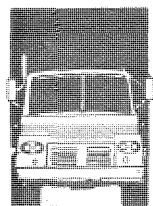
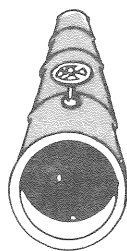
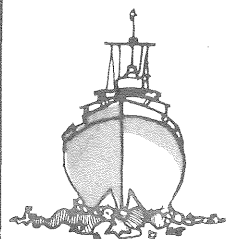
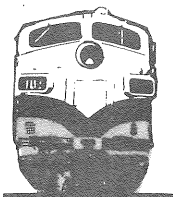
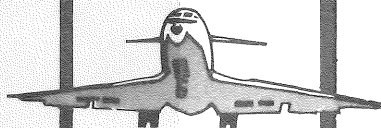


AAB 87/06

PB87-916906



NATIONAL TRANSPORTATION SAFETY BOARD

WASHINGTON, D.C. 20594

AIRCRAFT ACCIDENT REPORTS

**BRIEF FORMAT
U.S. CIVIL AND FOREIGN AVIATION
ISSUE NUMBER 4 OF 1986 ACCIDENTS**



NTSB / AAB-87/06

UNITED STATES GOVERNMENT

TECHNICAL REPORT DOCUMENTATION PAGE

1. Report No. NTSB/AAB-87/06		2. Government Accession No. PB87-916906		3. Recipient's Catalog No.	
4. Title and Subtitle Aircraft Accident Briefs - Brief Format U.S. Civil and Foreign Aviation Calendar Year 1986 - Issue Number 4				5. Report Date June 30, 1987	
				6. Performing Organization Code	
7. Author(s)				8. Performing Organization Report No.	
9. Performing Organization Name and Address Bureau of Field Operations National Transportation Safety Board Washington, D.C. 20594				10. Work Unit No.	
				11. Contract or Grant No.	
12. Sponsoring Agency Name and Address NATIONAL TRANSPORTATION SAFETY BOARD Washington, D. C. 20594				13. Type of Report and Period Covered Approximately 200 General Aviation and Air Carrier Accidents Occurring in 1986 in Brief Format	
				14. Sponsoring Agency Code	
15. Supplementary Notes					
16. Abstract <p>This publication contains selected aircraft accident reports in Brief Format occurring in U.S. civil and foreign aviation operations during Calendar Year 1986. Approximately 200 General Aviation and Air Carrier accidents contained in this publication represent a random selection. This publication is issued irregularly, normally eighteen times each year. The Brief Format represents the facts, conditions, circumstances and probable cause(s) for each accident.</p> <p align="center">File Numbers: 0601 through 0800</p>					
17. Key Words Aviation accident, probable cause, findings, certificate/rating, injuries, type of accident, type operating certificate, flight conducted under, accident occurred during, aircraft damage, basic weather				18. Distribution Statement This document is available to the public through the National Technical Information Service, Springfield, Virginia 22161	
19. Security Classification (of this report) UNCLASSIFIED		20. Security Classification (of this page) UNCLASSIFIED		21. No. of Pages 392	
				22. Price	

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.

Copies of material ordered will be mailed from the Washington business firm that holds the current contract for commercial reproduction of the Board's public files. Billing is also direct to you by the same company.

Orders for this material will also involve a user service charge by the Board for special services. This charge is in addition to the cost of commercial reproduction of material and will be included in the bill from the commercial reproduction firm.

Requests for reproduction should be forwarded to the:

National Transportation Safety Board
Public Inquiries Section, AD-46
800 Independence Avenue, S. W.
Washington, D. C. 20594

TABLE OF CONTENTS

	<u>Page</u>
Foreword.....	II
Table of Contents.....	IV
Explanatory Notes.....	V

AIRCRAFT ACCIDENTS

File Order Listing.....	IX
Briefs of Accidents.....	1-395

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 4

CALENDAR YEAR 1986

File Order Listing - Issue No. 4, 1986

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
601	134BE	051286	WAUKEGAN, IL	BEAUPRE	ELFE QUICKIE	NONE	154
602	2411P	042686	LAUDERDALE, FL	PIPER	PA-18	NONE	94
603	4959T	061186	TALLAHASSEE, FL	CESSNA	411	NONE	108
604	5630X	061186	GRACEVILLE, FL	AYERS	S2R	MINOR	106
605	3632C	050886	SHELBY, MS	SCHWEIZER	G-164B	MINOR	188
606	777GH	032986	HOMESTEAD, FL	EASLEY	PITTS S2-E	SERIOUS	86
607	94703	050186	ENGLEWOOD, CO	CESSNA	152	NONE	68
608	92807	060186	FREDERICK, CO	CESSNA	207	MINOR	72
609	713W	041086	PEMBINA, ND	DEHAVILLAND	DHC	NONE	210
610	219M	021486	WRAY, CO	CESSNA	182	NONE	62
612	8494K	072386	HARRISBURG, AR	SCHWEIZER	G-164B	NONE	42
613	2367G	062486	SILDOAM SPRINGS, AR	CESSNA	182	NONE	38
614	4169U	042286	MARSHFIELD, MO	CESSNA	150D	NONE	180
615	1096F	052086	BERNIE, MO	CESSNA	A185F	NONE	184
616	4073G	042586	SANTA FE, NM	BELL	47G-3B-2	NONE	230
617	76LF	043086	LAMAR, CO	PIPER	PA-25-260C	NONE	66
618	10219	050786	BUTTE CITY, CA	GRUMMAN	G-164	NONE	54
619	4479W	041386	WALL, SD	BEECH	A-36	MINOR	282
620	9272C	050986	CLEARWATER, FL	PIPER	PA-32RT-30	NONE	100
621	54069	071886	WHITING, FL	CESSNA	172P	NONE	124
622	1372V	062086	FT. MYERS, FL	CESSNA	U206F	NONE	110
625	8880X	050486	MT. GILEAD, OH	CESSNA	182D	NONE	240
626	52601	062186	SALISBURY, NC	CESSNA	172P	NONE	206
627	4065K	070686	PANDORA, OH	BALLOON WORK	FF-7	SERIOUS	246
629	89247	060186	DES ARC, AR	CESSNA	140	FATAL	32

File Order Listing - Issue No. 4, 1986

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
629	4254J	060186	DES ARC, AR	PIPER	PA-28-140	FATAL	34
630	6700L	041486	NORFOLK, NE	PIPER	PA-31	FATAL	222
631	2779R	072586	SAND SPRINGS, OK	BELL	206B	NONE	266
632	5088D	072686	FORT WORTH, TX	CESSNA	182A	MINOR	330
633	8814G	052886	HOWE, TX	EAGLE AIRCRA	EAGLE DW-1	FATAL	312
634	8946Q	062486	VALLEY PARK, MS	AERO COMMAND	S2R	NONE	190
635	5128T	012786	LANCASTER, CA	STRIPLIN	RANGER	SERIOUS	46
636	5648X	051486	STUTTGART, AR	THRUSH	S2R	NONE	30
637	1618P	062286	WRIGHTSVILLE, AR	PIPER	PA-22	MINOR	36
638	1581X	052886	OLATHE, KS	PIPER	PA-34-200T	NONE	160
639	25954	042986	FALLBROOK, CA	PIPER	PA-38-112	NONE	52
640	99803	072586	BATESVILLE, TX	HUGHES	269C	NONE	328
641	9538V	050686	ABILENE, TX	MOONEY	M-10	NONE	310
642	4374E	051186	DAYTONA BEACH, FL	PIPER	PA-38-112	MINOR	102
643	9625J	062286	PUNTA GORDA, FL	PIPER	PA-28-180	NONE	112
645	31496	071086	POMPANO BEACH, FL	AEROTEK	PITTS S-2A	NONE	118
646	62074	062986	DAYTONA BEACH, FL	PIPER	J5C	NONE	114
647	417B	071686	PLYMOUTH, FL	BEECH	35	NONE	122
648	9306N	071486	MARATHON, FL	PIPER	PA-28R-200	NONE	120
649	4493H	072086	STAMFORD, TX	CESSNA	305C	NONE	326
650	9611Z	071386	DECKER'S ISLAND, TX	CESSNA	U-206G	NONE	320
651	8654T	071386	DECKER'S ISLAND, TX	CESSNA	182C	NONE	322
652	8423E	033086	DEL RIO, TX	CESSNA	172N	FATAL	304
653	5878R	051286	BLACKWELL, OK	CESSNA	172G	FATAL	256
653	2603E	051286	BLACKWELL, OK	AERONCA	7AC	FATAL	258

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
654	6354H	071786	HOUSTON, TX	BEECH	B-100	NONE	324
655	37486	070586	HURLEY, NM	BALLOON WORK	FIREFLY 7	SERIOUS	234
656	159MK	062886	ROUNDUP, MT	MATHEW M. KE	STARDUSTER	NONE	200
657	4238Z	020186	AFTON, WY	PIPER	PA-18-150	MINOR	366
658	53353	071186	CENTER, CO	CESSNA	A188B	NONE	82
659	7131Z	070286	WILLISTON, ND	PIPER	PA-25-235	NONE	218
660	2507J	062786	KIMBALL, SD	CESSNA	T188	NONE	292
661	61999	062286	RONAN, MT	CESSNA	180K	NONE	198
662	79221	062186	BOSLER, WY	CESSNA	172K	MINOR	370
663	1424W	021886	GRAND JUNCTION, CO	BELL	47G3 B-2	MINOR	64
665	4768Y	060686	HARVE, MT	PIPER	PA-25-260	NONE	196
666	23RB	060886	GLADE PARK, CO	BEAVER	EVANS VP-1	NONE	74
667	8768L	062086	SOUTH HEART, ND	PIPER	PA-25-235	NONE	214
668	751Y	061186	WESSINGTON, SD	GRUMMAN	G-164	NONE	288
669	2BC	062886	JOLIET, MT	CESSNA	182F	NONE	202
670	6838Q	062486	LA MOURE, ND	SCHWEIZER	G-164A	NONE	216
671	1272K	070986	SALIDA, CO	LUSCOMBE	8A	NONE	80
673	46193	020186	BERTHOUD, CO	CESSNA	152	FATAL	60
674	47802	070786	PORUM, OK	CESSNA	152	NONE	264
675	2228R	070286	CEDAR KEY, FL	CESSNA	T210H	NONE	116
676	13351	072686	FORT MYERS, FL	CESSNA	172M	NONE	126
677	302BG	062686	LITTLE RIVER, SC	BURKHART GRO	G-103A	NONE	280
678	428FH	040886	MIAMI, FL	FAIRCHILD HI	FH-1100	NONE	88
679	147ED	081786	MATAGORDA IS., TX	CESSNA	U206F	MINOR	338
680	9998Y	081486	TULSA, OK	CESSNA	210	SERIOUS	268

