADS,NM

A/C Reg. No. N2896L

Time (Lc1) - 0830 MST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH

Finding(s)

1. OBJECT - WIRE,STATIC
 2. IN-FLIGHT PLANNING/DECISION - MISJUDGED - PILOT IN COMMAND
 3. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
 4. JUDGEMENT - POOR - PILOT IN COMMAND
-

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH

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) 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. - 463	4/12/86	RENO, NV	A/C Reg. No. N5786T	Time (Lcl) - 1200 PST
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-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Injuries	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 - CESSNA 172	Eng Make/Model - CONTINENTAL O-300-D	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 145 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	TONAPAH, NV	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	RENO, NV	CANNON INTERNATIONAL
Wind Dir/Speed- 280/028 KTS	ATC/Airspace	Runway Ident - 25
Visibility - 40.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 6101/ 150
Lowest Sky/Clouds - 5500 FT SCATTERED	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 - 29	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - UNK/NR
	Months Since - N/A	Last 24 Hrs - UNK/NR
	Aircraft Type - N/A	Make/Model- UNK/NR
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- UNK/NR
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT LOST CONTROL OF THE ACFT DURING HIGH GUSTY WIND CONDITIONS. THE ACFT THEN VEERED TO THE RIGHT OF THE RWY. THE WIND AT THE TIME OF THE ACCIDENT WAS FROM 280 DEGREES AT 28 KNOTS GUSTING TO 31 KNOTS.

Brief of Accident (Continued)

File No. - 463

4/12/86

RENO, NV

A/C Reg. No. N5786T

Time (Lc1) - 1200 PST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. WEATHER CONDITION - GUSTS
3. WEATHER CONDITION - HIGH WIND
4. WEATHER EVALUATION - NOT UNDERSTOOD - PILOT IN COMMAND
5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this 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. - 411 4/12/86 PIOCHE,NV A/C Reg. No. N734JP Time (Lcl) - 1030 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation -BUSINESS	Fire	0	Serious	Minor	None
Flight Conducted Under -14 CFR 91	Crew	0	0	0	1
Accident Occurred During -LANDING	Pass	0	0	0	1

-----Aircraft Information-----

Make/Model - CESSNA 172N	Eng Make/Model - LYCOMING O-320-D2G	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	PANACA,NV	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	PIOCHE,NV	MOUNT WILSON
Wind Dir/Speed- 150/015 KTS	ATC/Airspace	Runway Ident - 06
Visibility - 60.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 6400/ 100
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 - 65	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1640
SE LAND	Months Since - 5	Last 24 Hrs - 5
	Aircraft Type - UNK/NR	Make/Model- 1510
		Last 30 Days- UNK/NR
		Instrument- 163
		Last 90 Days- 26
		Multi-Eng - 8

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE ON A QUARTER MILE FINAL TO RUNWAY 06 WITH WINDS FROM 150 DEGREES AT 15 KNOTS GUSTING TO 30 KNOTS THE PILOT EXPERIENCED TURBULENCE. THE PILOT REPORTED HE RETRACTED THE FLAPS FROM 10 DEGREES AND ADDED FULL POWER. THE AIRCRAFT CLIMBED APPROXIMATELY 20 FEET THEN DESCENDED TO GROUND IMPACT STRIKING THE MAIN GEAR AND SHEARING OFF THE NOSE GEAR. THE ACFT TRAVELED A SHORT DISTANCE AND NOSED OVER COMING TO REST INVERTED.

Brief of Accident (Continued)

File No. - 411

4/12/86

PIOCHE,NV

A/C Reg. No. N734JP

Time (Lcl) - 1030 PST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH
1. WEATHER CONDITION - GUSTS
2. WEATHER CONDITION - HIGH WIND
3. WEATHER CONDITION - HIGH DENSITY ALTITUDE
4. WEATHER CONDITION - CROSSWIND
5. WEATHER CONDITION - TURBULENCE

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
6. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
7. PLANNED APPROACH - INACCURATE - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Occurrence #4 NOSE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Occurrence #5 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) 6,7

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 537	4/27/86	MINDEN, NV	A/C Reg. No. N6VS	Time (Lcl) - 1500 PST
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-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries	
Type of Operation -PERSONAL	Fire	Crew	Fatal	Serious
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0
Accident Occurred During -TAKEOFF			0	0
			0	0

-----Aircraft Information-----

Make/Model - EIREAVION OY PIK 20-D	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 - 750	Engine Type - N/A	
No. of Seats - 1	Rated Power - N/A	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	DOUGLAS COUNTY AIRPORT
Wind Dir/Speed- 030/004 KTS	ATC/Airspace	Runway Ident - 30
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5300/ 75
Lowest Sky/Clouds - 14000 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 - 26	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 164
SE LAND	Months Since - 12	Make/Model- 2
GLIDER	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - 7
		Last 30 Days- UNK/NR
		Last 90 Days- 25

Instrument Rating(s) - NONE

-----Narrative-----

THE COCKPIT CANOPY OPENED DURING TAKEOFF ROLL. THE GLIDER BECAME AIRBORNE AND CLIMBED TO AN ALT OF APRX 10 FT AGL BEFORE DESCENDING TO GROUND IMPACT IN A NOSE LOW ATTITUDE.

Brief of Accident (Continued)

File No. - 537

4/27/86

MINDEN, NV

A/C Reg. No. N6VS

Time (Lc1) - 1500 PST

Occurrence #1 MISCELLANEOUS/OTHER
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)
1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
2. AIRCRAFT HANDLING - NOT MAINTAINED - 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 459 5/13/86 FALLON,NV

A/C Reg. No. N5644J

Time (Lcl) - 1630 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage

DESTROYED

Fire

NONE

Crew

Pass

Fatal

0

0

Injuries

Serious

1

0

Minor

0

0

None

0

0

-----Aircraft Information-----

Make/Model - MAULE M-6-235
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2500
No. of Seats - 2

Eng Make/Model - LYCOMING IO-540-W1A5D
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 235 HP

ELT Installed/Activated - YES/YES

Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL

Basic Weather - VMC

Wind Dir/Speed- UNK/NR

Visibility - 60.0 SM

Lowest Sky/Clouds - 4000 FT SCATTERED

Lowest Ceiling - 20000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

BATTLE MOUNTAIN,NV

Destination

LAS VEGAS,NV

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - VFR

Type Apch/Lndg - STRAIGHT-IN

FULL STOP

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - 04

Runway Lth/Wid - 3000/ 50

Runway Surface - DIRT

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 63

Biennial Flight Review

Current - YES

Months Since - 20

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 9275

Make/Model- 128

Instrument- 0

Multi-Eng - 5

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 5

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS ATTEMPTING A PRECAUTIONARY LANDING ON A REMOTE RANCH STRIP AFTER ENCOUNTERING TURBULENCE AND HIGH WINDS ENROUTE. CONTROL WAS LOST ON SHORT FINAL WHEN THE ACFT WAS CAUGHT BY A GUST OF WIND. THE ACFT CONTACTED THE GROUND ON ONE WINGTIP AND CARTWHEELED. OFFICIALS WHO EVACUATED THE PLT FROM THE WRECKAGE STATED THE WINDS VARIED FROM CALM TO VERY STRONG IN THE AREA.

Brief of Accident (Continued)

File No. - 459

5/13/86

FALLON,NV

A/C Reg. No. N5644J

Time (Lc1) - 1630 PDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - HIGH WIND
2. WEATHER CONDITION - TURBULENCE
3. PRECAUTIONARY LANDING - ATTEMPTED - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

4. AIRCRAFT HANDLING - NOT POSSIBLE - PILOT IN COMMAND
5. WEATHER CONDITION - GUSTS

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5

Factor(s) relating to this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 531	2/19/86	ELYRIA, OH	A/C Reg. No. N1523M	Time (Lcl) - 2112 EST
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-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
Type of Operation	-PERSONAL	DESTROYED	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	1	0	0	0
Accident Occurred During	-APPROACH	NONE	Crew Pass	0	3	0

-----Aircraft Information-----

Make/Model	- CESSNA 182P	Eng Make/Model	- CONTINENTAL O-470-S	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2950	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 230 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity	
Wx Briefing	- FSS	ON AIRPORT	
Method	- TELEPHONE		
Completeness	- UNK/NR	Airport Data	
Basic Weather	- IMC	LORAIN COUNTY REGIONAL	
Wind Dir/Speed	- 340/005 KTS	Runway Ident	- 07
Visibility	- .120 SM	Runway Lth/Wid	- 5000/ 100
Lowest Sky/Clouds	- 200 FT	Runway Surface	- UNK/NR
Lowest Ceiling	- 200 FT OBSCURED	Runway Status	- UNK/NR
Obstructions to Vision	- FOG		
Precipitation	- NONE		
Condition of Light	- NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 43	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 649
SE LAND	Months Since - 1	Make/Model - 182
	Aircraft Type - C-182	Instrument - 91
		Last 24 Hrs - 3
		Last 30 Days - 15
		Last 90 Days - 46

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT WAS CLEARED FOR AND EXECUTED A RWY 17 ILS APCH AT NIGHT. PRIOR TO BEGINNING THE APCH HE WAS INFORMED THAT VIS WAS 1/8 MILE. MINIMUM FOR THE APCH WAS 1/2 MILE. AT THE MIDDLE MARKER THE PLT RATED PAX IN THE RIGHT SEAT TOLD THE PIC THAT THE RWY WAS NOT IN SIGHT. THE PAX SAID HE HAD ACTIVATED THE RWY LIGHTS WHEN THE APCH WAS STARTED. TWO PAX, BOTH PLTS, REPORTED THAT THE MISSED APCH WAS INITIATED. ONE RECALLED NOTHING MORE. THE OTHER RECALLED A CRUNCH. TERRAIN AROUND THE ARPT WAS FLAT. THE ACFT STRUCK A TREE APRX 12 FT ABOVE THE GROUND AT A DISTANCE OF 2100 FT FROM THE RWY APCH END THRESHOLD ON A RELATIVE BEARING OF 230 DEGS. AT THE TIME OF IMPACT THE ACFT WAS IN A RIGHT TURN ON A HEADING OF 345 DEGS. THE MISSED APCH PROCEDURE CALLS FOR A CLIMB TO 1700 FT THEN A CLIMBING LEFT TURN TO 3000 FT. FLAPS WERE FOUND IN THE RETRACTED POSITION.

Brief of Accident (Continued)

File No. - 531

2/19/86

ELYRIA, OH

A/C Reg. No. N1523M

Time (Lc1) - 2112 EST

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - MISSED APPROACH (IFR)

Finding(s)

1. OBJECT - TREE(S)
2. IFR PROCEDURE - IMPROPER - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND
4. LIGHT CONDITION - DARK NIGHT
5. MISSED APPROACH - NOT FOLLOWED - PILOT IN COMMAND
6. WEATHER CONDITION - BELOW APPROACH MINIMUMS
7. CLIMB - NOT PERFORMED - PILOT IN COMMAND
8. RAISING OF FLAPS - PREMATURE - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,5,7

Factor(s) relating to this accident is/are finding(s) 3,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 558	3/13/86	TOLEDO, OH	A/C Reg. No. N3124P	Time (Lcl) - 0500 EST
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-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage NONE		Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew	1	0	0	0
Flight Conducted Under - 14 CFR 91	ON GROUND	Pass	0	0	0	0
Accident Occurred During - APPROACH						

-----Aircraft Information-----

Make/Model - PIPER PA-23	Eng Make/Model - LYCOMING O-320-A3B	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 3500	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 150 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- 080/007 KTS</p> <p>Visibility - .250 SM</p> <p>Lowest Sky/Clouds - PART OBS</p> <p>Lowest Ceiling - 300 FT OVERCAST</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - RAIN</p> <p>Condition of Light - UNK/NR</p>	<p>Itinerary</p> <p>Last Departure Point CLEVELAND, OH</p> <p>Destination SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - IFR</p> <p>Type of Clearance - IFR</p> <p>Type Apch/Lndg - ILS-COMPLETE</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data TOLEDO</p> <p>Runway Ident - 07</p> <p>Runway Lth/Wid - 8699/ 150</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>ATP</p> <p>SE LAND, ME LAND</p> <p>HELICOPTER</p>	<p>Age - 40</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 4</p> <p>Aircraft Type - PA-60</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 3973</p> <p>Make/Model- 400</p> <p>Instrument- 527</p> <p>Multi-Eng - 1223</p> <p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 132</p>
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Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

N3124P CRASHED WHILE ATTEMPTING AN ILS APPROACH TO RWY 07 AT EXPRESS AIRPORT IN TOLEDO, OH. THE PILOT HAD ATTEMPTED AN APPROACH AT METCALF AIRPORT BUT MISSED THE APPROACH BECAUSE OF THE WEATHER. THE AIRCRAFT CRASHED ABOUT 1 MILE SHORT OF THE AIRPORT IN A WOODED AREA. EXAMINATION OF THE WRECKAGE INDICATED THAT THE AIRCRAFT COLLIDED WITH TREES ABOUT 1200 FEET SOUTHWEST OF THE ACCIDENT SITE. THE EXAMINATION ALSO FAILED TO DISCLOSE ANY SYSTEM MALFUNCTION OR FAILURE. THE EXAMINATION OF THE ILS SYSTEM ALSO FAILED TO INDICATE THAT IT HAD MALFUNCTIONED. THE DECISION HEIGHT FOR THIS APPROACH IS 883 FEET MSL. IT WAS NOT DETERMINED WHY THE PILOT DESCENDED BELOW THE DECISION HEIGHT.