File Order Listing - Issue No. 4, 1986

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
681	23539	060786	BLACKWELL, OK	AIR TRACTOR	AT-301	SERIOUS	260
682	9737J	062386	MALONE, TX	CESSNA	A188B	FATAL	318
683	9835D	070386	VAN WERT, OH	PIPER	PA-22-160	NONE	242
684	4410W	062086	ARDMORE, OK	QUICK SILVER	MXII	SERIOUS	262
685	3166D	062186	OLATHE, KS	CESSNA	180	NONE	162
686	4949X	041786	SALEM, IA	ROCKWELL INT	S-2R	NONE	136
687	7921U	042786	VAN BUREN, MO	CESSNA	172F	NONE	182
688	21LT	072486	RAWLINS, WY	TROUTMAN	QUICKIE Q2	NONE	374
689	8059H	041286	LOWELL, MI	HUGHES	269A	NONE	174
690	3187T	032686	LACON, IL	CESSNA	177	NONE	152
691	20866	032886	MIDDLETON, WI	CESSNA	172MM	NONE	364
692	25342	032386	COLUMBUS, IN	NAVION	H	NONE	156
693	80167	030186	MILWAUKEE, WI	CESSNA	172M	SERIOUS	362
694	9910W	033186	VEEDERSBURG, IN	PIPER	PA-28-140	NONE	158
695	982G	072486	ALLIANCE, OH	CHAMPION	7E6A	MINOR	254
696	877AA	031286	MEMPHIS, TN	BOEING	727-223	SERIOUS	296
697	93472	022586	DYERSBURG, TN	CESSNA	152	SERIOUS	294
699	5280A	052286	ELGIN, ND	CESSNA	T210N	FATAL	212
701	4259Y	062186	BOONE, NC	H. PREISS	HP-19C	FATAL	208
702	964X	063086	RAYVILLE, LA	GRUMMAN	G-164	MINOR	168
703	2401Z	041286	SEMONOLE, TX	PIPER	PA-36-400	MINOR	306
704	26Z	071386	MIAMISBURG, OH	SMITH	MINIPLANE	SERIOUS	248
705	3106L	071186	CAMPTI, LA	AIR TRACTOR	AT-301	MINOR	170
706	2522	061686	ADELANTO, CA	BENSEN-JANSE	B-8M	FATAL	56
707	77326	080186	OROVILLE, CA	CESSNA	140	MINOR	58

File Number -----	Aircraft Regist. -----	Date ----	Location -----	Make ----	Aircraft Model -----	Injury Index -----	Page -----
708	5067F	042686	KEAAU, HI	FAIRCHILD	HI FH-1100	NONE	134
709	27529	042586	MOUNT AIRY, NC	TAYLORCRAFT	BLT-65	NONE	204
710	4087W	041086	BIRMINGHAM, AL	PIPER	PA-32-300	NONE	22
711	6242Z	042786	BRASELTON, GA	PIPER	PA-25-150	NONE	132
712	9030L	041986	CHESTER, SC	BELLANCA	7-GCAA	NONE	276
713	45CX	072786	NEWPORT NEWS, VA	QUICKIE	Q200	FATAL	352
714	6535N	040986	JAY EM, WY	CESSNA	T-210N	FATAL	368
715	555EB	032186	ALBUQUERQUE, NM	PIPER	PA-32R-300	SERIOUS	226
716	92283	050286	BRITTON, SD	PIPER	J-3	MINOR	284
717	37AP	032386	STEINS, NM	DOUGLAS	C-47	NONE	228
718	4015P	071686	MANDALE, OH	AYRES	S2R-T15	NONE	252
719	326JR	060886	GUNTERSVILLE, AL	AERO COMMAND	500-B	NONE	24
722	6990X	051986	ALAMOSA, CO	CESSNA	172B	NONE	70
723	3559E	051786	PIERRE, SD	CESSNA	172	MINOR	286
724	8078M	060686	VERNAL, UT	CESSNA	182P	MINOR	344
725	757GH	071386	AKRON, CO	CESSNA	A150N	NONE	84
726	6120Z	061686	BADGER, SD	PIPER	PA-25	FATAL	290
727	53345	051186	SALT LAKE CITY, UT	CESSNA	152	NONE	342
728	3749R	051486	GREAT FALLS, MT	CESSNA	172H	NONE	194
729	21WL	051486	ALBUQUERQUE, NM	CESSNA	421C	NONE	232
730	9069S	032286	MEMPHIS, TN	ROBINSON	R-22	FATAL	298
731	8327	032186	AFTON, CA	SIKORSKY	S-55	NONE	48
732	7797V	060586	VIRGINIA BEACH, VA	AYRES	S2R	MINOR	348
733	58MC	081286	LIVE OAK, FL	BEECH	F-33-C	NONE	130
734	57UT	080186	BUNNELL, FL	BEECH	J35	NONE	128

File Order Listing - Issue No. 4, 1986

File Number	Aircraft Regist.	Date	Location	Make	Aircraft Model	Injury Index	Page
735	216Y	042586	OPA LOCKA, FL	CESSNA	310L	NONE	92
736	1854G	060686	ORMOND BEACH, FL	CHAMPION	7KCAB	NONE	104
737	8601E	043086	BUNNELL, FL	WING	D-1	SERIOUS	98
738	2321U	042686	ST. PETERSBURG, FL	CESSNA	172D	SERIOUS	96
740	316Q	042086	EUSTIS, FL	BLYTHE	QUICKIE	SERIOUS	90
741	2015K	051386	MOUNTAIN HOME, AR	BEECH	A36	NONE	28
742	6009N	070386	CONWAY, AR	STEVENS	AKRO	NONE	40
743	8305Y	071186	OLATHE, KS	PIPER	PA-32-301T	NONE	164
744	15369	052586	LEE'S SUMMIT, MO	BALLOON WORK	FIREFLY 7-	SERIOUS	186
745	2889M	032686	SALEM, AR	PIPER	PA-34-200T	NONE	26
746	1653S	050386	WALTERBORO, SC	AYRES	S-2D-600	NONE	278
747	3580Q	042886	TWIN FALLS, ID	CESSNA	172	NONE	144
748	2634C	052386	SKINNER RANCH, OR	CESSNA	310	NONE	274
749	6509L	072786	SNOHOMISH, WA	CESSNA	152	NONE	360
750	4137C	072586	BATTLE MOUNTAIN, NV	CESSNA	T-210	NONE	236
751	8165K	042686	GRANGEVILLE, ID	STINSON	ST-75	FATAL	142
752	42496	040886	EAST WENATCHEE, WA	PIPER	PA-28-180	FATAL	354
753	8312K	042686	DALLAS, OR	PIPER	PA-28-161	NONE	272
754	75006	063086	MONTPELIER STA., VA	PIPER	PA-28R-200	NONE	350
755	50007	042786	DAVIS, CA	CESSNA	150H	NONE	50
756	2002E	053186	GOODYEAR, AZ	CESSNA	172N	SERIOUS	44
758	8640E	070586	TREMONT CITY, OH	BEECH	C-45H	NONE	244
759	39943	042086	GEROGETOWN, TX	BABY BIRD	Q2-200	SERIOUS	308
760	23RY	061486	CEDAR HILL, TX	RUTAN	LONG-EZ	SERIOUS	316
761	7JA	072786	MCKINNEY, TX	THORPE	T18	NONE	332

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
762	20EK	080986	COLLEGE STATION, TX	MOLINO OY	PIK-20B	NONE	334
763	5118Q	080286	ELKO, NV	CESSNA	T210L	NONE	238
764	5511X	072486	NAMPA, ID	AYRESCOMMAND	S2R	FATAL	150
765	5017X	072386	KUNA, ID	AYRES	S-2R	FATAL	148
766	8844W	062186	LAST CHANCE, CO	PIPER	PA-28-235	NONE	76
767	69043	030186	WISDOM, MT	CESSNA	152	MINOR	192
768	3930T	080986	HOUSTON, TX	PIPER	PA-28-R-18	NONE	336
769	20889	012386	MCALLEN, TX	CESSNA	172M	NONE	300
770	6479Y	031186	OZONA, TX	CESSNA	T210	MINOR	302
771	4561	033186	CROWLEY, LA	GRUMMAN	G-164A	NONE	166
773	6471M	052586	RAYMOND, WA	CESSNA	152	NONE	358
774	45174	031286	MORGAN, OR	CESSNA	150	NONE	270
775	1046V	051386	MURPHY, ID	CESSNA	206T	MINOR	146
776	4841B	051086	SUNNYSIDE, WA	BEECHCRAFT	A23-24	MINOR	356
777	3366Z	072686	UMIAT, AK	PIPER	PA-22	NONE	4
778	632X	061086	NEW BRAUNFELS, TX	BENSON	B-8M	FATAL	314
779	4649C	071486	BLACKBURN, AK	CESSNA	170B	NONE	2
780	1163E	080686	KUSKATAN RIVER, AK	CITABRIA	7GCBC	NONE	16
781	50TA	080486	KOTZEBUE, AK	NAVION	D-16	NONE	10
782	9661P	080586	MCGRATH, AK	PIPER	PA-18	NONE	14
783	9188M	080486	EGEGIK, AK	CESSNA	U206	NONE	12
784	6169V	080186	KOTZEBUE, AK	LAKE	LA-4	NONE	8
785	75092	072786	CHUGIAK, AK	STINSON	ST108	MINOR	6
786	1491X	080886	TYONEK, AK	PIPER	PA-32-300	MINOR	18
787	5108B	081786	ALEXANDER RIVER, AK	CESSNA	152	NONE	20