Brief of Accident (Continued)

File No. - 558

3/13/86

TOLEDO, OH

A/C Reg. No. N3124P

Time (Lc1) - 0500 EST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

1. OBJECT - TREE(S)
 2. LIGHT CONDITION - DARK NIGHT
 3. WEATHER CONDITION - LOW CEILING
 4. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
 5. IFR PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND
 6. DECISION HEIGHT - BELOW - PILOT IN COMMAND
 7. DESCENT - 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) 4,5,6,7

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. - 560	4/05/86	HAMILTON, OH	A/C Reg. No. N84394	Time (Lcl) - 1145 EST			
-----Basic Information-----							
Type Operating Certificate-NONE (GENERAL AVIATION)			Aircraft Damage	Injuries			
Type of Operation	-INSTRUCTIONAL		SUBSTANTIAL	Fatal	Serious	Minor	
Flight Conducted Under	-14 CFR 91		Fire	0	0	0	
Accident Occurred During	-LANDING		NONE	Crew Pass	0	0	
-----Aircraft Information-----							
Make/Model	- AERONCA 7AC	Eng Make/Model	- CONTINENTAL A-65-8F	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	HARRISON, OH					
Completeness	- N/A	Destination	Airport Data				
Basic Weather	- VMC	LOCAL					
Wind Dir/Speed	- 170/007 KTS	ATC/Airspace	Runway Ident - N/A				
Visibility	- 10.0 SM	Type of Flight Plan	Runway Lth/Wid - N/A				
Lowest Sky/Clouds	- 8000 FT	Type of Clearance	Runway Surface - ASPHALT				
Lowest Ceiling	- 8000 FT BROKEN	Type Apch/Lndg	Runway Status - DRY				
Obstructions to Vision	- NONE						
Precipitation	- NONE						
Condition of Light	- DAYLIGHT						
-----Personnel Information-----							
Pilot-In-Command	Age - 45	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT					
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)					
PRIVATE	Current - YES	Total	- 378	Last 24 Hrs - UNK/NR			
SE LAND	Months Since - 1	Make/Model	- 10	Last 30 Days- UNK/NR			
	Aircraft Type - 7AC	Instrument	- UNK/NR	Last 90 Days- UNK/NR			
		Multi-Eng	- UNK/NR	Rotorcraft - UNK/NR			
Instrument Rating(s) - NONE							
-----Narrative-----							
THE PLT MADE A LOW PASS OVER THE DRAG STRIP TO CHECK THE WIND. HE CLIMBED, MADE A 180 DEG TURN AND ATTEMPTED A NORMAL LANDING. ON ROLL OUT A WIND GUST WAS ENCOUNTERED WHICH TIPPED THE ACFT UP ON THE RIGHT WHEEL. IT VEERED OFF THE HARD SURFACE INTO A GUARD RAIL AND A CHAIN LINK FENCE. THE CFI STATED THAT IT HAPPENED SO FAST THAT HE WAS UNABLE TO GET HIS HANDS ON THE CONTROLS. THE PURPOSE OF THE FLT WAS TO GIVE A BFR TO THE PILOT.							

Brief of Accident (Continued)

File No. - 560

4/05/86

HAMILTON, OH

A/C Reg. No. N84394

Time (Lc1) - 1145 EST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
2. WEATHER CONDITION - CROSSWIND
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. REMEDIAL ACTION - NOT PERFORMED - PILOT IN COMMAND(CFI)
5. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
6. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

7. OBJECT - FENCE

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,4,5,6

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. - 591 5/03/86 CLYDE, OH A/C Reg. No. N3960S Time (Lcl) - 1300 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
Crew 0	0	1	0
Pass 0	0	1	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire NONE
Crew 0
Pass 0

-----Aircraft Information-----

Make/Model - CESSNA 172E
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-UNK/NR
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 350/010 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
GALION, OH
Destination
GREEN SPRINGS, OH

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

WEIKER FIELD
Runway Ident - N/A
Runway Lth/Wid - 1745/ 125
Runway Surface - GRASS/TURF
Runway Status - HIGH VEGETATION

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 52
Biennial Flight Review
Current - YES
Months Since - 17
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 1500
Make/Model- UNK/NR
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 30
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS APPROACHING A GRASS AIRSTRIIP WHEN THE ENG QUIT. A LANDING SHORT OF THE RWY IN A WHEAT FIELD RESULTED IN A COLLAPSED NOSE GEAR. EXAM OF THE ACFT REVEALED A BIRDS NEST INSIDE THE ENG COWLING, A DEAD MAGNETO, REVERSED "P" LEADS, AND ONE SHORTED SPARKPLUG. A FUEL SAMPLE DID NOT HAVE THE APPEARANCE OF AVIATION FUEL. THE ACFT DID NOT HAVE A CURRENT ANNUAL INSPECTION RECORDED IN THE LOG BOOK.

Brief of Accident (Continued)

File No. - 591

5/03/86

CLYDE, OH

A/C Reg. No. N3960S

Time (Lcl) - 1300 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. IGNITION SYSTEM, MAGNETO - FAILURE, TOTAL
2. NACELLE/PYLON - BLOCKED(PARTIAL)
3. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
4. IGNITION SYSTEM, IGNITION LEAD - IMPROPER

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

5. LANDING GEAR, NOSE GEAR - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 469	3/22/86	WHITEFIELD,OK	A/C Reg. No. N77483	Time (Lcl) - 1713 CST
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-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries		
Type of Operation -PERSONAL	Fire	Crew	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	1	0	0
Accident Occurred During -DESCENT			0	1	0

-----Aircraft Information-----

Make/Model - CESSNA 120	Eng Make/Model - CONTINENTAL C-85	ELT Installed/Activated - NO -N/A
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-----

<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- 235/015 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 STIGLER,OK</p> <p>Destination SEMINOLE,OK</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>COMMERCIAL</p> <p>SE LAND</p>	<p>Age - 46</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 - 2500</p> <p>Make/Model- UNK/NR</p> <p>Instrument- UNK/NR</p> <p>Multi-Eng - UNK/NR</p> <p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- UNK/NR</p> <p>Rotorcraft - UNK/NR</p>
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Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS FLYING AT VERY LOW ALTITUDE WHILE CIRCLING THE AREA AND MOST PROBABLY DID NOT SEE THE POWERLINE, DUE TO SUNGLARE, UNTIL AT VERY CLOSE RANGE. HE THEN PULLED UP STEEPLY IN THE STRONG AND GUSTY HEADWIND AND STALLED THE AIRCRAFT WITHOUT SUFFICIENT ALTITUDE TO RECOVER BEFORE GROUND IMPACT OCCURRED.

Brief of Accident (Continued)

File No. - 469

3/22/86

WHITEFIELD,OK

A/C Reg. No. N77483

Time (Lc1) - 1713 CST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

1. LIGHT CONDITION - SUNGLARE
2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
3. ALTITUDE - IMPROPER - PILOT IN COMMAND
4. PULL-UP - EXCESSIVE - PILOT IN COMMAND
5. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
6. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

7. TERRAIN CONDITION - HIGH OBSTRUCTION(S)

-----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. - 446	3/07/86	SILETZ,OR	A/C Reg. No. N4966	Time (Lcl) - 0940 PST
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-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED		Injuries	
Type of Operation - OTHER WORK USE	Fire	Crew	Fatal	Serious
Flight Conducted Under - 14 CFR 133	NONE	Pass	1	0
Accident Occurred During - DESCENT			0	0
			Minor	None
			0	0

-----Aircraft Information-----

Make/Model - AEROSPATIALE SE 318C	Eng Make/Model - ASTAZOU IIG	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 3650	Engine Type - TURBOJET	
No. of Seats - 2	Rated Power - 523 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- UNK/NR	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 1000 FT PART OBS	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 2500 FT BROKEN	Type Apch/Lndg - NONE	
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	Current - UNK/NR	Total - 6000	Last 24 Hrs - 1
HELICOPTER	Months Since - UNK/NR	Make/Model- 50	Last 30 Days- UNK/NR
	Aircraft Type - UNK/NR	Instrument- UNK/NR	Last 90 Days- UNK/NR
		Multi-Eng - UNK/NR	Rotorcraft - 6000

Instrument Rating(s) - HELICOPTER

-----Narrative-----

THE PLT UNSUCCESSFULLY ATTEMPTED TO LIFT A 1597 LB LOAD OF CEDAR BLOCKS WHICH WOULD HAVE PLACED THE HELICOPTER APRX 880 LBS OVER ITS MAX GROSS WEIGHT WITH AN EXTERNAL LOAD. THE PLT WAS SETTING THE LOAD DOWN FOR GROUND PERSONNEL TO UNLOAD SOME OF THE BLOCKS WHEN A LOSS OF PWR OCCURRED. THE HELICOPTER THEN DESCENDED TO GROUND IMPACT WITH THE EXTERNAL LOAD LINE STILL ATTACHED. INSPECTION REVEALED THE ENG SUSTAINED A COMPRESSOR STALL AND THE TURBINE SECTION OF THE ENG HAD BEEN BURNED.

Brief of Accident (Continued)

File No. - 446

3/07/86

SILETZ,OR

A/C Reg. No. N4966

Time (Lcl) - 0940 PST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation HOVER

Finding(s)

1. ENGINE ASSEMBLY - OTHER
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT - PILOT IN COMMAND
3. ENGINE ASSEMBLY - BURNED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

4. TERRAIN CONDITION - MOUNTAINOUS/HILLY

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1.

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. - 465 3/25/86 WASCO,OR A/C Reg. No. N54BF Time (Lcl) - 1605 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew	0	1	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	1	1
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - S.O.C.A.T.A. MS894A	Eng Make/Model - FRANKLIN 220	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2425	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 220 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	LA GRANDE,OR	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	WASCO,OR	WASCO STATE
Wind Dir/Speed- 160/002 KTS	ATC/Airspace	Runway Ident - 25
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2700/ 30
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 - 55	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 269
SE LAND	Months Since - 24	Last 24 Hrs - 3
	Aircraft Type - UNK/NR	Make/Model- 264
		Instrument- 2
		Last 30 Days- UNK/NR
		Last 90 Days- 5

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT HE ENCOUNTERED A WIND SHEAR ON FINAL. AT THE TIME OF THE ACCIDENT THE WIND WAS RECORDED TO BE FROM THE SOUTH/SOUTHEAST AT TWO KNOTS WITH PEAK WINDS AT FOUR KNOTS. WHEN THE PLT NOTICED THAT HIS AIRSPEED HAD DETERIORATED TO 50 MPH, HE WENT FROM 10 DEGREES OF FLAPS TO FULL FLAPS AND ALSO ADDED FULL POWER. THE ACFT STRUCK TWO TREES BEFORE IT DESCENDED TO THE GROUND IN A NOSE LOW ATTITUDE. THE ACFT HAS NO STALL WARNING INDICATOR.

Brief of Accident (Continued)

File No. - 465

3/25/86

WASCO,OR

A/C Reg. No. N54BF

Time (Lcl) - 1605 PST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. AIRCRAFT HANDLING - IMPROPER - 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 DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 466 4/11/86 HARLEN, OR A/C Reg. No. N88415 Time (Lcl) - 1615 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	DESTROYED		Fatal	Injuries		
Type of Operation -TEST FLIGHT	Fire	Crew	0	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -LANDING			0	0	0	0

-----Aircraft Information-----

Make/Model - BELLANCA 7GCBC	Eng Make/Model - LYCOMING O-320-A2D	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	HILLSBORO, OR	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	CORVALLIS, OR	
Wind Dir/Speed- 270/010 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 8.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 1700 FT	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - 1700 FT BROKEN	Type Apch/Lndg - GO AROUND	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-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 315
SE LAND, ME LAND, SE SEA	Months Since - 2	Last 24 Hrs - 4
	Aircraft Type - UNK/NR	Last 30 Days- UNK/NR
		Last 90 Days- 143
		Multi-Eng - 4

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT CONTACTED TREES AND DESCENDED TO GROUND IMPACT DURING AN ATTEMPTED GO-AROUND. THE GO-AROUND WAS ATTEMPTED AFTER THE PLT OVER SHOT THE FARM FIELD IN WHICH HE HAD INTENDED TO LAND.

Brief of Accident (Continued)

File No. - 466

4/11/86

HARLEN,OR

A/C Reg. No. N88415

Time (Lc1) - 1615 PST

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING

Finding(s)

1. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - HIGH OBSTRUCTION(S)
2. GO-AROUND - DELAYED - PILOT IN COMMAND
3. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
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

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 555	4/23/86	ECHO,OR	A/C Reg. No. N25SK	Time (Lcl) - 1559 PST
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-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage SUBSTANTIAL	Injuries	Fatal	Serious	Minor	None
Type of Operation -POSITIONING	Fire		0	0	0	1
Flight Conducted Under -14 CFR 91	Crew		0	0	0	0
Accident Occurred During -LANDING	Pass		0	0	0	0

-----Aircraft Information-----

Make/Model - GRUMMAN G164-A	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 - 3750	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	ECHO,OR	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 220/003 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	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 - 48	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - UNK/NR	Total - 14000	Last 24 Hrs - 9
SE LAND,ME LAND	Months Since - UNK/NR	Make/Model- 1800	Last 30 Days- UNK/NR
	Aircraft Type - UNK/NR	Instrument- UNK/NR	Last 90 Days- 230
		Multi-Eng - 3700	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

A LOSS OF POWER OCCURRED SHORTLY AFTER TAKEOFF ON A DOWNWIND DEPARTURE. A FORCED LANDING WAS ACCOMPLISHED ONTO A WHEAT FIELD DOWNHILL. THE AIRCRAFT NOSED OVER DURING THE LANDING ROLL. POST ACCIDENT INSPECTION OF THE AIRCRAFT DISCLOSED FUEL CONTAMINATION.