File Order Listing - Issue No. 4, 1986

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
788	136HA	071586	PATASKALA, OH	HILLER	UH-12E	NONE	250
789	94903	033186	LESLIE, MI	TAYLORCRAFT	BC12-D	MINOR	172
790	84JL	071486	BLISSFIELD, MI	JERRY BERRY	MONO-FLY	NONE	176
791	36937	060686	WHITE BEAR LAKE, MN	AERONCA	65-TAC	FATAL	178
793	5552E	070386	TOOELE, UT	CESSNA	172N	NONE	346
794	757KB	062886	FORT LUPTON, CO	CESSNA	152	NONE	78
795	NONE	012286	ALBUQUERQUE, NM	EIPPER	QUICKSILVE	SERIOUS	224
796	990RE	072086	SUNDANCE, WY	ROTEC	PANTHER II	NONE	372
797	64998	070286	OXFORD, IA	CESSNA	152	NONE	140
798	48532	062686	WELLMAN, IA	GRUMMAN	G-164B	MINOR	138
799	8379	072486	GRANDIN, ND	SCHWEIZER	G164A	NONE	220
800	1721Q	041286	OGDEN, UT	CESSNA	207A	MINOR	340

AIRCRAFT ACCIDENT REPORTS

BRIEF FORMAT

U.S. CIVIL AND FOREIGN AVIATION

ISSUE NUMBER 4 OF 1986 ACCIDENTS

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 779 7/14/86 BLACKBURN,AK A/C Reg. No. N4649C Time (Lcl) - 2350 ADT

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

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

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

Make/Model - CESSNA 170B	Eng Make/Model - CONTINENTAL O-300	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2050	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 145 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	GALENA,AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	
Wind Dir/Speed- 090/005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - WATER
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - WATER - GLASSY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DUSK		

-----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 - 1461
SE LAND	Months Since - 16	Make/Model- 592
	Aircraft Type - C-170	Instrument- 3
		Last 24 Hrs - 8
		Last 30 Days- 75
		Last 90 Days- 120
		Rotorcraft - 5

Instrument Rating(s) - NONE

-----Narrative-----

ACFT UNDERSHOT APCH AND CRASHED INTO A RIVER WHILE EXECUTING A LOW CIRCLING APCH TO LAND AT A NEARBY GRAVEL BAR. PLT STATED THAT HE HAD BEEN ON DUTY FOR ABOUT 18 HRS, HAD FLOWN 8.4 HRS THAT DAY HAULING FISH AND THAT HE WAS TIRED AND "PLAYING AROUND". ACFT SANK IN 25 - 30 FT WATER AND WAS NOT RECOVERED.

Brief of Accident (Continued)

File No. - 779

7/14/86

BLACKBURN,AK

A/C Reg. No. N4649C

Time (Lcl) - 2350 ADT

Occurrence #1 UNDERSHOOT
Phase of Operation APPROACH - VFR PATTERN - DOWNWIND

Finding(s)

1. LIGHT CONDITION - DUSK
 2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
 3. IMPROPER USE OF PROCEDURE, OSTENTATIOUS DISPLAY - PILOT IN COMMAND
 4. INSUFFICIENT STANDARDS/REQUIREMENTS, OPERATION/OPERATOR - COMPANY/OPERATOR MGMT
 5. JUDGEMENT - POOR - PILOT IN COMMAND
 6. BUZZING - INTENTIONAL - PILOT IN COMMAND
 7. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
 8. IMPROPER DECISION, FATIGUE (FLIGHT AND GROUND SCHEDULE) - PILOT IN COMMAND
-

Occurrence #2 DRAGGED WING, ROTOR, POD, OR FLOAT
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 777 7/26/86 UMIAT,AK

A/C Reg. No. N3366Z

Time (Lcl) - 2315 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries

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

Fire
NONE

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

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

Make/Model - PIPER PA-22
Landing Gear - TAILWHEEL-ALL 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 - YES/YES
Stall Warning System - NO

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

Weather Data

Wx Briefing - FSS
Method - ACFT RADIO
Completeness - FULL
Basic Weather - IMC
Wind Dir/Speed- CALM
Visibility - .100 SM
Lowest Sky/Clouds - 2000 FT
Lowest Ceiling - 2000 FT OVERCAST
Obstructions to Vision- UNK/NR
Precipitation - RAIN SHOWERS
Condition of Light - DUSK

Itinerary

Last Departure Point
UMIAT,AK
Destination
BETTLES,AK

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - GRAVEL
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)
PRIVATE
SE LAND

Age - 45
Biennial Flight Review
Current - YES
Months Since - 11
Aircraft Type - PA-20

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 168
Make/Model- 79
Instrument- 3
Last 24 Hrs - 4
Last 30 Days- UNK/NR
Last 90 Days- 26

Instrument Rating(s) - NONE

-----Narrative-----

PILOT STATED THE ENGINE QUIT DUE TO FUEL EXHAUSTION DURING FINAL APPROACH, FORCING HIM TO LAND ON A SHORT UNSUITABLE GRAVEL BAR. AIRCRAFT NOSED OVER UPON LANDING AND CAME TO REST IN 10 FEET OF WATER.

Brief of Accident (Continued)

File No. - 777

7/26/86

UMIAT, AK

A/C Reg. No. N3366Z

Time (Lc1) - 2315 ADT

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

Finding(s)
1. FLUID, FUEL - EXHAUSTION
2. FUEL SUPPLY - MISJUDGED - PILOT IN COMMAND
3. REFUELING - DELAYED - PILOT IN COMMAND
4. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
5. JUDGEMENT - POOR - PILOT IN COMMAND

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

Finding(s)
6. TERRAIN CONDITION - NONE SUITABLE

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

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

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

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. - 785 7/27/86 CHUGIAK,AK

A/C Reg. No. N75092

Time (Lcl) - 2149 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

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

Make/Model - STINSON ST108
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2200
No. of Seats - 2

Eng Make/Model - FRANKLIN 6A4-165-B3
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 165 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- 180/005 KTS
Visibility - 50.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DUSK

Itinerary

Last Departure Point
KUSTATAN,AK
Destination
BIRCHWOOD,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,SE SEA

Age - 44

Biennial Flight Review

Current - YES
Months Since - 5
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 2033	Last 24 Hrs	- 1
Make/Model-	29	Last 30 Days-	UNK/NR
Instrument-	1300	Last 90 Days-	4
Multi-Eng	- 2332		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT LOST POWER IN FLIGHT AND CRASHED INTO A WOODED AREA. VMC CONDITIONS PREVAILED AND A VFR FLIGHT PLAN WAS FILED. ON SITE EXAMINATION OF THE FUEL TANKS REVEALED THAT LESS THAN A QUART OF FUEL REMAINED IN BOTH TANKS.

Brief of Accident (Continued)

File No. - 785

7/27/86

CHUGIAK, AK

A/C Reg. No. N75092

Time (Lc1) - 2149 ADT

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

Finding(s)

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

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 784 8/01/86 KOTZEBUE,AK A/C Reg. No. N6169V Time (Lcl) - 1500 ADT

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

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

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

Make/Model - LAKE LA-4	Eng Make/Model - LYCOMING IO-360-A1B	ELT Installed/Activated - YES/YES
Landing Gear - AMPHIBIAN	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 - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	KOTZEBUE,AK	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	Runway Ident - N/A
Wind Dir/Speed- 120/015 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 3.000 SM	Type of Flight Plan - VFR	Runway Surface - N/A
Lowest Sky/Clouds - 1800 FT	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 1800 FT BROKEN	Type Apch/Lndg - NONE	
Obstructions to Vision- UNK/NR		
Precipitation - RAIN		
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 - 7530
SE LAND,ME LAND,SE SEA	Months Since - 1	Last 24 Hrs - 6
	Aircraft Type - LA-4	Make/Model- 630
		Last 30 Days- 75
		Instrument- 375
		Last 90 Days- 120
		Multi-Eng - 2200

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING THE CLIMBOUT OVER THE MOUNTAIN RIDGE, THE AIRCRAFT BEGAN TO LOSE ALTITUDE EVENTUALLY CONTACTING THE EDGE OF THE RIDGE. AT THE TIME OF THE ACCIDENT STRONG WINDS AND HEAVY RAIN WAS REPORTED IN THE AREA.

Brief of Accident (Continued)

File No. - 784

8/01/86

KOTZEBUE,AK

A/C Reg. No. N6169V

Time (Lc1) - 1500 ADT

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

Finding(s)

1. AIRCRAFT PERFORMANCE,CLIMB CAPABILITY - EXCEEDED
 2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 3. WEATHER EVALUATION - MISJUDGED - PILOT IN COMMAND
 4. WEATHER CONDITION - DOWNDRAFT
 5. WEATHER CONDITION - HIGH WIND
 6. WEATHER CONDITION - RAIN
-

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

Finding(s)

7. TERRAIN CONDITION - HIGH TERRAIN
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 781 8/04/86 KOTZEBUE, AK A/C Reg. No. N50TA Time (Lcl) - 1930 ADT

-----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		Crew	0	0	0	2
Accident Occurred During	-TAKEOFF	NONE	Pass	0	0	0	

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

Make/Model	- NAVION D-16	Eng Make/Model	- LYCOMING O-320	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 2950	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 150 HP		

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

Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- FSS	Last Departure Point	ON AIRPORT	
Method	- TELEPHONE	SAME AS ACC/INC		
Completeness	- PARTIAL, LMTD BY PILOT	Destination	Airport Data	
Basic Weather	- VMC	NOATAK, AK	KOTZEBUE	
Wind Dir/Speed	- 140/009 KTS		Runway Ident	- UNK/NR
Visibility	- 30.0 SM	ATC/Airspace	Runway Lth/Wid	- UNK/NR
Lowest Sky/Clouds	- 3000 FT SCATTERED	Type of Flight Plan	Runway Surface	- UNK/NR
Lowest Ceiling	- 10000 FT BROKEN	Type of Clearance	Runway Status	- UNK/NR
Obstructions to Vision	- NONE	Type Apch/Lndg		
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 - 7003	Last 24 Hrs - 3
SE LAND, ME LAND	Months Since - 14	Make/Model - 50	Last 30 Days - 3
HELICOPTER	Aircraft Type - D-16	Instrument - 230	Last 90 Days - 3
		Multi-Eng - 1529	Rotorcraft - 1174

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE LEFT FUEL VALVE WAS IN THE OFF POSITION AT THE TIME OF THE TAKEOFF. THE PILOT ATTEMPTED TO LIFT-OFF BELOW THE RECOMMENDED VMC SPEED. THE PILOT LOST CONTROL OF THE AIRCRAFT CAUSING THE AIRCRAFT TO EXIT THE LEFT SIDE OF THE RUNWAY INTO A LAKE.

Brief of Accident (Continued)

File No. - 781

8/04/86

KOTZEBUE, AK

A/C Reg. No. N50TA

Time (Lcl) - 1930 ADT

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

Finding(s)

1. FUEL SYSTEM - IMPROPER USE OF - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE - PILOT IN COMMAND
3. FUEL TANK SELECTOR POSITION - IMPROPER USE OF - PILOT IN COMMAND
4. PERFORMANCE DATA - NOT UNDERSTOOD - PILOT IN COMMAND
5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
6. LIFT-OFF - IMPROPER - PILOT IN COMMAND

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

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 783 8/04/86 EGEGIK,AK A/C Reg. No. N9188M Time (Lcl) - 1200 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

Crew
Pass

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

Make/Model - CESSNA U206
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3600
No. of Seats - 6

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 150/010 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 3000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - RAIN
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
KING SALMON,AK
Destination
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - UNK/NR
Biennial Flight Review
Current - YES
Months Since - 20
Aircraft Type - C-206

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 5500
Make/Model- 1000
Instrument- 643
Multi-Eng - 990
Last 24 Hrs - 1
Last 30 Days- 100
Last 90 Days- 250

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT DURING THE LANDING ROLLOUT ON THE GRAVEL BAR HE LOST CONTROL OF THE AIRCRAFT CAUSING THE PLANE TO NOSE OVER ON ITS BACK.

Brief of Accident (Continued)

File No. - 783

8/04/86

EGEGIK,AK

A/C Reg. No. N9188M

Time (Lc1) - 1200 ADT

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

Finding(s)

1. TERRAIN CONDITION - SOFT
 2. UNSUITABLE TERRAIN - INTENTIONAL - PILOT IN COMMAND
 3. TERRAIN CONDITION - LOOSE GRAVEL/SANDY
 4. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
 5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 782 8/05/86 MCGRATH,AK A/C Reg. No. N9661P Time (Lcl) - 1600 ADT

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	Runway Ident - N/A
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 160.0 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 - UNK/NR	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - NO	Total - UNK/NR
SE LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT DURING THE CLIMBOUT THE ENGINE BEGAN TO SPUTTER, LOST POWER AND CRASHED INTO A WOODED AREA. EXAMINATION OF THE AIRCRAFT REVEALED HEAVY CARBURETOR ICING.

Brief of Accident (Continued)

File No. - 782

8/05/86

MCGRATH,AK

A/C Reg. No. N9661P

Time (Lc1) - 1600 ADT

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

Finding(s)

1. FUEL SYSTEM,LINE - ICE
 2. TERRAIN CONDITION - HIGH TERRAIN
 3. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
-

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 780 8/06/86 KUSKATAN RIVER, AK A/C Reg. No. N1163E Time (Lcl) - 2200 ADT

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

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

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

Make/Model - CITABRIA 7GCBC	Eng Make/Model - LYCOMING O-320	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1650	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 150 HP	

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

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

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

Pilot-In-Command	Age - 32	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 473
SE LAND	Months Since - UNK/NR	Make/Model- 448
	Aircraft Type - 7GCBC	Instrument- 7
		Last 24 Hrs - 2
		Last 30 Days- 33
		Last 90 Days- 66

Instrument Rating(s) - NONE

-----Narrative-----

DURING THE TAKEOFF ROLL ON A RIVER GRAVEL BAR, THE PILOT LOST DIRECTIONAL CONTROL OF THE AIRCRAFT CAUSING THE AIRCRAFT TO NOSE OVER ON ITS BACK.

Brief of Accident (Continued)

File No. - 780

8/06/86

KUSKATAN RIVER, AK

A/C Reg. No. N1163E

Time (Lc1) - 2200 ADT

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

Finding(s)

1. UNSUITABLE TERRAIN - INATTENTIVE - PILOT IN COMMAND
 2. IMPROPER USE OF PROCEDURE - PILOT IN COMMAND
 3. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
 4. DIRECTIONAL CONTROL - NOT ATTAINED - PILOT IN COMMAND
-

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 786 8/08/86 TYONEK, AK A/C Reg. No. N1491X Time (Lcl) - 2130 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -NON SCHED, DOMESTIC, CARGO
Flight Conducted Under -14 CFR 135
Accident Occurred During -TAKEOFF

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries
Serious

0
0

Minor
1
1

None
0
0

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

Make/Model - PIPER PA-32-300
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3400
No. of Seats - 2

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed - 290/010 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - 1500 FT BROKEN
Obstructions to Vision - NONE
Precipitation - RAIN
Condition of Light - NIGHT(DARK)

Itinerary

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

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

Runway Ident - 33
Runway Lth/Wid - 4600/ 80
Runway Surface - GRAVEL
Runway Status - DRY

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

Pilot-In-Command

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

Age - 33

Biennial Flight Review
Current - YES
Months Since - 12
Aircraft Type - PA-32

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

Total - 2590 Last 24 Hrs - 6
Make/Model - 166 Last 30 Days - UNK/NR
Instrument - 77 Last 90 Days - 395
Multi-Eng - 123

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT DURING THE INITIAL CLIMB, THE AIRCRAFT STARTED TO SETTLE. THE PILOT STALLED AND CRASHED INTO A WOODED AREA AT THE DEPARTURE END OF THE RUNWAY.

Brief of Accident (Continued)

File No. - 786

8/08/86

TYONEK, AK

A/C Reg. No. N1491X

Time (Lcl) - 2130 ADT

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

Finding(s)

1. PERFORMANCE DATA - NOT UNDERSTOOD - PILOT IN COMMAND
 2. IMPROPER USE OF PROCEDURE - PILOT IN COMMAND
 3. ALL AVAILABLE RUNWAY - NOT USED - PILOT IN COMMAND
 4. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
 5. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
-

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 787 8/17/86 ALEXANDER RIVER, AK A/C Reg. No. N5108B Time (Lcl) - 2100 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - CESSNA 152
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1696
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- CALM
Visibility - 25.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

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

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 - 24
Biennial Flight Review
Current - YES
Months Since - 6
Aircraft Type - C-152

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 46
Make/Model- 46
Instrument- 0
Last 24 Hrs - 1
Last 30 Days- 3
Last 90 Days- 7

Instrument Rating(s) - NONE

-----Narrative-----

AFTER TOUCHDOWN ON A GRAVEL ROAD, THE PILOT LOST DIRECTIONAL CONTROL OF THE AIRCRAFT CAUSING THE PLANE TO EXIT THE LEFT SIDE OF THE ROAD AND CAUSING THE PLANE TO NOSE OVER ON ITS BACK.

Brief of Accident (Continued)

File No. - 787

8/17/86

ALEXANDER RIVER, AK

A/C Reg. No. N5108B

Time (Lcl) - 2100 ADT

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

Finding(s)

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

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 710 4/10/86 BIRMINGHAM,AL A/C Reg. No. N4087W Time (Lcl) - 2027 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire Crew 0
NONE Pass 0

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

Make/Model - PIPER PA-32-300
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3400
No. of Seats - 6

Eng Make/Model - LYCOMING IO-540-K1A5
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 300 HP

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

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

Weather Data

Wx Briefing - FSS
Method - UNK/NR
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 7.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
BIRMINGHAM,AL
Destination
CORDELE,GA

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

BIRMINGHAM MUNICIPAL
Runway Ident - 23
Runway Lth/Wid - 10000/ 150
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 50

Biennial Flight Review

Current - YES
Months Since - 9
Aircraft Type - PA32300

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 1700	Last 24 Hrs	- UNK/NR
Make/Model-	1000	Last 30 Days-	UNK/NR
Instrument-	200	Last 90 Days-	UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER TAKEOFF PILOT NOTED LOSS OF ENGINE OIL PRESSURE.ENGINE SIEZED AND PILOT LANDED SHORT OF RUNWAY. A/C HIT ILS ANTENNA DURING LANDING ROLL, SEVERED RIGHT WING. ENGINE OIL COOLER LINE BURST DUE TO AGING. LINE WAS FABRICATED IN THE 1ST QTR OF 1972. OIL COOLER WAS REPLACED DURING LAST 100 HOUR INSPECTION ON JUNE 20, 1986.