Brief of Accident (Continued)

File No. - 555

4/23/86

ECHO,OR

A/C Reg. No. N25SK

Time (Lc1) - 1559 PST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. FLUID,FUEL - CONTAMINATION

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - UNCONTROLLED

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

2. WEATHER CONDITION - TAILWIND
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

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. - 461 4/27/86 HUBBARD,OR A/C Reg. No. N65654 Time (Lcl) - 1630 PDT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	0	0

Type of Operation - 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 - 2350
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 - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 200/015 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 2000 FT
Lowest Ceiling - 2000 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - RAIN
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
AURORA,OR
Destination
HUBBARD,OR

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FULL STOP

Airport Proximity
ON AIRSTRIP

Airport Data

LENHARDTS AIRPARK
Runway Ident - UNK/NR
Runway Lth/Wid - 2256/ 150
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND

Age - 42

Biennial Flight Review

Current - YES
Months Since - 20
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 184	Last 24 Hrs	- UNK/NR
Make/Model-	106	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	9

Instrument Rating(s) - NONE

-----Narrative-----

DURING PRACTICE SIMULATED FORCED LANDING WITH THE POWER REDUCED TO IDLE AND GUSTING CROSSWINDS AIRSPEED WAS LOST. THE AIRCRAFT ENTERED INTO AN APPROACH STALL STRIKING THE GROUND NOSE FIRST AND THEN NOSING OVER INVERTED.

Brief of Accident (Continued)

File No. - 461

4/27/86

HUBBARD,OR

A/C Reg. No. N65654

Time (Lc1) - 1630 PDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. EMERGENCY PROCEDURE - SIMULATED - PILOT IN COMMAND
 2. WEATHER CONDITION - GUSTS
 3. WEATHER CONDITION - CROSSWIND
 4. STALL - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Occurrence #3 NOSE OVER
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 527	2/12/86	SHIPPENVILLE, PA	A/C Reg. No. N4877V	Time (Lcl) - 2100 EST
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----Basic Information----

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage DESTROYED	Fatal	Injuries		
Type of Operation - FERRY	Fire	Crew	Serious	Minor	None
Flight Conducted Under - 14 CFR 91	NONE	Pass	1	0	0
Accident Occurred During - DESCENT			0	0	0

----Aircraft Information----

Make/Model - CESSNA 303	Eng Make/Model - CONTINENTAL TS10-520-E	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 5150	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 310 HP	

----Environment/Operations Information----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	CLEVELAND, OH	
Completeness - PARTIAL, LMTD BY PILOT	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	CLARION COUNTY
Wind Dir/Speed - 280/009 KTS	ATC/Airspace	Runway Ident - 23
Visibility - 2.500 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 3500/ 75
Lowest Sky/Clouds -	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - 900 FT OBSCURED	Type Apch/Lndg - VOR/TVOR	Runway Status - SNOW - COMPACTED
Obstructions to Vision - FOG		
Precipitation - SNOW SHOWER		
Condition of Light - DAYLIGHT		

----Personnel Information----

Pilot-In-Command	Age - 33	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 3504
SE LAND, ME LAND	Months Since - 5	Make/Model - UNK/NR
	Aircraft Type - C-303	Instrument - UNK/NR
		Multi-Eng - 489
		Last 24 Hrs - UNK/NR
		Last 30 Days - UNK/NR
		Last 90 Days - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

----Narrative----

N4877V ARRIVED OVER CLARION COUNTY AIRPORT AT ABOUT 2100 HOURS, AND COMMENCED A VISUAL APPROACH FOR LANDING. MARGINAL VISUAL WEATHER CONDITIONS PREVAILED AT THE TIME OF THE ACCIDENT. THE FLIGHT WAS OBSERVED BY ANOTHER PILOT WAITING ON THE GROUND FOR THE AIRCRAFT. THIS PILOT REPORTED THAT THE AIRCRAFT WAS SEEN THROUGH A BREAK IN THE CLOUDS AS IT TURNED LEFT, SOUTHWEST, AS IF TO ESTABLISH A LEFT DOWNWIND FOR RUNWAY 05. THE AIRCRAFT WAS LOCATED IN A WOODED AREA SOUTHWEST OF THE AIRPORT. AN EXAMINATION OF THE WRECKAGE FAILED TO INDICATE ANY MALFUNCTION OR SYSTEM FAILURE. THE AIRCRAFT IMPACTED THE GROUND IN A NOSE LOW ATTITUDE AND THE WRECKAGE WAS CONFINED TO AN AREA INDICATIVE WITH A STALL TYPE ACCIDENT.

Brief of Accident (Continued)

File No. - 527

2/12/86

SHIPPENVILLE,PA

A/C Reg. No. N4877V

Time (Lcl) - 2100 EST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation APPROACH - VFR PATTERN - BASE TO FINAL

Finding(s)

1. WEATHER CONDITION - CLOUDS
2. WEATHER CONDITION - SNOW
3. LIGHT CONDITION - DARK NIGHT
4. WEATHER EVALUATION - INADEQUATE - PILOT IN COMMAND
5. VFR FLIGHT INTO IMC - PERFORMED - PILOT IN COMMAND
6. VFR PROCEDURES - NOT FOLLOWED - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - VFR PATTERN - BASE TO FINAL

Finding(s)

7. IMPROPER USE OF PROCEDURE, SPATIAL DISORIENTATION - PILOT IN COMMAND
8. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

9. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,6,7

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. - 553 4/28/86 JULIAN, PA A/C Reg. No. N40MS Time (Lcl) - 1330 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
DESTROYED
Fire
NONE

		Injuries			
	Fatal	Serious	Minor	None	
Crew	1	0	0	0	
Pass	0	0	0	0	
Other	0	1	0	0	

-----Aircraft Information-----

Make/Model - GLASER DIRK-DG-400
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 1014
No. of Seats - 1

Eng Make/Model - ROTAX BOMBARDIER
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 43 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 140/014 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
JULIAN, PA
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)

ATP
SE LAND, ME LAND

Age - 63

Biennial Flight Review

Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - EXPIRED

Flight Time (Hours)

Total	- 11475	Last 24 Hrs - UNK/NR
Make/Model-	373	Last 30 Days- 27
Instrument-	511	Last 90 Days- 68
Multi-Eng -	7117	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT OF N686U REPORTED HE WAS ESTABLISHED IN A WEAK THERMAL AT AN ALT OF APRX 2500 AGL WHEN TWO OTHER GLIDERS WERE SEEN. ONE AT APRX THE SAME ALT AND ONE BELOW HIS ALT. HE CONTINUED TO STATE THAT THE GLIDER WHICH WAS AT HIS ALT PASSED VERY CLOSE TO BUT UNDERNEATH HIS GLIDER. HE STATED HE MOMENTARILY LOST SIGHT OF THE GLIDER BEFORE SEEING IT TURN AND AND CONTINUE IN THE THERMAL, HOWEVER, BECAUSE OF HIS GLIDERS ATTITUDE HE WAS UNABLE TO MAINTAIN VISUAL CONTACT WITH THE OTHER GLIDER. N686U WAS THEN STRUCK FROM THE RIGHT REAR BY N40MS. BOTH PLTS THEN LOST CONTROL OF THEIR GLIDERS WHICH DESCENDED TO GROUND IMPACT.

Brief of Accident (Continued)

File No. - 553

4/28/86

JULIAN, PA

A/C Reg. No. N40MS

Time (Lc1) - 1330 EDT

Occurrence #1 MIDAIR COLLISION
Phase of Operation MANEUVERING

Finding(s)

1. VISUAL LOOKOUT - MISJUDGED - PILOT IN COMMAND
2. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
3. VISUAL LOOKOUT - NOT POSSIBLE - PILOT OF OTHER AIRCRAFT

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 553	4/28/86 JULIAN, PA	A/C Reg. No. N686U	Time (Lcl) - 1330 EDT
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-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Injuries			
	DESTROYED	Fatal	Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew 0	1	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -DESCENT		Other 1	0	0	0

-----Aircraft Information-----

Make/Model - SCHWEIZER SGS-1-26B	Eng Make/Model - N/A	ELT Installed/Activated - NO -N/A
Landing Gear - UNK/NR	Number Engines - N/A	Stall Warning System - NO
Max Gross Wt - 1021	Engine Type - N/A	
No. of Seats - 1	Rated Power - N/A	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	JULIAN, PA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 140/014 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 60	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 5250
SE LAND, ME LAND, ME SEA	Months Since - 1	Make/Model- 500
GLIDER	Aircraft Type - 2-22	Instrument- UNK/NR
		Multi-Eng - 2250
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 17
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT OF N686U REPORTED HE WAS ESTABLISHED IN WEAK THERMAL AT AN ALT OF APRX 2500 AGL WHEN TWO OTHER GLIDERS WERE SEEN. ONE AT APRX THE SAME ALT AND ONE BELOW HIS ALT. HE CONTINUED TO STATE THAT THE GLIDER WHICH WAS AT HIS ALT PASSED VERY CLOSE TO BUT UNDERNEATH HIS GLIDER. HE STATED HE MOMENTARILY LOST SIGHT OF THE GLIDER BEFORE SEEING IT TURN AND AND CONTINUE IN THE THERMAL, HOWEVER, BECAUSE OF HIS GLIDERS ATTITUDE HE WAS UNABLE TO MAINTAIN VISUAL CONTACT WITH THE OTHER GLIDER. N686U WAS THEN STRUCK FROM THE RIGHT REAR BY N40MS. BOTH PLTS THEN LOST CONTROL OF THEIR GLIDERS WHICH DESCENDED TO GROUND IMPACT.

Brief of Accident (Continued)

File No. - 553

4/28/86

JULIAN, PA

A/C Reg. No. N686U

Time (Lc1) - 1330 EDT

Occurrence #1 MIDAIR COLLISION
Phase of Operation MANEUVERING

Finding(s)

1. VISUAL LOOKOUT - NOT ATTAINED - PILOT OF OTHER AIRCRAFT
 2. CLEARANCE - NOT MAINTAINED - PILOT OF OTHER AIRCRAFT
 3. VISUAL LOOKOUT - NOT POSSIBLE - PILOT IN COMMAND
-

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 412	4/15/86	BORINQUEN, PR	A/C Reg. No. N9194H	Time (Lcl) - 2115 AST
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-----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	2
Accident Occurred During -TAXI		Pass 0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 172M	Eng Make/Model - LYCOMING O-320-E2D	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	BORINQUEN, PR	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	BORINQUEN
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 08
Visibility - 8.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 11700/ 200
Lowest Sky/Clouds - 3000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 22	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 217
	Months Since - N/A	Last 24 Hrs - 4
	Aircraft Type - N/A	Make/Model- 160
		Last 30 Days- UNK/NR
		Instrument- 25
		Last 90 Days- 40
		Multi-Eng - 2

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT AFTER COMPLETING A LOCAL FLT HE LANDED ON THE RWY AND NOTICED THAT THE TAXIWAY LIGHTS WERE INOPERATIVE WHERE HE WISHED TO TAXI. WHEN HE TAXIED OFF THE RWY THE PROPELLER AND LANDING GEAR STRUCK A CONCRETE CULVERT THAT WAS RESTING NEXT TO AN INOPERATIVE TAXI LIGHT AND AN OPEN MANHOLE COVER. NO RECORD OF ANY NOTAM ACTION REGARDING THE INOPERATIVE LIGHTS WAS FOUND DURING THE INVESTIGATION.

Brief of Accident (Continued)

File No. - 412

4/15/86

BORINQUEN, PR

A/C Reg. No. N9194H

Time (Lcl) - 2115 AST

Occurrence #1 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAXI - FROM LANDING

Finding(s)

1. OBJECT - RUNWAY LIGHT
 2. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND
 3. NOTAMS - NOT ISSUED - AIRPORT PERSONNEL
-

----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. - 438	4/22/86	SAN JUAN, PR	A/C Reg. No. N6155V	Time (Lcl) - 0930 EST
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-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries	
Type of Operation -INSTRUCTIONAL	Fire	Crew	Fatal	Serious
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0
Accident Occurred During -LANDING			0	0
			0	1
			0	0

-----Aircraft Information-----

Make/Model - CONSOLIDATED LAKE LA-4-200	Eng Make/Model - LYCOMING IO-360-A1B	ELT Installed/Activated - YES/NO
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 - 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	ISLA GRADE
Wind Dir/Speed- 080/009 KTS	ATC/Airspace	Runway Ident - 09
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5300/ 100
Lowest Sky/Clouds - 3000 FT SCATTERED	Type of Clearance - UNK/NR	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 55	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 70
	Months Since - N/A	Make/Model- 34
	Aircraft Type - N/A	Instrument- 0
		Last 24 Hrs - 8
		Last 30 Days- UNK/NR
		Last 90 Days- 32

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT ON LANDING THE ACFT STARTED TO PORPOISE. HE LOST CONTROL, THE LANDING GEAR COLLAPSED AND THE ACFT SLID TO A STOP ON THE RWY.