Brief of Accident (Continued)

File No. - 710

4/10/86

BIRMINGHAM,AL

A/C Reg. No. N4087W

Time (Lc1) - 2027 CST

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

Finding(s)

1. LUBRICATING SYSTEM,OIL LINE - BURST
 2. MAINTENANCE,INSPECTION OF AIRCRAFT - INADEQUATE - OTHER MAINTENANCE PSNL
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

3. OBJECT - APPROACH LIGHT/NAVAID
-

-----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. - 719 6/08/86 GUNTERSVILLE,AL A/C Reg. No. N326JR Time (Lc1) - 0945 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

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

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

Make/Model - AERO COMMANDER 500-B
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 6750
No. of Seats - 7

Eng Make/Model - CONTINENTAL IO-540-E1B5
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 290 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 - 7.0 SM

Lowest Sky/Clouds - 4000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

GUNTERSVILLE,AL

Destination

ANDROS TOWN

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

ON AIRPORT

Airport Data

GUNTERSVILLE

Runway Ident - 20

Runway Lth/Wid - 3360/ 95

Runway Surface - UNK/NR

Runway Status - UNK/NR

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

ME LAND

Age - 39

Biennial Flight Review

Current - YES

Months Since - 11

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 900 Last 24 Hrs - 2

Make/Model- 64 Last 30 Days- UNK/NR

Instrument- 74 Last 90 Days- 83

Multi-Eng - 304

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT ALLOWED THE AIRCRAFT TO SETTLE BACK ONTO THE RUNWAY SHORTLY AFTER LIFTOFF FROM THE RUNWAY AFTER HAVING ALREADY RETRACTED THE LANDING GEAR. THE AIRCRAFT LANDED WITH THE LANDING GEAR RETRACTED.

Brief of Accident (Continued)

File No. - 719

6/08/86

GUNTERSVILLE,AL

A/C Reg. No. N326JR

Time (Lc1) - 0945 CDT

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

Finding(s)

1. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
 2. PROPER CLIMB RATE - NOT MAINTAINED - PILOT IN COMMAND
 3. GEAR RETRACTION - PREMATURE - PILOT IN COMMAND
-

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

Finding(s)

4. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - RUNWAY
 5. WHEELS UP LANDING - IMPROPER - PILOT IN COMMAND
-

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

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

Brief of Accident

File No. - 745 3/26/86 SALEM, AR A/C Reg. No. N2889M Time (Lcl) - 1400 CST

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

Type Operating Certificate-ON-DEMAND AIR TAXI

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

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

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

Make/Model - PIPER PA-34-200T
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 4570
No. of Seats - 6

Eng Make/Model - CONTINENTAL TS10-360-E
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 200 HP

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 270/010 KTS
Visibility - 3.000 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 3500 FT
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
WEST PLAINS, MO
Destination
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data
SALEM

Runway Ident - 20
Runway Lth/Wid - 2500/ 30
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 50
Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - PA-34

Medical Certificate - EXPIRED
Flight Time (Hours)

Total	- 5689	Last 24 Hrs	- UNK/NR
Make/Model-	28	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	28
Multi-Eng	- 1080	Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS LANDING ON A 2,050 BY 100 FT ASPHALT RWY. THE PLT SAID THE TOUCHDOWN WAS NOT HARD BUT NOT SMOOTH. THE ACFT TRAVELED ABOUT 300 FT AFTER TOUCHDOWN BEFORE THE R MLG COLLAPSED. THE BROKEN PARTS WHICH WERE REMOVED FROM THE LANDING GEAR ASSEMBLY WERE EXAMINED BY THE OPERATOR AND NO EVIDENCE OF PRE-ACCIDENT DAMAGE WAS NOTED.

Brief of Accident (Continued)

File No. - 745

3/26/86

SALEM, AR

A/C Reg. No. N2889M

Time (Lc1) - 1400 CST

Occurrence MAIN GEAR COLLAPSED

Phase of Operation LANDING - ROLL

Finding(s)

1. LANDING GEAR, NORMAL RETRACTION/EXTENSION ASSEMBLY - OVERLOAD
 2. 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) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 741 5/13/86 MOUNTAIN HOME, AR A/C Reg. No. N2015K Time (Lcl) - 1720 CDT

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

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

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

Make/Model - BEECH A36	Eng Make/Model - CONTINENTAL IO-520	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3650	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 285 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	JOPLIN, MO	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	MOUNTAIN HOME, AR	BAXTER CO.
Wind Dir/Speed- 170/013 KTS	ATC/Airspace	Runway Ident - 23
Visibility - 13.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3500/ 50
Lowest Sky/Clouds - 12000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - MACADAM
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 - 46	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 770
SE LAND	Months Since - 9	Make/Model- 419
	Aircraft Type - A36	Instrument- 156
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 26

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PIC RPTD GEAR FAILURE AND GEAR WARNING HORN ABOUT 5 TO 10 SECONDS INTO THE LANDING ROLL. THE PIC RPTD 3 IN THE GREEN BEFORE TOUCHDOWN TO THE RWY. SUBSEQUENT INSPECTION OF THE LANDING GEAR SHOWED NO MECHANICAL OR OTHER DEFICIENCY. INADVERTENT MOVEMENT OF THE LANDING GEAR SWITCH PRIOR TO THE SWITCH ENGAGEMENT WOULD CYCLE THE LANDING GEAR RETRACTION SEQUENCE. GEAR RETRACTION AND EXTENSION TESTS PERFORMED ON THE ACFT SUBSEQUENT TO THE ACCIDENT FAILED TO DISCLOSE A PBLM.

Brief of Accident (Continued)

File No. - 741

5/13/86

MOUNTAIN HOME, AR

A/C Reg. No. N2015K

Time (Lcl) - 1720 CDT

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

Finding(s)

1. GEAR RETRACTION - INADVERTENT - PILOT IN COMMAND
2. CHECKLIST - NOT FOLLOWED - PILOT IN COMMAND
3. TERRAIN CONDITION - RUNWAY

----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. - 636 5/14/86 STUTTGART, AR A/C Reg. No. N5648X Time (Lcl) - 1400 CDT

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

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

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

Make/Model - THRUSH S2R	Eng Make/Model - P & W R1340	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 6000	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 600 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	STUTTGART, AR	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 150/012 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 6.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 3500 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 25000 FT BROKEN	Type Apch/Lndg - NONE	
Obstructions to Vision- HAZE		
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 - 900
SE LAND	Months Since - 3	Make/Model- 600
	Aircraft Type - C-172XP	Instrument- UNK/NR
		Multi-Eng - 15
		Last 24 Hrs - 8
		Last 30 Days- 15
		Last 90 Days- 60
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING AN AGRICULTURAL SPRAY MANEUVER BACK TO A FIELD THE PIC WAS FERTILIZING, THE PIC STATED HE ALLOWED THE ACFT TO BECOME TOO SLOW AND THE AIRCRAFT DESCENDED INTO TREES WHICH BORDERED THE FIELD. THE PIC STATED HE SHOULD HAVE BEEN FLYING WITH A LIGHTER LOAD OR SHOULD HAVE ADDED PWR SOONER IN THE TURN TO MAINTAIN OBSTACLE CLEARANCE ALTITUDE.

Brief of Accident (Continued)

File No. - 636

5/14/86

STUTTGART, AR

A/C Reg. No. N5648X

Time (Lc1) - 1400 CDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

1. OBJECT - TREE(S)
 2. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
 3. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
 4. CLEARANCE - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

5. TERRAIN CONDITION - GROUND
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 629 6/01/86 DES ARC, AR A/C Reg. No. N89247 Time (Lc1) - 1545 CDT

-----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	-MANEUVERING	NONE	Pass 0	0	0	0
			Other 2	0	0	0

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

Make/Model - CESSNA 140	Eng Make/Model - CONTINENTAL C-85-12	ELT Installed/Activated - YES-UNK/NR
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- CALM</p> <p>Visibility - 7.0 SM</p> <p>Lowest Sky/Clouds - 3000 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 CABOT, AR</p> <p>Destination BRINKLEY, AR</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>
------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

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

Pilot-In-Command	Age - 42	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 5804
SE LAND	Months Since - 4	Make/Model- UNK/NR
	Aircraft Type - PA-18	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- 22
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

NUMEROUS WITNESSES ON A SANDBAR IN THE WHITE RIVER OBSERVED THIS COLLISION OF TWO AIRPLANES AS THEY WERE FLYING CLOSE TOGETHER, LOW, OVER THE RIVER. OF THE NINE WITNESS STATEMENTS RECEIVED, FIVE HAD THE PIPER PA-28-140 HITTING THE CESSNA 140, THREE HAD THE CESSNA 140 HITTING THE PIPER PA-28-140 AND ONE HAD THEM DRIFTING TOGETHER. THE PEOPLE IN THE AIRPLANES WERE WAVING TO THE PEOPLE ON THE SANDBAR WHEN THE AIRPLANES COLLIDED. BOTH AIRPLANES IMPACTED THE TERRAIN ABOVE THE RIVER BANK. THE PIPER PA-28-140 BURNED AFTER IMPACT WITH THE TERRAIN.

Brief of Accident (Continued)

File No. - 629

6/01/86

DES ARC, AR

A/C Reg. No. N89247

Time (Lc1) - 1545 CDT

Occurrence #1 MIDAIR COLLISION

Phase of Operation MANEUVERING

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
3. LOW PASS - PERFORMED - PILOT IN COMMAND
4. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND
5. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation DESCENT - UNCONTROLLED

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

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

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. - 629 6/01/86 DES ARC, AR A/C Reg. No. N4254J Time (Lcl) - 1545 CDT

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

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

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

Make/Model	- PIPER PA-28-140	Eng Make/Model	- LYCOMING O-320	ELT Installed/Activated	- UNK/NR
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 2050	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 150 HP		

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

<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 - 3000 FT SCATTERED</p> <p>Lowest Ceiling - 10000 FT BROKEN</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>CABOT, AR</p> <p>Destination</p> <p>LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p>OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

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

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND</p>	<p>Age - 40</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 - 3995</p> <p>Make/Model- UNK/NR</p> <p>Instrument- 0</p>	<p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- 10</p> <p>Last 90 Days- 18</p>
---------------------------------------------------------------------------------------	----------------------------------------------------------------------------------------------------------------------------------	------------------------------------------------------------------------------------------------------------------------------------	-----------------------------------------------------------------------------

Instrument Rating(s) - NONE

-----Narrative-----

NUMEROUS WITNESSES ON A SANDBAR IN THE WHITE RIVER OBSERVED THIS COLLISION OF TWO AIRPLANES AS THEY WERE FLYING CLOSE TOGETHER, LOW, OVER THE RIVER. OF THE NINE WITNESS STATEMENTS RECEIVED, FIVE HAD THE PIPER PA-28-140 HITTING THE CESSNA 140, THREE HAD THE CESSNA 140 HITTING THE PIPER PA-28-140 AND ONE HAD THEM DRIFTING TOGETHER. THE PEOPLE IN THE AIRPLANES WERE WAVING TO THE PEOPLE ON THE SANDBAR WHEN THE AIRPLANES COLLIDED. BOTH AIRPLANES IMPACTED THE TERRAIN ABOVE THE RIVER BANK. THE PIPER PA-28-140 BURNED AFTER IMPACT WITH THE TERRAIN.

Brief of Accident (Continued)

File No. - 629

6/01/86

DES ARC,AR

A/C Reg. No. N4254J

Time (Lc1) - 1545 CDT

Occurrence #1 MIDAIR COLLISION
Phase of Operation MANEUVERING

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 3. LOW PASS - PERFORMED - PILOT IN COMMAND
 4. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND
 5. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 MIDAIR COLLISION
Phase of Operation DESCENT - UNCONTROLLED

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) 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. - 637 6/22/86 WRIGHTSVILLE, AR A/C Reg. No. N1618P Time (Lcl) - 1715 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

Make/Model - PIPER PA-22
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1950
No. of Seats - 2

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

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

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

Weather Data

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

Itinerary

Last Departure Point
WRIGHTSVILLE, AR
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Wind Dir/Speed- 210/003 KTS
Visibility - 5.0 SM
Lowest Sky/Clouds - 4000 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

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

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

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

Age - 39
Biennial Flight Review
Current - YES
Months Since - 13
Aircraft Type - C-182

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	- 1719
Make/Model-	8
Instrument-	140
Multi-Eng -	20
Last 24 Hrs -	1
Last 30 Days-	UNK/NR
Last 90 Days-	45

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PIC OF THE PA22 WAS PRACTICING DEPARTURES FM A CONFINED FIELD. THE PIC STATED THAT THE ACFT ENGINE HAD BEEN OPERATING NORMALLY, AND THAT HE HAD BEEN OPERATING FM THIS AREA FOR ABOUT THE PREVIOUS 1/2 HR. THE PIC STATED THE ENG QUIT ON CLIMBOUT FM THE PVT STRIP AND HE MADE A FORCED LANDING TO A FIELD JUST BEYOND A ROW OF TALL TREES. POST ACCIDENT INSPECTION OF THE AIRCRAFT DID NOT REVEAL ANY MECHANICAL DISCREPANCY OR FAILURE OF ANY FLT CONTROL OR ENGINE COMPONENT. THE ACFT WAS STC'D FOR USE OF AUTOMOTIVE FUEL AND SUFFICIENT UNCONTAMINATED FUEL WAS ON BOARD AT THE TIME OF THE ACCIDENT. THE PIC HAD A GENEROUS AREA IN WHICH TO LAND THE ACFT, BUT IMPACTED WITH SUFFICIENT FORCE TO COLLAPSE THE LANDING GEAR AND LEFT WING IN A FLAT PITCH ATTITUDE ABOUT 100 FEET BEYOND THE TREE LINE.

Brief of Accident (Continued)

File No. - 637

6/22/86

WRIGHTSVILLE, AR

A/C Reg. No. N1618P

Time (Lc1) - 1715 CDT

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

Finding(s)
1. UNDETERMINED

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

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

Finding(s)
2. FLARE - DELAYED - PILOT IN COMMAND

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 613 6/24/86 SILOAM SPRINGS, AR A/C Reg. No. N2367G Time (Lc1) - 1500 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - CESSNA 182
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2650
No. of Seats - 4

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

ELT Installed/Activated - YES/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- 050/008 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 4500 FT THIN OVC
Lowest Ceiling -
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SILOAM SPRINGS, AR
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

SMITH FIELD
Runway Ident - 13
Runway Lth/Wid - 1650/ 80
Runway Surface - GRASS/TURF
Runway Status - DRY

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

Pilot-In-Command

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

Age - 64
Biennial Flight Review
Current - YES
Months Since - 16
Aircraft Type - C-172

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

Total	-	817	Last 24 Hrs	-	5
Make/Model-	10		Last 30 Days-	UNK/NR	
Instrument-	0		Last 90 Days-	10	

Instrument Rating(s) - NONE

-----Narrative-----

THE PIC WAS PRACTICING TOUCH AND GO LANDINGS, AND DECIDED TO CHANGE RWYS FOR HIS FINAL LANDING. THE PIC STATED HE LANDED LONG ON THE 1650 FOOT TURF RWY, BUT WENT OFF THE END. THE PIC STATED HE SHOULD HAVE ADDED PWR AND MADE A GO AROUND. THE PIC WAS LATE IN APPLYING THE BRAKES AND WENT OFF THE END OF THE RWY INTO A DITCH.

Brief of Accident (Continued)

File No. - 613

6/24/86

SILLOAM SPRINGS, AR

A/C Reg. No. N2367G

Time (Lcl) - 1500 CDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
 2. PROPER TOUCHDOWN POINT - MISJUDGED - 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 - DITCH
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 742 7/03/86 CONWAY,AR

A/C Reg. No. N6009N

Time (Lc1) - 1430 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

Crew
Pass

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

Make/Model - STEVENS AKRO
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1100
No. of Seats - 1

Eng Make/Model - LYCOMING IO-360
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 180 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 360/007 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 5000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
CONWAY,AR
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

DENNIS F. CANTRELL FIELD
Runway Ident - 07
Runway Lth/Wid - 3000/ 50
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - UNK/NR
Biennial Flight Review
Current - YES
Months Since - 14
Aircraft Type - DHC-1

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 846
Make/Model- 47
Instrument- 42
Multi-Eng - 236
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 61

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PIC STATED HE ALLOWED THE ACFT TO DEVELOP A HIGH SINK RATE ON FINAL APPROACH TO THE RWY, AND WAS LATE IN APPLYING PWR TO ARREST THE DESCENT. SUBSEQUENTLY THE ACFT IMPACTED THE TERRAIN AND SUSTAINED SUBSTANTIAL DAMAGE.

Brief of Accident (Continued)

File No. - 742

7/03/86

CONWAY, AR

A/C Reg. No. N6009N

Time (Lcl) - 1430 CDT

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
 2. PROPER GLIDEPATH - NOT MAINTAINED - PILOT IN COMMAND
 3. PROPER DESCENT RATE - EXCEEDED - PILOT IN COMMAND
 4. LEVEL OFF - NOT ATTAINED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

5. TERRAIN CONDITION - GROUND
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 612 7/23/86 HARRISBURG, AR A/C Reg. No. N8494K Time (Lc1) - 1400 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL					
Type of Operation -AERIAL APPLICATION	Fire	Crew	Fatal	Injuries		
Flight Conducted Under -14 CFR 137	NONE	Pass	0	Serious	Minor	None
Accident Occurred During -LANDING			0	0	0	1
			0	0	0	0

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

Make/Model - SCHWEIZER G-164B	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 - 4500	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 600 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	PRIVATE STRIP
Wind Dir/Speed- 360/015 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - WATER
Lowest Ceiling - 5000 FT BROKEN	Type Apch/Lndg - FORCED LANDING	Runway Status - WET
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 49	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 6900
SE LAND,ME LAND	Months Since - 17	Make/Model- UNK/NR
HELICOPTER	Aircraft Type - C-150	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - 70

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AERIAL APPLICATION AIRPLANE WAS DEPARTING FROM A SHORT STRIP ON A HOT DAY. THE PILOT SAID THE AIRPLANE WOULD NOT CLIMB AND HE WAS FORCED TO PUT IT DOWN IN A FLOODED RICE FIELD WHERE IT NOSED FORWARD TO THE INVERTED POSITION. THE PILOT STATED HE SHOULD HAVE USED MORE OF THE AVAILABLE RUNWAY.