Brief of Accident (Continued)

File No. - 438

4/22/86

SAN JUAN, PR

A/C Reg. No. N6155V

Time (Lcl) - 0930 EST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 2. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 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. - 404	1/15/86	CONWAY, SC	A/C Reg. No. N6235Q	Time (Lcl) - 1853 EST
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-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries		
Type of Operation - INSTRUCTIONAL	Fire	Crew 0	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass 0	2	0	0
Accident Occurred During -DESCENT			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 - 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- CALM</p> <p>Visibility - 7.0 SM</p> <p>Lowest Sky/Clouds - 25000 FT SCATTERED</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - NIGHT(DARK)</p>	<p>Itinerary</p> <p>Last Departure Point CONWAY, SC</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 - TRAFFIC PATTERN</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data</p> <p>CONWAY-HORRY CO.</p> <p>Runway Ident - 04</p> <p>Runway Lth/Wid - 4400/ 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>CFI, FOREIGN</p> <p>SE LAND, ME LAND</p>	<p>Age - 24</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-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total - 987</td> <td>Last 24 Hrs - 3</td> </tr> <tr> <td>Make/Model- 450</td> <td>Last 30 Days- UNK/NR</td> </tr> <tr> <td>Instrument- 83</td> <td>Last 90 Days- 315</td> </tr> <tr> <td>Multi-Eng - 84</td> <td></td> </tr> </table>	Total - 987	Last 24 Hrs - 3	Make/Model- 450	Last 30 Days- UNK/NR	Instrument- 83	Last 90 Days- 315	Multi-Eng - 84	
Total - 987	Last 24 Hrs - 3									
Make/Model- 450	Last 30 Days- UNK/NR									
Instrument- 83	Last 90 Days- 315									
Multi-Eng - 84										

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING NIGHT FLIGHT INSTRUCTION FOR TAKEOFF AND LANDING PRACTICE, THE AIRCRAFT COLLIDED WITH TREES OFF THE APPROACH END OF THE RUNWAY AND IMPACTED THE GROUND 800 FEET SHORT OF THE RUNWAY. THE RUNWAY HAD BEEN RECENTLY EXTENDED AND THE TREES OFF THE END OF THE RUNWAY HAD BEEN SCHEDULED TO BE CLEARED PRIOR TO COMPLETING THE EXTENSION PROJECT. THE TREES WERE CLEARED THE DAY AFTER THIS ACCIDENT.

Brief of Accident (Continued)

File No. - 404

1/15/86

CONWAY, SC

A/C Reg. No. N6235Q

Time (Lc1) - 1853 EST

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 - INADEQUATE - PILOT IN COMMAND(CFI)
 4. FACILITY, INADEQUATE DESIGN(STANDARD/REQUIREMENT) - FAA(ORGANIZATION)
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

5. LIGHT CONDITION - DARK NIGHT
 6. 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) 1,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 583 2/25/86 ESTELLINE,SD A/C Reg. No. N5721D Time (Lcl) - 1730 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-22-150
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1840
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 - 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- 280/015 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
MILBANK,SD
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - STRAIGHT-IN
STOP AND GO

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)
STUDENT

Age - 38
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 15
Make/Model- 14
Instrument- 0
Last 24 Hrs - 2
Last 30 Days- UNK/NR
Last 90 Days- 2

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE STUDENT PLT, DURING THE LANDING ROLL ON A PUBLIC ROAD, THE ACFT HE WAS PILOTING ENCOUNTERED A CROSSWIND WHICH TIPPED THE LEFT WING UP. THE STUDENT PLT INDICATED THE ACFT NOSED OVER ONTO ITS BACK. THE PLT HAD PURCHASED THE ACFT APRX 1 HR PRIOR TO THE ACCIDENT.

Brief of Accident (Continued)

File No. - 583

2/25/86

ESTELLINE,SD

A/C Reg. No. N5721D

Time (Lcl) - 1730 CST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING - ROLL

Finding(s)

1. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - ROUGH/UNEVEN
 2. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
 3. WEATHER CONDITION - CROSSWIND
 4. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
 5. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

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) 2

Factor(s) relating to this accident is/are finding(s) 1,3,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 471

5/15/86

HURON, SD

A/C Reg. No. N53756

Time (Lcl) - 2015 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	1	0	0
0	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Fire NONE
Crew 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-A2D
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

Itinerary

Last Departure Point
HURON, SD
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Wind Dir/Speed- 330/003 KTS

Visibility - 10.0 SM

Lowest Sky/Clouds - 24000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DUSK

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 32

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	93	Last 24 Hrs -	2
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Make/Model-	38	Last 30 Days-	7
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Instrument-	3	Last 90 Days-	32
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Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CONTACTED POWERLINES AND DESCENDED UNCONTROLLED TO GROUND IMPACT. THE PLT REPORTED THAT HE WAS CHECKING FIELDS WHEN THE ACCIDENT OCCURRED. THE ACFT WAS TRAVELING TO THE WEST INTO THE SETTING SUN WHEN ACCIDENT OCCURRED.

Brief of Accident (Continued)

File No. - 471

5/15/86

HURON, SD

A/C Reg. No. N53756

Time (Lc1) - 2015 CDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)

1. ALTITUDE - INADEQUATE - PILOT IN COMMAND
 2. LIGHT CONDITION - SUNGLARE
 3. VISUAL LOOKOUT - REDUCED - PILOT IN COMMAND
 4. OBJECT - WIRE, TRANSMISSION
 5. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,5

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. - 520	2/11/86	COLUMBIA, TN	A/C Reg. No. N3403L	Time (Lcl) - 1620 CST
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-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Fatal	Injuries		
	SUBSTANTIAL		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 U206B	Eng Make/Model - CONTINENTAL IO-520-F	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3600	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 285 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	NASHVILLE, TN	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	COLUMBIA, TN	
Wind Dir/Speed- 320/010 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 2500 FT	Type of Clearance - VFR	Runway Surface - N/A
Lowest Ceiling - 2500 FT BROKEN	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 46	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1560
SE LAND, ME LAND	Months Since - 6	Make/Model- 366
	Aircraft Type - U-206B	Instrument- 62
		Multi-Eng - 525
		Last 24 Hrs - 5
		Last 30 Days- UNK/NR
		Last 90 Days- 35
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

SOON AFTER DEPARTURE THE PLT EXPERIENCED A SEVERE VIBRATION THROUGHOUT THE ACFT. ENG PWR WAS RETARDED AND THE VIBRATION SUBSIDED. THE PLT THEN NOTICED AILERON CONTROL PROBLEMS AND NOTICED THE LEFT WING TIP WAS MOVING UP AND DOWN. AN EMERGENCY LANDING WAS MADE IN A FIELD. INVESTIGATION REVEALED BOTH AILERONS HAD OVERTRAVELED AND WERE BENT. THE LEFT WING MAIN STRUCTURE WAS FOUND FRACTURES BUT HAD NOT SEPARATED. LINE SERVICE PERSONNEL REPORTED THAT THE ACFT DEPARTED WITH ONE HALF INCH OF SOLID ICE ON THE TOP SURFACES OF THE WING.

Brief of Accident (Continued)

File No. - 520

2/11/86

COLUMBIA, TN

A/C Reg. No. N3403L

Time (Lc1) - 1620 CST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. FLIGHT CONTROL,AILERON - FLUTTER
3. ICE/FROST REMOVAL FROM AIRCRAFT - DISREGARDED - PILOT IN COMMAND
4. IMPROPER USE OF PROCEDURE,SELF-INDUCED PRESSURE - PILOT IN COMMAND
5. FLT CONTROL SYST,AILERON CONTROL - LACK OF
6. WING - FAILURE,PARTIAL

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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) 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. - 524	3/17/86	CROSSVILLE, TN	A/C Reg. No. N7613J	Time (Lcl) - 1947 EST
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-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	3
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - PIPER PA-28R-180	Eng Make/Model - LYCOMING IO-360-B1E	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2500	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 180 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	ALBANY, GA	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LEXINGTON, KY	CROSSVILLE
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - N/A
Visibility - 12.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 25000 FT	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 25000 FT BROKEN	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 44	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 230
SE LAND	Months Since - 11	Make/Model- 230
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 5
		Last 30 Days- UNK/NR
		Last 90 Days- 23
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

ON TAKEOFF THE PLT SAW AN OIL LEAK AROUND THE PROP HUB. THE ACFT WAS RETURNED TO THE AIRPORT AND THE PROP GOVERNOR OIL TUBE FITTING WAS FOUND TO BE CRACKED. THE PART WAS REPLACED AND THE FLT WAS CONTINUED. THE PART WAS CHECKED DURING A LATER REFUELING STOP AND WAS NOT FOUND TO BE LEAKING. DURING CRUISE IN MOUNTAINOUS TERRAIN AN OIL LEAK WAS AGAIN SEEN. VECTORS WERE RECEIVED TO A NEARBY ARPT. THE ENG QUIT AND THE PLT ATTEMPTED AN EMERGENCY LANDING DURING WHICH THE ACFT STRUCK A TREE. EXAMINATION OF THE ENG SHOWED THAT THE OIL LINE FITTING HAD AGAIN CRACKED. BOTH FITTINGS WERE FOUND BY METALLURGICAL EXAMINATION TO HAVE FAILED DUE TO A LOW STRESS HIGH CYCLE FATIGUE INDUCED BY A HIGH MEAN TENSILE STRESS. THE OIL LINE WAS FOUND TO BE UNRESTRAINED ALTHOUGH THE SERVICE MANUAL CALLS FOR TWO CLAMPS. THE RESULTING VIBRATION INDUCED THE STRESS LOADS AS SEEN ON THE TWO FITTINGS.

Brief of Accident (Continued)

File No. - 524

3/17/86

CROSSVILLE, TN

A/C Reg. No. N7613J

Time (Lc1) - 1947 EST

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. LUBRICATING SYSTEM,OIL LINE - CRACKED
2. MAINTENANCE,ALIGNMENT - IMPROPER - OTHER MAINTENANCE PSNL
3. FLUID,OIL - LEAK
4. FLUID,OIL - EXHAUSTION

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY
5. TERRAIN CONDITION - NONE SUITABLE

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)

6. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 480	6/08/86	BENTON, TN	A/C Reg. No. N2135R	Time (Lcl) - 1630 EDT
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-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries	
Type of Operation -SIGHTSEEING	Fire	Crew	Fatal	Serious
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0
Accident Occurred During -LANDING			0	0
			0	1
				0

-----Aircraft Information-----

Make/Model - GROB FLUGZEUGBAU G103	Eng Make/Model - N/A	ELT Installed/Activated - NO -N/A
Landing Gear - UNK/NR	Number Engines - N/A	Stall Warning System - NO
Max Gross Wt - 1435	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	ON AIRPORT
Method - N/A	BENTON, TN	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	CHILHOWEE GLIDER PORT
Wind Dir/Speed- 270/005 KTS	ATC/Airspace	Runway Ident - 21
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2600/ 50
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - 5000 FT UNK/NR	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 56	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - YES	Total - 2149
SE LAND, ME LAND	Months Since - 11	Make/Model- 4
GLIDER	Aircraft Type - C-152	Instrument- 354
		Multi-Eng - 141
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 16

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE GLIDER LANDED SHORT OF THE RWY. THE PLT HAD OBSERVED ANOTHER ACFT ON THE RWY APCH END AND EXTENDED HIS BASE LEG. DURING THE TURN TO FINAL, HE DEPLOYED THE SPOILERS. HE REPORTED THAT THE ACFT EXPERIENCED A HIGH SINK RATE AFTER THE TURN, AND THAT HE SUBSEQUENTLY RETRACTED THE SPOILERS. THE ACFT DESCENDED BELOW THE TREES AND A TURN WAS MADE TO AVOID THEM. ANOTHER HIGH SINK RATE WAS EXPERIENCED AND THE ACFT STRUCK A TELEPHONE WIRE, THEN LANDED TAIL FIRST IN A GRASSY AREA NEAR THE RWY END. THE PLT STATED THAT THERE WERE THUNDERSTORMS IN THE AREA.

Brief of Accident (Continued)

File No. - 480

6/08/86

BENTON, TN

A/C Reg. No. N2135R

Time (Lcl) - 1630 EDT

Occurrence #1 UNDERSHOOT
Phase of Operation LANDING

Finding(s)

1. OBJECT - AIRCRAFT MOVING ON GROUND
2. PLANNED APPROACH - DELAYED - PILOT IN COMMAND
3. SPOILER EXTENSION - SELECTED - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT - PILOT IN COMMAND
5. PROPER GLIDEPATH - NOT MAINTAINED - PILOT IN COMMAND
6. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)

7. OBJECT - WIRE, STATIC

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

8. TERRAIN CONDITION - OPEN FIELD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5,6

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. - 549 1/02/86 TERRELL, TX A/C Reg. No. N27Y Time (Lcl) - 0730 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Injuries			
	SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation -BUSINESS	Fire	0	0	0	1
Flight Conducted Under -14 CFR 91	Crew	0	0	0	0
Accident Occurred During -DESCENT	Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - BEECH E18S	Eng Make/Model - P&W R-985-AN14B	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 9700	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 450 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - 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	ADA,OK	TERRELL
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 35
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4300/ 75
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 43	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 13600
SE LAND, ME LAND, SE SEA	Months Since - 9	Last 24 Hrs - 6
	Aircraft Type - UNK/NR	Make/Model- 2000
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- 135
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED THE ACFT YAWED LEFT ON TAKEOFF AND DESPITE ATTEMPTED REMEDIAL ACTION THE ACFT WOULD NOT CLEAR ODSTACLES ALONG THE FLT PATH. PWR WAS REDUCED AND A STRAIGHT IN LANDING WAS MADE IN A FLD APRX 1/4 MILE NORTH OF THE RWY. A WITNESS REPORTED THE ACFT WAS STILL IN GROUND EFFECT AT A POINT APRX 3000 FT DOWN THE RWY. WITNESS CONTINUED TO STATE THE ACFT TOUCHED DOWN NEAR THE END OF THE RWY, FULL PWR WAS ADDED AND THE ACFT WAS PULLED UP IN AN ATTEMPT TO CLIMB. THE ACFT THEN MUSHED TO GROUND IMPACT IN A FIELD. INVESTIGATION REVEALED THE ACFT WAS 269 LBS OVER MAX GROSS WEIGHT AT TAKEOFF AND THE AFT CG WAS 1.7 INCHES BEHIND THE AFT DATUM LIMIT. A LINE BOY WHO REFUELED THE ACFT JUST PRIOR TO THE ATTEMPTED TAKEOFF STATED THE ACFT WAS COVERED WITH FROST.

Brief of Accident (Continued)

File No. - 549

1/02/86

TERRELL, TX

A/C Reg. No. N27Y

Time (Lcl) - 0730 CST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
2. ICE/FROST REMOVAL FROM AIRCRAFT - NOT PERFORMED - PILOT IN COMMAND
3. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND
4. AIRSPEED(VLOF) - NOT OBTAINED - PILOT IN COMMAND
5. ROTATION - ATTEMPTED - PILOT IN COMMAND
6. STALL/MUSH

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 551	4/05/86	MONTAGUE, TX	A/C Reg. No. N810Q	Time (Lcl) - 1430 CST
-----Basic Information-----				
Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries	
		DESTROYED	Fatal	Serious
Type of Operation	-PERSONAL	Fire	Crew	Minor
Flight Conducted Under	-14 CFR 91	NONE	Pass	None
Accident Occurred During	-DESCENT			
-----Aircraft Information-----				
Make/Model	- BEECH 65	Eng Make/Model	- LYCOMING IGS0-480-A1A6	ELT Installed/Activated - YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System - UNK/NR
Max Gross Wt	- 7700	Engine Type	- RECIP-FUEL INJECTED	
No. of Seats	- 6	Rated Power	- 340 HP	
-----Environment/Operations Information-----				
Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP	
Method	- N/A	OKLAHOMA CITY, OK		
Completeness	- N/A	Destination	Airport Data	
Basic Weather	- VMC	BOWIE, TX		
Wind Dir/Speed	- 170/010 KTS	ATC/Airspace	Runway Ident - N/A	
Visibility	- 10.0 SM	Type of Flight Plan	Runway Lth/Wid - N/A	
Lowest Sky/Clouds	- 3000 FT SCATTERED	Type of Clearance	Runway Surface - GRASS/TURF	
Lowest Ceiling	- NONE	Type Apch/Lndg	Runway Status - DRY	
Obstructions to Vision	- NONE			
Precipitation	- NONE			
Condition of Light	- DAYLIGHT			
-----Personnel Information-----				
Pilot-In-Command	Age - 67	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)		
PRIVATE	Current - YES	Total - 10624	Last 24 Hrs	- 2
ME LAND	Months Since - UNK/NR	Make/Model - 50	Last 30 Days	- 9
	Aircraft Type - BE-65	Instrument - UNK/NR	Last 90 Days	- 18
		Multi-Eng - UNK/NR	Rotorcraft	- UNK/NR
Instrument Rating(s) - NONE				
-----Narrative-----				
THE PILOT WAS OBSERVED IN THE AREA FOR SEVERAL MINUTES WHILE HE WAS PERFORMING STEEP CLIMBS AND DESCENTS, LOW PASSES, AND BUZZING. WITNESSES REPORTED POWER WAS REMOVED FROM BOTH ENGINES SIMULTANEOUSLY, AS IF THE THROTTLES WERE RETARDED, FOLLOWED BY A LOUD POP. THE AIRCRAFT BEGAN TO WOBBLE SLIGHTLY AND THEN A SURGE OF ENGINE POWER WAS HEARD ONLY SECONDS BEFORE TREE IMPACT OCCURRED. THE AIRCRAFT THEN YAWED SHARPLY AND IMPACTED THE GROUND.				

Brief of Accident (Continued)

File No. - 551

4/05/86

MONTAGUE, TX

A/C Reg. No. N810Q

Time (Lcl) - 1430 CST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

1. AIRSPEED - NOT IDENTIFIED - PILOT IN COMMAND
2. LOW PASS - PERFORMED - PILOT IN COMMAND
3. BUZZING - PERFORMED - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OSTENTATIOUS DISPLAY - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)

6. OBJECT - TREE(S)

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,6

Factor(s) relating to this accident is/are finding(s) 2,3,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 550	4/12/86	DALLAS, TX	A/C Reg. No. N8047G	Time (Lcl) - 0040 CST
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-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Injuries	Fatal	Serious	Minor	None
Type of Operation - PERSONAL	Fire		1	0	0	0
Flight Conducted Under - 14 CFR 91	NONE	Crew	0	0	0	0
Accident Occurred During - DESCENT		Pass				

-----Aircraft Information-----

Make/Model - CESSNA 177RG	Eng Make/Model - LYCOMING IO-360-A1B6	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2800	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 200 HP	

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - IN PERSON</p> <p>Completeness - FULL</p> <p>Basic Weather - IMC</p> <p>Wind Dir/Speed- 040/014 KTS</p> <p>Visibility - 1.500 SM</p> <p>Lowest Sky/Clouds - 600 FT</p> <p>Lowest Ceiling - 600 FT OVERCAST</p> <p>Obstructions to Vision- FOG</p> <p>Precipitation - RAIN</p> <p>Condition of Light - NIGHT(DARK)</p>	<p>Itinerary</p> <p>Last Departure Point GALLUP, NM</p> <p>Destination ADDISON, TX</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - IFR</p> <p>Type of Clearance - IFR</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s) COMMERCIAL SE LAND, ME LAND</p>	<p>Age - 34</p> <p>Biennial Flight Review Current - UNK/NR Months Since - UNK/NR Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours) Total - 2200 Make/Model- UNK/NR Instrument- UNK/NR Multi-Eng - UNK/NR</p>
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Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR
Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT WAS ADVISED BY THE FAA WEATHER BRIEFER, PRIOR TO FLIGHT, AGAINST MAKING THIS FLIGHT DUE TO PRESENT AND FORECAST WEATHER CONDITIONS. AFTER ARRIVING IN THE GENERAL AREA OF HIS DESTINATION THE PLT OBSERVED THE WEATHER CONDITIONS AND COMMENTED ON THIER SEVERITY TO THE FAA CONTROLLER. THE LOCAL CONTROLLER SUGGESTED THREE TIMES THAT THE FLIGHT DIVERT TO LOVE FIELD. THE MOST PROBABLE REASON FOR THE PLT NOT DIVERTING WAS THAT A FRIEND WAS AWAITING HIS ARRIVAL AT ADDISON AIRPORT. THE PLT WAS POSSIBLY INCAPACITATED BY HAIL IMPACT AFTER THE WINDSHIELD HAD SEPARATED. FURTHERMORE, CESSNA ENGINEERS STATED THE AIRCRAFT MOST PROBABLY WOULD BE UNCONTROLLABLE WITHOUT THE WINDSHIELD IN PLACE.

Brief of Accident (Continued)

File No. - 550

4/12/86

DALLAS, TX

A/C Reg. No. N8047G

Time (Lc1) - 0040 CST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation MANEUVERING

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
2. FLIGHT INTO KNOWN ADVERSE WEATHER - INTENTIONAL - PILOT IN COMMAND
3. WEATHER CONDITION - THUNDERSTORM
4. PREFLIGHT BRIEFING SERVICE - DISREGARDED - PILOT IN COMMAND
5. WEATHER CONDITION - HAIL
6. WINDOW, FLIGHT COMPARTMENT WINDOW/WINDSHIELD - FAILURE, TOTAL
7. FLIGHT ADVISORIES - NOT FOLLOWED - PILOT IN COMMAND
8. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SELF-INDUCED PRESSURE - PILOT IN COMMAND
9. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5,6,7

Factor(s) relating to this accident is/are finding(s) 1,8,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 545	5/20/86	RIO HONDO, TX	A/C Reg. No. N717WL	Time (Lcl) - 1945 CDT
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-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Injuries			
	SUBSTANTIAL		Fatal	Serious	Minor
Type of Operation - PERSONAL	Fire	Crew	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	1
Accident Occurred During -LANDING					1

-----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 - NWS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELETYPE	BROWNSVILLE, TX	
Completeness - PARTIAL, LMTD BY PILOT	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 305/012 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 - 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 - 36	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - 7500
ME LAND, SE SEA	Months Since - UNK/NR	Last 24 Hrs - 4
	Aircraft Type - UNK/NR	Make/Model- 606
		Last 30 Days- UNK/NR
		Instrument- 142
		Last 90 Days- 310
		Multi-Eng - 1200

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE RIGHT ENG FAILED DURING CRUISE FLT AND THE PLT WAS UNSUCCESSFUL IN HIS ATTEMPT TO RESTART THE ENG. THE ACFT WAS UNABLE TO MAINTAIN ALT AND IMPACTED THE GROUND RESULTING IN SUBSTANTIAL DAMAGE TO THE ACFT. ALTHOUGH THERE WAS NO EVIDENCE OF ANY MALFUNCTION/FAILURE WHICH WOULD HAVE RESULTED IN THE ENG FAILURE, HOWEVER, LOW COMPRESSION WAS FOUND ON THREE OF THE CYLINDERS AND THE MAGNETOS WERE OUT OF TIMING.

Brief of Accident (Continued)

File No. - 545

5/20/86

RIO HONDO, TX

A/C Reg. No. N717WL

Time (Lcl) - 1945 CDT

Occurrence #1 LOSS OF POWER
Phase of Operation CRUISE

Finding(s)

1. UNDETERMINED
2. ENGINE ASSEMBLY, BEARING - LOW COMPRESSION
3. MAINTENANCE - POOR - COMPANY MAINTENANCE PSNL
4. IGNITION SYSTEM, MAGNETO - OTHER
5. MAINTENANCE, ADJUSTMENT - IMPROPER - COMPANY MAINTENANCE PSNL

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) 1

Factor(s) relating to this accident is/are finding(s) 2,3,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 428	6/05/86	LA FERIA, TX	A/C Reg. No. N8813Q	Time (Lcl) - 1230 CDT
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-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage		Injuries		
Type of Operation - AERIAL APPLICATION	DESTROYED		Fatal	Serious	Minor
Flight Conducted Under -14 CFR 137	Fire	Crew	1	0	0
Accident Occurred During -DESCENT	ON GROUND	Pass	0	0	0

-----Aircraft Information-----

Make/Model - AERO COMMANDER S2R	Eng Make/Model - P&W R1340 AN-1	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 6000	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	MERCEDES, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 120/005 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 8000 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 - 66	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - UNK/NR	Total - 20000	Last 24 Hrs - 6
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model- UNK/NR	Last 30 Days- 35
	Aircraft Type - UNK/NR	Instrument- UNK/NR	Last 90 Days- 35
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT CONTACTED GUY WIRES WHICH SUPPORTED A 1000 FT HIGH TELEVISION TOWER. IMPACT WITH THE WIRES OCCURRED AT AN ALT OF APRX 300 FT.

Brief of Accident (Continued)

File No. - 428

6/05/86

LA FERIA, TX

A/C Reg. No. N8813Q

Time (Lc1) - 1230 CDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. OBJECT - WIRE, STATIC
2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
3. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 429 6/05/86 LA FERIA, TX A/C Reg. No. N552Y Time (Lcl) - 1430 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
DESTROYED

Injuries			
Fatal	Serious	Minor	None
Crew 0	0	0	1
Pass 0	0	0	0

Type of Operation -AERIAL APPLICATION
Flight Conducted Under -14 CFR 137
Accident Occurred During -DESCENT

Fire NONE
Crew 0
Pass 0

-----Aircraft Information-----

Make/Model - GRUMMAN G-164
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 3750
No. of Seats - 1

Eng Make/Model - P&W R-985-AN14B
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 450 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- UNK/NR
Visibility - UNK/NR
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SANTA ROSA, TX
Destination
LOCAL

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 - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL
SE LAND, ME LAND

Age - 53

Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - C-210

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total - 14000	Last 24 Hrs - 5
Make/Model- 10000	Last 30 Days- UNK/NR
Instrument- UNK/NR	Last 90 Days- UNK/NR
Multi-Eng - 1000	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AS THE PLT WAS MAKING A SWATH RUN, HE STARTED TO CROSS UNDER POWER LINES, BUT SAW THE PROFILE VIEW OF A ROAD MARKER. WHEN HE PULLED UP TO AVOID THE ROAD MARKER, THE ACFT STRUCK THE WIRES, ROLLED TO THE LEFT & COLLIDED WITH THE GROUND.

Brief of Accident (Continued)

File No. - 429

6/05/86

LA FERIA, TX

A/C Reg. No. N552Y

Time (Lc1) - 1430 CDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. PLANNING-DECISION - INADEQUATE - PILOT IN COMMAND
 2. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
 3. MANEUVER - PERFORMED - PILOT IN COMMAND
 4. OBJECT - WIRE, TRANSMISSION
 5. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - AERIAL APPLICATION

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5

Factor(s) relating to this accident is/are finding(s) 1,2,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 425	6/23/86	GEORGETOWN, TX	A/C Reg. No. N3737K	Time (Lcl) - 2230 CDT
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-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Injuries			
	SUBSTANTIAL		Fatal	Serious	Minor
Type of Operation - INSTRUCTIONAL	Fire	Crew	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -LANDING					None

-----Aircraft Information-----

Make/Model - PIPER PA-28-140	Eng Make/Model - LYCOMING O-320-E2A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2050	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	GEORGETOWN
Wind Dir/Speed- 150/004 KTS	ATC/Airspace	Runway Ident - 17
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4100/ 150
Lowest Sky/Clouds - 25000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 41	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 772
SE LAND	Months Since - 15	Make/Model- 33
	Aircraft Type - UNK/NR	Instrument- 115
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 47

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE INSTRUCTOR PILOT WAS DEMONSTRATING NIGHT LANDINGS TO HIS STUDENT PILOT, WHEN THE AIRCRAFT VEERED TO THE RIGHT ON TOUCHDOWN. THE INSTRUCTOR THOUGHT HIS STUDENT WAS ON THE RIGHT RUDDER, BUT FAILED TO OVERRIDE HIM BY APPLYING LEFT RUDDER. THE NEXT MORNING REVEALED THE AIRCRAFT HAD COLLIDED WITH A DEER ON TOUCHDOWN AND HAD CONTINUED TO DRAG THE DEER SOME DISTANCE WITH THE RIGHT MAIN GEAR, CAUSING THE AIRCRAFT TO VEER TO THE RIGHT.