Brief of Accident (Continued)

File No. - 612

7/23/86

HARRISBURG, AR

A/C Reg. No. N8494K

Time (Lc1) - 1400 CDT

Occurrence #1 FORCED LANDING
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. AIRSPEED - INADEQUATE - PILOT IN COMMAND
 2. PROPER GLIDEPATH - PREMATURE - PILOT IN COMMAND
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 756 5/31/86 GOODYEAR, AZ A/C Reg. No. N2002E Time (Lcl) - 0803 MST

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

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

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

Make/Model - CESSNA 172N	Eng Make/Model - LYCOMING O-320-H2AD	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 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- 100/006 KTS</p> <p>Visibility - 20.0 SM</p> <p>Lowest Sky/Clouds - 7000 FT SCATTERED</p> <p>Lowest Ceiling - 10000 FT BROKEN</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>SAME AS ACC/INC</p> <p>Destination</p> <p>LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - VFR</p> <p>Type Apch/Lndg - TRAFFIC PATTERN</p>	<p>Airport Proximity</p> <p>ON AIRPORT</p> <p>Airport Data</p> <p>GOODYEAR</p> <p>Runway Ident - 03</p> <p>Runway Lth/Wid - 8500/ 150</p> <p>Runway Surface - CONCRETE</p> <p>Runway Status - DRY</p>
--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

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

Pilot-In-Command	Age - 52	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 28
	Months Since - N/A	Last 24 Hrs - 2
	Aircraft Type - N/A	Make/Model- 28
		Last 30 Days- 13
		Instrument- 0
		Last 90 Days- 28

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT WAS ON HER FIRST SUPERVISED SOLO ON RUNWAY 03 AT GOODYEAR AIRPORT, GOODYEAR, AZ. HER INSTRUCTOR ADVISED HER TO MAKE THREE TOUCH & GO TAKEOFF'S AND LANDINGS. THE INSTRUCTOR POSITIONED HERSELF NEAR THE LANDING AREA AND ADVISED THE STUDENT PILOT THAT SHE WOULD WAVE TO HER IF SHE WANTED HER TO TERMINATE THE TAKEOFF'S AND LANDINGS. THE INSTRUCTOR REPORTED THAT THE INITIAL LANDING WAS NEARLY PERFECT. DURING THE SECOND TAKEOFF ROLL THE STUDENT PILOT FAILED TO RETRACT THE FLAPS & THE ACFT LIFTED OFF IN A VERY SHORT DISTANCE AND ABOUT A 30 DEGREE PITCH UP ATTITUDE. WHEN THE ACFT REACHED ABOUT 100 FT ABOVE GROUND LEVEL IT BEGAN A LEFT TURN AND A STEEP DESCENDING DIVE. THE ACFT CAME TO REST ON ABOUT A 200 DEG MAGNETIC HEADING, RIGHT-SIDE UP. THE STUDENT PILOT SUSTAINED SERIOUS INJURIES. RUNWAY 03 IS CONCRETE SURFACED AND IS 8,500 FT LONG BY 150 FT WIDE.

Brief of Accident (Continued)

File No. - 756

5/31/86

GOODYEAR,AZ

A/C Reg. No. N2002E

Time (Lc1) - 0803 MST

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

Finding(s)

1. RAISING OF FLAPS - NOT PERFORMED - PILOT IN COMMAND
 2. IMPROPER USE OF EQUIPMENT/AIRCRAFT,IMPROPER TRAINING - FLIGHT INSTRUCTOR(ON GROUND)
 3. LIFT-OFF - PREMATURE - PILOT IN COMMAND
 4. AIRSPEED - NOT ATTAINED - PILOT IN COMMAND
-

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

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 635 1/27/86 LANCASTER, CA A/C Reg. No. N5128T Time (Lc1) - 1501 PST

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

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

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

Make/Model	- STRIPLIN RANGER	Eng Make/Model	- ROTAX 503 2 CYCLE	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- UNK/NR	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 45 HP		

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method	- N/A	LANCASTER, CA	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	SAME AS ACC/INC	GEN. WM S. FOX
Wind Dir/Speed	- 008/005 KTS	ATC/Airspace	Runway Ident
Visibility	- 75.0 SM	Type of Flight Plan	- UNK/NR
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- 5001/ 150
Lowest Ceiling	- NONE	Type Apch/Lndg	- ASPHALT
Obstructions to Vision	- NONE		Runway Status
Precipitation	- NONE		- DRY
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 36	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current	Total	- UNK/NR
SE LAND	Months Since	Make/Model	- UNK/NR
	Aircraft Type	Instrument	- UNK/NR
		Multi-Eng	- UNK/NR
			Last 24 Hrs - UNK/NR
			Last 30 Days - UNK/NR
			Last 90 Days - UNK/NR
			Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CRASHED IN A FLAT STALLED ATTITUDE AT A HIGH SINK RATE AFTER A POWER LOSS IN AN ATTEMPTED GO-AROUND. THE PILOT HAD BEEN INSTRUCTED TO STAND-BY FOR A GO-AROUND BECAUSE OF TRAFFIC. THE PLT CONTINUED HIS APPROACH OFF-SET TO THE NORTH OF THE RWY, AT 50 FT AGL DURING HIS GO-AROUND ATTEMPT THE ENG FAILED TO RESPOND. THE ACFT CRASHED IN THE DIRT BESIDE THE RWY.

Brief of Accident (Continued)

File No. - 635

1/27/86

LANCASTER, CA

A/C Reg. No. N5128T

Time (Lc1) - 1501 PST

Occurrence #1 LOSS OF POWER
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)
1. UNDETERMINED

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

Finding(s)
2. GO-AROUND - ATTEMPTED - PILOT IN COMMAND

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

Finding(s)
3. TERRAIN CONDITION - GROUND

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 731

3/21/86

AFTON, CA

A/C Reg. No. N8327

Time (Lcl) - 1300 PST

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
SUBSTANTIAL

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

Type of Operation -AERIAL APPLICATION

Fire

Crew

Flight Conducted Under -14 CFR 137

NONE

Pass

Accident Occurred During -LANDING

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

Make/Model - SIKORSKY S-55

Eng Make/Model - CURT. WRIGHT R-1300-3D

ELT Installed/Activated - NO -N/A

Landing Gear - TAILWHEEL-ALL FIXED

Number Engines - 1

Stall Warning System - NO

Max Gross Wt - 7200

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 1

Rated Power - 700 HP

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

Weather Data

Wx Briefing - UNK/NR

Method - UNK/NR

Completeness - WEATHER NOT PERTINENT

Basic Weather - VMC

Wind Dir/Speed- CALM

Visibility - UNK/NR

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

UNK/NR

Destination

UNK/NR

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - DIRT

Runway Status - N/A

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

HELICOPTER

Age - 52

Biennial Flight Review

Current - YES

Months Since - 10

Aircraft Type - S-55

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 5000

Make/Model- 4500

Instrument- 0

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS LANDED OFF THE ARPT IN A FORCED LANDING AFTER A PWR LOSS. THE ACFT WAS DAMAGED IN THE HARD LANDING. ENG TEARDOWN SHOWED THE R/H MAGNETO MODEL S7LV-2 HAD STRIPPED DISTRIBUTOR DRIVE GEARS. NO OTHER ABNORMALITIES NOTED. THE TSO OF THE MAG WAS CALCULATED TO BE 669.2 HRS.

Brief of Accident (Continued)

File No. - 731

3/21/86

AFTON, CA

A/C Reg. No. N8327

Time (Lc1) - 1300 PST

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

Finding(s)

1. IGNITION SYSTEM, MAGNETO - FAILURE, TOTAL

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. - 755 4/27/86 DAVIS, CA A/C Reg. No. N50007 Time (Lcl) - 1030 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

Crew
Pass

Fatal
0
0

Injuries

Serious
0
0

Minor
0
0

None
1
1

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

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

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 270/005 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
SAN JOSE, CA
Destination
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

TALLEY RANCH
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - DIRT
Runway Status - DRY

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

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

Age - 20
Biennial Flight Review
Current - YES
Months Since - 10
Aircraft Type - C-150

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 396
Make/Model- 295
Instrument- 21
Last 24 Hrs - 1
Last 30 Days- 11
Last 90 Days- 20

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT LANDED ON A PRIVATELY OWN RANCH DIRT AIRSTRIIP. THE PLT REPORTED THE LANDING WAS NORMAL, BUT DURING THE LANDING ROLL THE ACFT NOSEWHEEL STRUCK A SMALL DITCH CAUSING IT TO NOSE OVER ONTO ITS BACK. THE PILOT DID NOT REPORT ANY PREIMPACT ACFT MALFUNCTIONS AND/OR FAILURES. THE PLT REPORTED THAT HE HAD PREVIOUSLY LANDED ON THE AIRSTRIIP PRIOR TO THE ACCIDENT. NEITHER THE CERTIFICATED PRIVATE PLT NOR THE SOLE PASSENGER ABOARD THE ACFT WERE INJURED.

Brief of Accident (Continued)

File No. - 755

4/27/86

DAVIS,CA

A/C Reg. No. N50007

Time (Lc1) - 1030 PDT

Occurrence #1 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

1. TERRAIN CONDITION - DITCH
2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
3. RUNWAY MAINTENANCE - NOT MAINTAINED - COMPANY/OPERATOR MGMT

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 639 4/29/86 FALLBROOK, CA A/C Reg. No. N25954 Time (Lc1) - 1730 PDT

-----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	1

-----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-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	TORRANCE, CA	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	FALLBROOK, CA	FALL BROOK COMM AIR PARK
Wind Dir/Speed- 180/007 KTS	ATC/Airspace	Runway Ident - 36
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2160/ 70
Lowest Sky/Clouds - 3000 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 - 53	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 192
SE LAND	Months Since - 1	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 71
		Instrument- 4
		Last 30 Days- UNK/NR
		Last 90 Days- 26

Instrument Rating(s) - NONE

-----Narrative-----

A PIPER PA-38-112 VEERED OFF RWY 36. THE WX REPORTING STATION LOCATED 6 NM SE OF THE ARPT REPORTED THAT THE WINDS WERE FROM 180 DEG AT 7 KTS DURING THE PERIOD THAT THE ACCIDENT OCCURRED. THE PLT INDICATED THAT HE MISINTERPRETED THE ARPT WIND INDICATOR AND LANDED DOWNWIND AND SUBSEQUENTLY VEERED TO THE RIGHT TO AVOID OVERRUNNING THE RWY. THE PLT ALSO INDICATED THERE WERE NO MECHANICAL FAILURES OR MALFUNCTIONS PRIOR TO THE ACCIDENT. RWY 36 WAS 2,160 FT LONG. ACCORDING TO THE TOMOHAWK (PA-38-112) INFORMATION MANUAL PUBLISHED BY PIPER AIRCRAFT CORPORATION, THE MINIMUM LANDING GROUND ROLL FOR THE REPORTED WX CONDITION IS AT LEAST 1,000 FT. A WITNESS WHO IS EMPLOYED AT A FBO LOCATED AT THE ARPT OBSERVED THE ACFT TOUCHDOWN "APPROXIMATELY TWO-THIRDS OF THE DISTANCE DOWN THE RUNWAY."