Brief of Accident (Continued)

File No. - 425

6/23/86

GEORGETOWN, TX

A/C Reg. No. N3737K

Time (Lc1) - 2230 CDT

Occurrence ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. OBJECT - ANIMAL(S)
2. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 470	7/07/86	SAN ANTONIO, TX	A/C Reg. No. N9165P	Time (Lcl) - 1326 CDT
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-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation - PERSONAL	Fire	Crew	0	Serious	Minor
Flight Conducted Under - 14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During - LANDING					None
					1
					1

-----Aircraft Information-----

Make/Model - PIPER PA-24-260	Eng Make/Model - LYCOMING O-540-E4A5	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3200	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 260 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	EL PASO, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	SAN ANTONIO INTERNATIONAL
Wind Dir/Speed- 170/010 KTS	ATC/Airspace	Runway Ident - 12L
Visibility - 10.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 5430/ 100
Lowest Sky/Clouds - 4000 FT SCATTERED	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 45	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 400	Last 24 Hrs - 5
SE LAND	Months Since - UNK/NR	Make/Model- 100	Last 30 Days- UNK/NR
	Aircraft Type - UNK/NR	Instrument- UNK/NR	Last 90 Days- 17
		Multi-Eng - 10	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT WAS CLEARED TO LAND ON RUNWAY 12L WHEN HE ENCOUNTERED WIND GUSTS ON TOUCHDOWN CAUSING THE AIRCRAFT TO VEEER OFF THE RUNWAY INTO A GRASSY AREA.

Brief of Accident (Continued)

File No. - 470

7/07/86

SAN ANTONIO, TX

A/C Reg. No. N9165P

Time (Lcl) - 1326 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - GUSTS
 2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 497 1/19/86 CEDAR CITY, UT A/C Reg. No. N5950D Time (Lcl) - 1410 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries				
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	Crew	0	0	0	1
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	1	1
Accident Occurred During	-LANDING						

-----Aircraft Information-----

Make/Model	- PIPER PA-22-150	Eng Make/Model	- LYCOMING O-320-A1A	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1840	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 150 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	OFF AIRPORT/STRIP
Method	BERYL JUNCTION, UT	
Completeness	Destination	Airport Data
- WEATHER NOT PERTINENT	PAROWAN, UT	Runway Ident
Basic Weather		- N/A
- VMC	ATC/Airspace	Runway Lth/Wid
Wind Dir/Speed	Type of Flight Plan	- N/A
- 190/015 KTS	- NONE	Runway Surface
Visibility	Type of Clearance	- DIRT
- 30.0 SM	- NONE	Runway Status
Lowest Sky/Clouds	Type Apch/Lndg	- SOFT
- CLEAR	- FORCED LANDING	
Lowest Ceiling		
- NONE		
Obstructions to Vision		
- NONE		
Precipitation		
- NONE		
Condition of Light		
- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 44	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current	- YES	Total
SE LAND	Months Since	- 12	- 388
	Aircraft Type	- UNK/NR	Make/Model
			- 10
			Instrument
			- 5
			Multi-Eng
			- UNK/NR
			Rotorcraft
			- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT WHILE IN CRUISE FLT, A LOUD NOISE WAS HEARD FOLLOWED BY AIR ENTERING THE COCKPIT. THE PLT SAID HE INITIALLY REDUCED PWR, NOT KNOWING WHAT THE PROBLEM WAS. ACCORDING TO THE PLT, WHEN NO VISUAL PROBLEM WITH THE AIRCRAFT WAS FOUND, HE ADDED PWR, BUT WAS UNABLE TO MAINTAIN ALT & NOTICED SOME DIRECTIONAL CONTROL PROBLEMS. DURING THE FORCED LANDING, THE ACFT NOSED OVER ONTO ITS BACK. DURING THE INVESTIGATION, IT WAS DETERMINED THAT THE FABRIC AT THE TOP OF THE OUTSIDE WINDSCREEN HAD SEPARATED & FORMED A LARGE SCOOP AREA. AD 74-17-04 WHICH REQUIRED THE INSTALLATION OF PIPER SERVICE KIT # 754-404, HAD NOT BEEN COMPLIED WITH.

Brief of Accident (Continued)

File No. - 497

1/19/86

CEDAR CITY,UT

A/C Reg. No. N5950D

Time (Lcl) - 1410 MST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CRUISE

Finding(s)

1. FUSELAGE,SKIN - SEPARATION
 2. MAINTENANCE,COMPLIANCE WITH AD - NOT FOLLOWED - COMPANY/OPERATOR MGMT
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - UNCONTROLLED

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - ROUGH/UNEVEN
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 570	3/02/86	EPHRAIM,UT	A/C Reg. No. N7879U	Time (Lcl) - 1845 MST
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-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation -PERSONAL	Fire	Crew	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	1
Accident Occurred During -LANDING			0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 172F	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-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	BOISE,ID	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	EPHRAIM,UT	Runway Ident - N/A
Wind Dir/Speed- 030/006 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 30.0 SM	Type of Flight Plan - VFR	Runway Surface - N/A
Lowest Sky/Clouds - 13000 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 - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 56	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 188
SE LAND	Months Since - 10	Make/Model- 125
	Aircraft Type - C-172	Instrument- 0
		Last 24 Hrs - 8
		Last 30 Days- UNK/NR
		Last 90 Days- 25

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE PLT, UPON HIS ARRIVAL AT THE DEST ARPT, HE COULD NOT ACTIVATE THE RWY LGHTS BY RADIO, SO HE PROCEEDED TO THE NEAREST ARPT. HE STATED HE COULD NOT FIND HIS ALTERNATE ARPT BEACON LIGHT, SO HE REVERSED DIRECTION AND HEADED ONCE MORE TO HIS ORIGINAL DEST. THE PLT SAID THE ENG QUIT BEFORE HE REACHED THE ARPT AND A FORCED LANDING WAS ACCOMPLISHED WITHOUT A LANDING LIGHT BECAUSE IT WAS INOP. THE PLT SAID THE ACCIDENT COULD HAVE BEEN AVOIDED IF HE HAD CALLED SLC FSS AND RECEIVED LOCAL NOTAMS.

Brief of Accident (Continued)

File No. - 570

3/02/86

EPHRAIM,UT

A/C Reg. No. N7879U

Time (Lcl) - 1845 MST

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. NOTAMS - ISSUED - AIRPORT PERSONNEL
4. NOTAMS - NOT OBTAINED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)

5. LANDING LIGHT - INOPERATIVE
6. TERRAIN CONDITION - ROUGH/UNEVEN
7. LIGHT CONDITION - DARK NIGHT

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

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. - 576	3/06/86	BOUNTIFUL, UT	A/C Reg. No. N91319	Time (Lcl) - 1730 MST
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-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Injuries	Fatal	Serious	Minor	None
Type of Operation - PERSONAL	Fire		0	0	0	1
Flight Conducted Under - 14 CFR 91	NONE	Crew	0	0	0	0
Accident Occurred During - DESCENT		Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-38-112	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 112 HP	

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 350/006 KTS</p> <p>Visibility - 30.0 SM</p> <p>Lowest Sky/Clouds - 12000 FT SCATTERED</p> <p>Lowest Ceiling - 30000 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 LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TOUCH AND GO</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data</p> <p>SALT LAKE SKYPARK</p> <p>Runway Ident - 34</p> <p>Runway Lth/Wid - 4700/ 70</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) STUDENT</p>	<p>Age - 55</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 - 38</p> <p>Make/Model- 32</p> <p>Instrument- 0</p> <p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 32</p>
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Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE STUDENT PLT, TOUCH AND GO LANDINGS WERE BEING PRACTICED WHEN THE ACFT STALLED ON TAKEOFF. WITNESSES STATED THE PLT LOWERED THE NOSE IN AN ATTEMPT TO RECOVER FROM THE STALL, HOWEVER, THE ACFT CONTACTED THE RWY.

Brief of Accident (Continued)

File No. - 576

3/06/86

BOUNTIFUL,UT

A/C Reg. No. N91319

Time (Lcl) - 1730 MST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 2. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

4. TERRAIN CONDITION - RUNWAY
-

-----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. - 574	4/08/86	ST GEORGE, UT	A/C Reg. No. N2436D	Time (Lcl) - 1345 MST
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-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation - PERSONAL	Fire	Crew	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -LANDING				1	1

-----Aircraft Information-----

Make/Model - CESSNA 170B	Eng Make/Model - CONTINENTAL C-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 - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	ESCALANTE, UT	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	ST. GEORGE MUNICIPAL
Wind Dir/Speed- 270/012 KTS	ATC/Airspace	Runway Ident - 34
Visibility - 100.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 6100/ 100
Lowest Sky/Clouds - 9000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 44	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 401
SE LAND, SE SEA	Months Since - 22	Make/Model- 201
	Aircraft Type - C-182	Instrument- 5
		Last 24 Hrs - 4
		Last 30 Days- UNK/NR
		Last 90 Days- 19

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THE ACFT ENCOUNTERED A CROSSWIND AND GROUND LOOPED DURING THE LANDING TOUCHDOWN.

Brief of Accident (Continued)

File No. - 574

4/08/86

ST GEORGE, UT

A/C Reg. No. N2436D

Time (Lcl) - 1345 MST

Occurrence #1 ON GROUND ENCOUNTER WITH WEATHER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
 4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 597	4/20/86	ROOSEVELT, UT	A/C Reg. No. N180BK	Time (Lcl) - 1210 MST
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-----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 - APPROACH		Pass 0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 180G	Eng Make/Model - CONTINENTAL O-470-R	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2800	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 230 HP	

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- VARIABLE</p> <p>Visibility - 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 ROOSEVELT, UT</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 - GO AROUND</p>	<p>Airport Proximity ON AIRSTRIP</p> <p>Airport Data</p> <p>Runway Ident - 27</p> <p>Runway Lth/Wid - 2000 -UNK/NR</p> <p>Runway Surface - DIRT</p> <p>Runway Status - DRY 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 - 32</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 13</p> <p>Aircraft Type - C-T207</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total - 298</td> <td>Last 24 Hrs - 1</td> </tr> <tr> <td>Make/Model- 54</td> <td>Last 30 Days- UNK/NR</td> </tr> <tr> <td>Instrument- 3</td> <td>Last 90 Days- 30</td> </tr> </table>	Total - 298	Last 24 Hrs - 1	Make/Model- 54	Last 30 Days- UNK/NR	Instrument- 3	Last 90 Days- 30
Total - 298	Last 24 Hrs - 1							
Make/Model- 54	Last 30 Days- UNK/NR							
Instrument- 3	Last 90 Days- 30							

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT AFTER "LANDING LONG", HE DECIDED TO INITIATE A GO-AROUND. THE PLT SAID THE AIRCRAFT HE WAS PILOTING CONTACTED A PARKED AIRCRAFT DURING THE GO-AROUND WHICH RESULTED IN THE ACCIDENT.

Brief of Accident (Continued)

File No. - 597

4/20/86

ROOSEVELT, UT

A/C Reg. No. N180BK

Time (Lcl) - 1210 MST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SOFT
 2. JUDGEMENT - POOR - PILOT IN COMMAND
 3. OBJECT - AIRCRAFT PARKED
 4. GO-AROUND - DELAYED - PILOT IN COMMAND
-

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - GO-AROUND (VFR)

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 444	2/01/86	BLACK DIAMOND, WA	A/C Reg. No. N4339N	Time (Lc1) - 1351 PST
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-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Injuries	Fatal	Serious	Minor	None
Type of Operation - PERSONAL	Fire		1	0	0	0
Flight Conducted Under -14 CFR 91		Crew	0	0	0	0
Accident Occurred During -DESCENT	NONE	Pass				

-----Aircraft Information-----

Make/Model - CESSNA 195	Eng Make/Model - JACOBS R-755-A2	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3500	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 5	Rated Power - 300 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	BOISE, ID	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	KENT, WA	Runway Ident - N/A
Wind Dir/Speed- 200/007 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 20.0 SM	Type of Flight Plan - VFR	Runway Surface - N/A
Lowest Sky/Clouds - 3500 FT SCATTERED	Type of Clearance - IFR	Runway Status - N/A
Lowest Ceiling - 25000 FT BROKEN	Type Apch/Lndg - TRAFFIC PATTERN	
Obstructions to Vision- NONE	STRAIGHT-IN	
Precipitation - NONE	FULL STOP	
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 25	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, ATP, CFI	Current - YES	Total - 3200
SE LAND, ME LAND	Months Since - 2	Make/Model- 500
	Aircraft Type - SA 227	Instrument- 1020
		Multi-Eng - 1600

Instrument Rating(s) - AIRPLANE	<table border="0" style="width: 100%;"> <tr> <td style="width: 30%;">Last 24 Hrs - 0</td> </tr> <tr> <td>Last 30 Days- UNK/NR</td> </tr> <tr> <td>Last 90 Days- UNK/NR</td> </tr> </table>	Last 24 Hrs - 0	Last 30 Days- UNK/NR	Last 90 Days- UNK/NR
Last 24 Hrs - 0				
Last 30 Days- UNK/NR				
Last 90 Days- UNK/NR				

-----Narrative-----

RADAR TRACK SHOWS C195 PLT WAS DESCENDING INTO CONGESTED AIRSPACE AT ABOUT 192 MPH, ABOVE MAX STRUCTURAL CRUISE SPEED OF 178 MPH, LESS THAN 1 MIN FROM TRAFFIC PATTERN ENTRY. RADAR DATA AND WITNESS CONFIRM A SECOND ACFT IN PROXIMITY, ENGAGED IN AEROBATICS. WHILE MANEUVERING, C195 PLT EXCEEDED DESIGN LIMITS AND ACFT RT WING FAILED IN STRUCTURAL OVERLOAD.

Brief of Accident (Continued)

File No. - 444

2/01/86

BLACK DIAMOND, WA

A/C Reg. No. N4339N

Time (Lcl) - 1351 PST

Occurrence #1 NEAR COLLISION BETWEEN AIRCRAFT
Phase of Operation DESCENT

Finding(s)

1. AIRSPEED(VMO) - EXCEEDED - PILOT IN COMMAND
2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
3. AEROBATICS - PERFORMED - PILOT OF OTHER AIRCRAFT
4. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT

Occurrence #2 ABRUPT MANEUVER
Phase of Operation MANEUVERING

Finding(s)

5. MANEUVER - EXCESSIVE - PILOT IN COMMAND
6. WING, SPAR - OVERLOAD
7. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - 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) 1,5,7

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. - 410 4/05/86 SEATTLE, WA A/C Reg. No. N99034 Time (Lcl) - 1430 PST

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage

Injuries

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - DESCENT

DESTROYED

Fire
NONE

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	0	0	0	0
Other	3	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 172P
Landing Gear - FLOAT
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/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

Itinerary

Last Departure Point
SEATTLE, WA
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Wind Dir/Speed- 270/008 KTS
Visibility - 40.0 SM
Lowest Sky/Clouds - 2000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

ATC/Airspace

Type of Flight Plan - COMPANY (VFR)
Type of Clearance - NONE
Type Apch/Lndg - NONE

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND, SE SEA

Age - 19

Biennial Flight Review

Current - YES
Months Since - 6
Aircraft Type - C-172P

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 98	Last 24 Hrs	- UNK/NR
Make/Model-	25	Last 30 Days-	UNK/NR
Instrument-	3	Last 90 Days-	7

Instrument Rating(s) - NONE

-----Narrative-----

N99034 DEPARTED KENMORE AIR HARBOR ON A SHORT LOCAL SOLO FLIGHT. WITNESSES REPORTED OBSERVING THE AIRCRAFT TAKEOFF AND INITIATE A CLIMB TO THE SOUTH. N65783 WAS RETURNING FROM A RECCRENCY CHECK FLIGHT AND WAS APPROACHING FROM A SOUTHERLY DIRECTION IN A CLIMB HAVING JUST COMPLETED A TOUCH AND GO LANDING. BOTH AIRCRAFT WERE APPROXIMATELY 200 FEET MSL AT THE TIME OF THE COLLISION. THE RIGHT WING FROM N99034 SEPARATED IN AN AFTWARDS FASHION UPON IMPACT WITH THE RIGHT FLOAT OF N65783. A 49 INCH SECTION OF OUTBOARD RIGHT WING FROM N65783 SEPARATED DURING ITS PENETRATION INTO THE COCKPIT OF N99034. NUMEROUS BOATS WERE OBSERVED ON THE LAKE SURFACE AND CLEAR SUNNY METEOROLOGICAL CONDITIONS PREVAILED.

Brief of Accident (Continued)

File No. - 410

4/05/86

SEATTLE,WA

A/C Reg. No. N99034

Time (Lcl) - 1430 PST

Occurrence #1 MIDAIR COLLISION
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
2. IMPROPER DECISION, DIVERTED ATTENTION - PILOT IN COMMAND
3. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT
4. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
5. CLEARANCE - NOT MAINTAINED - PILOT OF OTHER AIRCRAFT

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4,5

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 410 4/05/86 SEATTLE, WA A/C Reg. No. N65783 Time (Lcl) - 1430 PST

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage					
	DESTROYED		Fatal	Injuries		
Type of Operation - INSTRUCTIONAL	Fire	Crew	2	Serious	Minor	None
Flight Conducted Under - 14 CFR 91	NONE	Pass	1	0	0	0
Accident Occurred During - DESCENT		Other	1	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 172P	Eng Make/Model - LYCOMING O-320-D2J	ELT Installed/Activated - YES-UNK/NR
Landing Gear - FLOAT	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2400	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 160 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SEATTLE, WA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	KENMORE AIR HARBOR
Wind Dir/Speed- 270/008 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 40.0 SM	Type of Flight Plan - COMPANY (VFR)	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 2000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - WATER
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 - UNK/NR	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - YES	Total - 1590
SE LAND, SE SEA	Months Since - 11	Make/Model- 804
	Aircraft Type - C-180	Instrument- 97
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

N99034 DEPARTED KENMORE AIR HARBOR ON A SHORT LOCAL SOLO FLIGHT. WITNESSES REPORTED OBSERVING THE AIRCRAFT TAKEOFF AND INITIATE A CLIMB TO THE SOUTH. N65783 WAS RETURNING FROM A RECCURENCY CHECK FLIGHT AND WAS APPROACHING FROM A SOUTHERLY DIRECTION IN A CLIMB HAVING JUST COMPLETED A TOUCH AND GO LANDING. BOTH AIRCRAFT WERE APPROXIMATELY 200 FEET MSL AT THE TIME OF THE COLLISION. THE RIGHT WING FROM N99034 SEPARATED IN AN AFTWARDS FASHION UPON IMPACT WITH THE RIGHT FLOAT OF N65783. A 49 INCH SECTION OF OUTBOARD RIGHT WING FROM N65783 SEPARATED DURING ITS PENETRATION INTO THE COCKPIT OF N99034. NUMEROUS BOATS WERE OBSERVED ON THE LAKE SURFACE AND CLEAR SUNNY METEOROLOGICAL CONDITIONS PREVAILED.

Brief of Accident (Continued)

File No. - 410

4/05/86

SEATTLE,WA

A/C Reg. No. N65783

Time (Lcl) - 1430 PST

Occurrence #1 MIDAIR COLLISION
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
 2. IMPROPER DECISION,DIVERTED ATTENTION - PILOT IN COMMAND
 3. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT
 4. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
 5. CLEARANCE - NOT MAINTAINED - PILOT OF OTHER AIRCRAFT
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4,5

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 534	4/10/86	SPOKANE, WA	A/C Reg. No. N318M	Time (Lcl) - 1245 PST
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-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries		
			Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew 0	1	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	1	0
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - MORLEY AVID FLYER	Eng Make/Model - CUYUNA RR-430	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 850	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 43 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SPOKANE, WA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	FELTS FIELD
Wind Dir/Speed- 250/008 KTS	ATC/Airspace	Runway Ident - 21
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4500/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - CONCRETE
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE	FORCED LANDING	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 47	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 361
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model- 37
	Aircraft Type - UNK/NR	Instrument- 62
		Multi-Eng - 23
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 13

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE ON A FIVE-MILE FINAL, A TOTAL LOSS OF POWER OCCURRED. A LOOSE RIGHT MAGNETO CONTACTING THE FLYWHEEL MAGNET AND SHORTING THE ELECTRICAL SYSTEM WAS FOUND. IN AN ATTEMPT TO MISS A RIVER IN THE APPROACH PATH TO THE RUNWAY, THE PILOT ATTEMPTED A 180 DEGREE TURN WHICH RESULTED IN AN APPROACH STALL. THIS AIRCRAFT HAS NO STALL WARNING AND GUSTY WINDS WERE PRESENT.

Brief of Accident (Continued)

File No. - 534

4/10/86

SPOKANE,WA

A/C Reg. No. N318M

Time (Lcl) - 1245 PST

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. IGNITION SYSTEM,MAGNETO - LOOSE

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 LOSS OF CONTROL - IN FLIGHT
Phase of Operation DESCENT - EMERGENCY
2. WEATHER CONDITION - GUSTS
3. STALL - INADVERTENT - PILOT IN COMMAND
4. WARNING SYSTEM(OTHER) - LACK OF

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 2,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 533	4/23/86	MATTAWA,WA	A/C Reg. No. N57608	Time (Lcl) - 1900 PST
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-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation - POSITIONING	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under - 14 CFR 137	NONE	Pass	0	0	1
Accident Occurred During - LANDING			0	0	0
					None
					0

-----Aircraft Information-----

Make/Model - PIPER PA-36	Eng Make/Model - LYCOMING IO-720-D1C	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 4400	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 1	Rated Power - 375 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	OTHELLO,WA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	MATTAWA,WA	
Wind Dir/Speed- 180/015 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 33	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 5070
SE LAND	Months Since - 13	Make/Model- 50
	Aircraft Type - UNK/NR	Instrument- 13
		Multi-Eng - UNK/NR
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 52
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

SHORTLY AFTER TAKEOFF A LOSS OF PWR OCCURRED ACCOMPANIED BY AN ENG VIBRATION. A FORCED LANDING WAS MADE ONTO A HIGHWAY WHERE A X-WIND EXISTED. DIRECTIONAL CONTROL WAS LOST AND THE ACFT VEERED INTO A DITCH AND STRUCK A FENCE BEFORE COMING TO A STOP. NO REASON FOR THE PWR LOSS COULD BE DETERMINED.

Brief of Accident (Continued)

File No. - 533

4/23/86

MATTAWA,WA

A/C Reg. No. N57608

Time (Lc1) - 1900 PST

Occurrence #1 LOSS OF POWER
Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

2. WEATHER CONDITION - CROSSWIND
3. WEATHER CONDITION - GUSTS
4. TERRAIN CONDITION - NONE SUITABLE

Occurrence #4 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

5. OBJECT - FENCE

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

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. - 510 5/19/86 MEAD,WA A/C Reg. No. N8267Q Time (Lcl) - 1938 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		Injuries			
		DESTROYED		Fatal	Serious	Minor	None
Type of Operation	-BUSINESS	Fire		0	0	1	0
Flight Conducted Under	-14 CFR 91	NONE		0	0	0	0
Accident Occurred During	-DESCENT			2	0	0	0

-----Aircraft Information-----

Make/Model	- CESSNA TU206F	Eng Make/Model	- CONTINENTAL TS10-520-C	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3600	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 1	Rated Power	- 285 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP	
Method	- N/A	BEND,OR		
Completeness	- N/A	Destination	Airport Data	
Basic Weather	- VMC	MEAD,WA		
Wind Dir/Speed	- 010/004 KTS		Runway Ident	- N/A
Visibility	- 20.0 SM	ATC/Airspace	Runway Lth/Wid	- N/A
Lowest Sky/Clouds	- 1500 FT SCATTERED	Type of Flight Plan	Runway Surface	- GRASS/TURF
Lowest Ceiling	- 25000 FT OVERCAST	Type of Clearance	Runway Status	- HIGH VEGETATION
Obstructions to Vision	- HAZE	Type Apch/Lndg		
Precipitation	- NONE			
Condition of Light	- DAYLIGHT			

-----Personnel Information-----

Pilot-In-Command	Age - 41	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)		
COMMERCIAL	Current	- UNK/NR	Total	- 1700
SE LAND	Months Since	- UNK/NR	Make/Model	- UNK/NR
	Aircraft Type	- UNK/NR	Instrument	- UNK/NR
			Multi-Eng	- UNK/NR
			Last 24 Hrs	- UNK/NR
			Last 30 Days	- UNK/NR
			Last 90 Days	- 50
			Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

BOTH ACFT WERE OPERATING IN VFR CONDITIONS MODIFIED BY SLIGHT HAZE, HIGH OVERCAST AND LOW SUN ANGLE NEAR AIRPORT. N6161M WAS PERFORMING LAZY EIGHT MANEUVERS IN A NORMAL PRACTICE AREA TWO MILES EAST OF AIRPORT; N8267Q WAS IN CLOCKWISE ORBITAL DESCENT FOR LANDING FOLLOWING A PARACHUTE JUMP PLANE. RADAR DATA AND WITNESS INFORMATION SHOW THAT ON EAST SIDE OF AIRPORT, N8267Q DEVIATED FROM ORBIT AND PROCEEDED SOUTHEAST AS N6161M COMPLETED NORTH END OF FIGURE EIGHT IN RIGHT TURN AWAY FROM AIRPORT AND PROCEEDED SOUTH. ACFT CONVERGED AT ABOUT 30 DEGREE CLOSING ANGLE WITH N6161M CLIMBING AND N8267Q DESCENDING AND COLLIDED AT ABOUT 2500 FT AGL.

Brief of Accident (Continued)

File No. - 510.

5/19/86

MEAD,WA

A/C Reg. No. N8267Q

Time (Lc1) - 1938 PDT

Occurrence #1 MIDAIR COLLISION
Phase of Operation DESCENT

Finding(s)

1. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND
3. VISUAL LOOKOUT - NOT MAINTAINED - PILOT OF OTHER AIRCRAFT
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT OF OTHER AIRCRAFT
5. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
6. CLEARANCE - NOT MAINTAINED - PILOT OF OTHER AIRCRAFT
7. WEATHER CONDITION - HAZE

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - EMERGENCY

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,5,6

Factor(s) relating to this accident is/are finding(s) 2,4,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 510	5/19/86	MEAD, WA	A/C Reg. No. N6161M	Time (Lcl) - 1938 PDT
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----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Injuries	
Type of Operation -INSTRUCTIONAL	Fire	Fatal	Serious
Flight Conducted Under -14 CFR 91	NONE	Crew 2	0
Accident Occurred During -DESCENT		Pass 0	0
		Other 0	1

----Aircraft Information----

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 110 HP	

----Environment/Operations Information----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SPOKANE, WA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 010/004 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 1500 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 25000 FT OVERCAST	Type Apch/Lndg - NONE	
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

----Personnel Information----

Pilot-In-Command	Age - 45	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2800
SE LAND, ME LAND	Months Since - 13	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 490
		Multi-Eng - 200
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 60
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

----Narrative----

BOTH ACFT WERE OPERATING IN VFR CONDITIONS MODIFIED BY SLIGHT HAZE, HIGH OVERCAST AND LOW SUN ANGLE NEAR AIRPORT. N6161M WAS PERFORMING LAZY EIGHT MANEUVERS IN A NORMAL PRACTICE AREA TWO MILES EAST OF AIRPORT; N8267Q WAS IN CLOCKWISE ORBITAL DESCENT FOR LANDING FOLLOWING A PARACHUTE JUMP PLANE. RADAR DATA AND WITNESS INFORMATION SHOW THAT ON EAST SIDE OF AIRPORT, N8267Q DEVIATED FROM ORBIT AND PROCEEDED SOUTHEAST AS N6161M COMPLETED NORTH END OF FIGURE EIGHT IN RIGHT TURN AWAY FROM AIRPORT AND PROCEEDED SOUTH. ACFT CONVERGED AT ABOUT 30 DEGREE CLOSING ANGLE WITH N6161M CLIMBING AND N8267Q DESCENDING AND COLLIDED AT ABOUT 2500 FT AGL.

Brief of Accident (Continued)

File No. - 510

5/19/86

MEAD,WA

A/C Reg. No. N6161M

Time (Lcl) - 1938 PDT

Occurrence #1 MIDAIR COLLISION
Phase of Operation MANEUVERING

Finding(s)

1. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND
3. VISUAL LOOKOUT - NOT MAINTAINED - PILOT OF OTHER AIRCRAFT
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT OF OTHER AIRCRAFT
5. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
6. CLEARANCE - NOT MAINTAINED - PILOT OF OTHER AIRCRAFT
7. WEATHER CONDITION - HAZE

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) 1,3,5,6

Factor(s) relating to this accident is/are finding(s) 2,4,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 536	5/19/86	ODESSA,WA	A/C Reg. No. N4978X	Time (Lcl) - 0700 PDT
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-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage	Injuries			
	DESTROYED	Fatal	Serious	Minor	None
Type of Operation -AERIAL APPLICATION	Fire	0	0	0	1
Flight Conducted Under -14 CFR 91	IN FLIGHT	0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - AYRES S-2R	Eng Make/Model - P&W R-1340-AN1	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 7000	Engine Type - TURBOSHAFT	
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	ODESSA,WA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	Runway Ident - N/A
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Surface - DIRT
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - DRY
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 33	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 5600
SE LAND	Months Since - 23	Make/Model- 2500
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 130
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

A ROUGH RUNNING ENGINE ACCOMPANIED BY SMOKE RISING FROM THE LEFT SIDE OF THE ENGINE OCCURRED SHORTLY AFTER TAKEOFF. THE LANDING GEAR THEN COLLAPSED DURING THE SUBSEQUENT FORCED LANDING AND THE ACFT WAS DESTROYED BY FIRE. THE NUMBER ONE CYLINDER WAS FOUND TO HAVE FAILED.

Brief of Accident (Continued)

File No. - 536

5/19/86

ODESSA,WA

A/C Reg. No. N4978X

Time (Lc1) - 0700 PDT

Occurrence #1 LOSS OF POWER
Phase of Operation CLIMB - TO CRUISE

Finding(s)
1. ENGINE ASSEMBLY,CYLINDER - FAILURE,TOTAL

Occurrence #2 FIRE
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)
2. TERRAIN CONDITION - ROUGH/UNEVEN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 559 6/12/86 MEAD,WA A/C Reg. No. N118JB Time (Lcl) - 1645 PDT

-----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	ON GROUND	Pass	1	Serious	Minor
Accident Occurred During -DESCENT			1	0	0
				0	0
				0	0

-----Aircraft Information-----

Make/Model - SANDERS STARDUSTER TWO	Eng Make/Model - LYCOMING IO-360-C1C	ELT Installed/Activated - UNK/NR
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1704	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 2	Rated Power - 200 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SPOKANE,WA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SPOKANE,WA	
Wind Dir/Speed- 240/007 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 61	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 1600
SE LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR
		Multi-Eng - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

A WITNESS REPORTED SEEING THE AIRCRAFT PERFORM A SERIES OF LOOP MANEUVERS. AT THE TOP OF THE LAST LOOP, THE ACFT ROLLED UPRIGHT THEN ROLLED INTO A NEAR VERTICAL RIGHT SPIN WHICH CONTINUED TO GROUND IMPACT. THE PILOT HAD NO HISTORY OF SPIN RECOVERY PRACTICE IN THIS ACFT.

Brief of Accident (Continued)

File No. - 559

6/12/86

MEAD,WA

A/C Reg. No. N118JB

Time (Lcl) - 1645 PDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

1. AEROBATICS - PERFORMED - PILOT IN COMMAND
 2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
 3. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 401 2/08/86 MILWAUKEE, WI A/C Reg. No. N777CS Time (Lcl) - 2205 CST

-----Basic Information-----

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage						
Name of Carrier	-MIDWEST AVIATION CORP.	SUBSTANTIAL						
Type of Operation	-NON SCHED, DOMESTIC, PASSENGER	Fire	Crew	Fatal	0	0	0	1
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	0	0
Accident Occurred During	-TAXI							

-----Aircraft Information-----

Make/Model	- CESSNA 401B	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 - NWS	Last Departure Point	ON AIRPORT
Method - UNK/NR	GREEN BAY, WI	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	MITCHELL FIELD
Wind Dir/Speed - 310/010 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 10.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - 2000 FT	Type of Clearance - NONE	Runway Surface - UNK/NR
Lowest Ceiling - 2000 FT OVERCAST	Type Apch/Lndg - NONE	Runway Status - UNK/NR
Obstructions to Vision - NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 24	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - YES	Total - 1728
SE LAND, ME LAND	Months Since - 1	Make/Model - 66
	Aircraft Type - UNK/NR	Instrument - 445
		Multi-Eng - 682
		Last 24 Hrs - 4
		Last 30 Days - UNK/NR
		Last 90 Days - 209

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE TAXIING TO PARK, THE LEFT MAIN LANDING GEAR COLLAPSED. INVESTIGATION REVEALED THAT THE LEFT HAND GEAR SUPPORT HAD TORN FROM THE WING RIB TO WHICH IT WAS BOLTED. ON THE FAA MALFUNCTION OR DEFECT REPORT SUBMITTED BY THE OPERATOR, COMPANY OFFICIALS STATED THAT IT APPEARED THAT THE GEAR HAD A HEAVY SIDE LOAD PLACED UPON IT AT SOME UNKNOWN TIME. THE PILOT STATED THAT THE LANDING PRIOR TO THE ACCIDENT WAS NORMAL.

Brief of Accident (Continued)

File No. - 401

2/08/86

MILWAUKEE,WI

A/C Reg. No. N777CS

Time (Lcl) - 2205 CST

Occurrence MAIN GEAR COLLAPSED
Phase of Operation TAXI - FROM LANDING

Finding(s)

1. WING,WING RIB - UNDETERMINED
 2. LANDING GEAR,GEAR LOCKING MECHANISM - DISCONNECTED
-

-----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. - 479	2/10/86	MILWAUKEE, WI	A/C Reg. No. N18SA	Time (Lcl) - 0920 CST
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-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Injuries	Fatal	Serious	Minor	None
Type of Operation -NON SCHED, DOMESTIC, CARGO	Fire		0	0	0	1
Flight Conducted Under -14 CFR 135	NONE	Crew Pass	0	0	0	0
Accident Occurred During -LANDING						

-----Aircraft Information-----

Make/Model - CESSNA 207	Eng Make/Model - CONTINENTAL IO-520-F	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3800	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 7	Rated Power - 300 HP	

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - TELEPHONE</p> <p>Completeness - PARTIAL, LMTD BY PILOT</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed - 290/009 KTS</p> <p>Visibility - 10.0 SM</p> <p>Lowest Sky/Clouds - 25000 FT SCATTERED</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision - NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point. MILWAUKEE, WI</p> <p>Destination MOSINEE, WI</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - VFR</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 - 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</p> <p>SE LAND, ME LAND</p>	<p>Age - 32</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 6</p> <p>Aircraft Type - C-207</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 3000</p> <p>Make/Model - 2360</p> <p>Instrument - 227</p> <p>Multi-Eng - 19</p> <p>Last 24 Hrs - 3</p> <p>Last 30 Days - UNK/NR</p> <p>Last 90 Days - 180</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER PREHEATING THE ENG THE PLT TOOK OFF AND DURING CLIMB THE CABIN FILLED WITH SMOKE AND THE ENG STOPPED. A FORCED LANDING WAS MADE ON A CITY STREET DURING WHICH THE LEFT WING CONTACTED A SIGN POLE. POST ACCIDENT TEARDOWN OF THE ENG DISCLOSED THAT AN OIL TEMP CONTROL VALVE REQUIRED TO RETAIN THE ENG OIL IN THE CRANKCASE UNTIL PROPER OPERATING TEMP IS ATTAINED WAS NOT INSTALLED. WITHOUT THIS TEMP VALVE, OIL IS PERMITTED TO FLOW THROUGH THE OIL COOLER. THE PLT ALSO FAILED TO VISUALLY CHECK THE VISCOSITY OF THE OIL AFTER PREHEATING THE ENG.

Brief of Accident (Continued)

File No. - 479

2/10/86

MILWAUKEE, WI

A/C Reg. No. N18SA

Time (Lc1) - 0920 CST

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation CLIMB - TO CRUISE
1. MAINTENANCE, REPLACEMENT - IMPROPER - OTHER MAINTENANCE PSNL
2. MAINTENANCE, SERVICE OF AIRCRAFT - IMPROPER - OTHER MAINTENANCE PSNL
3. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)
4. OBJECT - UTILITY POLE

-----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

Brief of Accident

Time (Lc1) - 1130 MST

	Injuries			
Fatal	Serious	Minor	None	
0	0	0	2	
0	0	0	0	

Fire
NONE

Eng Make/Model - CONTINENTAL O-470-S
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 235 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

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

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Airport Data
  NATRONA CO. INT. AIRPORT
  Runway Ident      - 21
  Runway Lth/Wid    - 10600/ 150
  Runway Surface     - ASPHALT
  Runway Status      - DRY

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Age - 38
Biennial Flight Review
Current - YES
Months Since - 7
Aircraft Type - C-185

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT			
Flight Time (Hours)			
Total	-	1672	Last 24 Hrs - 6
Make/Model-	736		Last 30 Days- 72
Instrument-	39		Last 90 Days- 72

Instrument Rating(s) - NONE

ACCORDING TO THE FLT INSTRUCTOR, DURING THE TOUCH AND GO LANDING, DIRECTIONAL CONTROL WAS LOST WHEN BRAKES WERE APPLIED AND THE ACFT GROUND LOOPED. DURING THE INVESTIGATION, IT WAS ASCERTAINED THAT AN "O" RING ON THE RIGHT WHEEL HAD DISLODGED, RESULTING IN ASYMMETRICAL BRAKING.

Brief of Accident (Continued)

File No. - 581

3/03/86

CASPER,WY

A/C Reg. No. N9923N

Time (Lcl) - 1130 MST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING

Finding(s)

1. LANDING GEAR,NORMAL BRAKE SYSTEM - FAILURE,PARTIAL
 2. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 563 3/08/86 FT. BRIDGER,WY A/C Reg. No. N736GS Time (Lcl) - 1800 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL					
Type of Operation -FERRY	Fire	Crew	Fatal	Injuries		
Flight Conducted Under -14 CFR 91	NONE	Pass	0	Serious	Minor	None
Accident Occurred During -LANDING			0	0	0	2
			0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA R172K	Eng Make/Model - CONTINENTAL IO-360-K	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2558	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 195 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	ROCK SPRINGS,WY	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	EVANSTON,WY	Runway Ident - N/A
Wind Dir/Speed- 315/010 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - .500 SM	Type of Flight Plan - VFR	Runway Surface - DIRT
Lowest Sky/Clouds - UNK/NR	Type of Clearance - VFR	Runway Status - SNOW - WET
Lowest Ceiling - 60 FT OVERCAST	Type Apch/Lndg - PRECAUTIONARY LANDING	
Obstructions to Vision- FOG		
Precipitation - SNOW		
Condition of Light - DUSK		

-----Personnel Information-----

Pilot-In-Command	Age - 34	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 172
SE LAND	Months Since - 6	Last 24 Hrs - 1
	Aircraft Type - C-172XP	Make/Model- 8
		Last 30 Days- UNK/NR
		Instrument- 4
		Last 90 Days- 9

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE PLT, HE AND HIS PASSENGER WERE FERRYING AN ACFT BACK TO THE POINT OF ORIGIN AFTER A SAR MISSION FOR THE CIVIL AIR PATROL, WHEN THEY ENCOUNTERED IMC WEATHER. THE PLT STATED HE WAS MAKING A PRECAUTIONARY LANDING ON A DIRT ROAD WHEN THE ACFT TRAVELED OFF THE SIDE OF THE ROAD AND NOSED OVER.

Brief of Accident (Continued)

File No. - 563

3/08/86

FT. BRIDGER, WY

A/C Reg. No. N736GS

Time (Lcl) - 1800 MST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

1. WEATHER CONDITION - SNOW
2. FLIGHT INTO KNOWN ADVERSE WEATHER - INADVERTENT - PILOT IN COMMAND
3. WEATHER CONDITION - FOG
4. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
5. LIGHT CONDITION - DUSK

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

6. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

7. TERRAIN CONDITION - ROUGH/UNEVEN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

EMBRY-RIDDLE AERO.U. DAYTONA BEACH



3 1745 00065 7455

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