Brief of Accident (Continued)

File No. - 639

4/29/86

FALLBROOK, CA

A/C Reg. No. N25954

Time (Lc1) - 1730 PDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - TAILWIND
2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
3. IMPROPER DECISION, LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND
4. WIND INFORMATION - NOT UNDERSTOOD - PILOT IN COMMAND
5. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
6. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

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

Finding(s)

7. TERRAIN CONDITION - DOWNHILL
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) 5,6

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 618 5/07/86 BUTTE CITY,CA A/C Reg. No. N10219 Time (Lcl) - 0630 PDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
SUBSTANTIAL

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

Type of Operation -AERIAL APPLICATION

Flight Conducted Under -14 CFR 137

Accident Occurred During -LANDING

Fire
NONE

Crew
Pass

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

Make/Model - GRUMMAN G-164

Landing Gear - TAILWHEEL-ALL FIXED

Max Gross Wt - 3725

No. of Seats - 1

Eng Make/Model - P & W R1340 SERIES

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 600 HP

ELT Installed/Activated - NO -N/A

Stall Warning System - NO

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- CALM

Visibility - 50.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

MCGOWAN

Runway Ident - 06

Runway Lth/Wid - 1800-N/A

Runway Surface - DIRT

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND,ME LAND

Age - 34

Biennial Flight Review

Current - YES

Months Since - 17

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 15000

Make/Model- 12000

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - 0

Last 30 Days- UNK/NR

Last 90 Days- 0

Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT MADE A FORCED LANDING OFF ARPT AFTER A POWER LOSS DURING TAKEOFF. THE OPERATOR STATED THAT WATER WAS FOUND IN THE FUEL SYSTEM.

Brief of Accident (Continued)

File No. - 618

5/07/86

BUTTE CITY,CA

A/C Reg. No. N10219

Time (Lc1) - 0630 PDT

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

Finding(s)

1. FLUID,FUEL - WATER
 2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - UNCONTROLLED

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 706 6/16/86 ADELANTO, CA A/C Reg. No. N2522 Time (Lcl) - 0700 PDT

-----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

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

Make/Model - BENSEN-JANSEN B-8M
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - UNK/NR
No. of Seats - 1

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

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
UNK/NR
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRSTRIP

Airport Data

KENZEL RANCH
Runway Ident - 27
Runway Lth/Wid - UNK/NR-00083
Runway Surface - DIRT
Runway Status - DRY

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

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

Age - 54
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - UNK/NR Last 24 Hrs - UNK/NR
Make/Model- UNK/NR Last 30 Days- UNK/NR
Instrument- UNK/NR Last 90 Days- UNK/NR
Multi-Eng - UNK/NR Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH POWER LINES CROSSING THE AIRSTRIP AT MIDFIELD AND CRASHED ON THE RWY. A WITNESS STATED THAT THE PLT HAD BEEN BRIEFED ON THE PWR LINES PRIOR TO THE FLT.

Brief of Accident (Continued)

File No. - 706

6/16/86

ADELANTO,CA

A/C Reg. No. N2522

Time (Lc1) - 0700 PDT

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

Finding(s)

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

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

Finding(s)

5. TERRAIN CONDITION - RUNWAY
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 707 8/01/86 OROVILLE, CA A/C Reg. No. N77326 Time (Lc1) - 0724 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
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

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

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

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- UNK/NR
Visibility - 30.0 SM
Lowest Sky/Clouds - 20000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
OROVILLE, CA
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

OROVILLE
Runway Ident - 19
Runway Lth/Wid - 5960/ 150
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command
Certificate(s)/Rating(s)
UNK/NRE

Age - UNK/NR
Biennial Flight Review
Current - YES
Months Since - 11
Aircraft Type - C-182

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 692
Make/Model- 200
Instrument- 100
Last 24 Hrs - UNK/NR
Last 30 Days- 22
Last 90 Days- 57

Instrument Rating(s) - NONE

-----Narrative-----

A CESSNA 140 NOSED OVER IN A DITCH AFTER ABORTING A TAKEOFF. THE PLT INDICATED HE WAS PRACTICING STOP AND GO LANDINGS. DURING THE LAST LANDING THE RIGHT BRAKE WAS INADVERTENTLY APPLIED AND THE ACFT VEERED TO THE RIGHT OFF THE RWY. THE PLT INITIATED A GO-AROUND BY APPLYING FULL POWER. THE ACFT WAS OFF THE RWY WITH THE TAKEOFF GROUND RUN TRANSPIRING ON RIGHT SHOULDER. THE ACFT BECAME AIRBORNE APRX MID-FIELD AND THE PLT CAUTIOUS NOT TO STALL THE ACFT LEVELED OFF TO ALLOW THE AIRSPEED TO BUILD. THE PLT THEN NOTICED AN APPROXIMATELY 4 FT TALL FENCE AND JUDGED HE HAD SUFFICIENT ALT TO CLEAR THE OBSTACLE. AS HE CROSSED THE FENCE APPROXIMATELY 220 FT FROM THE RWY CENTERLINE HE HEARD AN UNUSUAL "TWANG" NOISE AND ASSUMED HE HAD STRUCK THE FENCE. HE DECIDED TO ABORT THE TAKEOFF AND LANDED ON THE RIGHT SHOULDER OF THE RWY. DURING THE LANDING GROUND ROLL, THE ACFT PLUNGED INTO A 10 FT DEEP DITCH AND NOSED OVER. A POST ACCIDENT EXAMINATION OF THE ACFT REVEALED BARB WIRE ENTANGLED ON THE TAILWHEEL.

Brief of Accident (Continued)

File No. - 707

8/01/86

OROVILLE, CA

A/C Reg. No. N77326

Time (Lcl) - 0724 PDT

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

Finding(s)

1. BRAKES(NORMAL) - INADVERTENT USE - PILOT IN COMMAND

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

Finding(s)

2. OBJECT - FENCE
3. JUDGEMENT - IMPROPER - PILOT IN COMMAND
4. GO-AROUND - SELECTED - PILOT IN COMMAND

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

Finding(s)

5. TERRAIN CONDITION - DITCH

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 673 2/01/86 BERTHOUD, CO A/C Reg. No. N46193 Time (Lcl) - 1725 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

Crew
Pass

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

Make/Model - 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- CALM
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DUSK

Itinerary

Last Departure Point
BROOMFIELD, CO
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 17
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 57
Make/Model- 57
Instrument- 0
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- 9

Instrument Rating(s) - NONE

-----Narrative-----

STUDENT PLT RENTED ACFT FROM FLYING CLUB, ACFT WAS OBSERVED BY WITNESSES TO APPROACH THE LAKE FROM THE SOUTH END AT A LOW ALT. ACFT STRUCK WATER WITH RIGHT MAIN LND GEAR AND RT WING TIP, AND NOSED OVER. THE WATER WAS DESCRIBED AS BEING "GLASSY" AND THE SUN HAD SET. THE STUDENT PLT HAS 57 HOURS TOTAL FLT TIME.

Brief of Accident (Continued)

File No. - 673

2/01/86

BERTHOUD,CO

A/C Reg. No. N46193

Time (Lc1) - 1725 MST

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 2. LOW PASS - ATTEMPTED - PILOT IN COMMAND
 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
 4. LIGHT CONDITION - DUSK
 5. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
 6. IMPROPER USE OF EQUIPMENT/AIRCRAFT, VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
 7. TERRAIN CONDITION - WATER, GLASSY
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 610 2/14/86 WRAY, CO

A/C Reg. No. N219M

Time (Lcl) - 1530 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire
ON GROUND

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

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

Make/Model - CESSNA 182
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2550
No. of Seats - 4

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 160/007 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 18000 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
BURLINGTON, CO
Destination
KIRK, CO

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

WRAY MUNICIPAL
Runway Ident - 14
Runway Lth/Wid - 5000/ 75
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 40
Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - C-182

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 92 Last 24 Hrs - 1
Make/Model- 46 Last 30 Days- UNK/NR
Instrument- 3 Last 90 Days- 32

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE PLT, THE ACFT CONTACTED A TWR WITH THE NOSE GEAR WHILE HE WAS MAKING A VISUAL SURVEILLANCE OF A PRIVATE AIRSTRIP PRIOR TO LANDING. THE PLT SAID HE DIVERTED TO A NEARBY ARPT TO LAND. DURING LANDING, FUEL FROM BROKEN FUEL LINES IGNITED & THE ACFT WAS DESTROYED BY FIRE.

Brief of Accident (Continued)

File No. - 610

2/14/86

WRAY, CO

A/C Reg. No. N219M

Time (Lc1) - 1530 MST

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

Finding(s)

1. OBJECT - UTILITY POLE
 2. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND
-

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

Finding(s)

3. LANDING GEAR, NOSE GEAR - BUCKLED
-

Occurrence #3 FIRE
Phase of Operation LANDING

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 663 2/18/86 GRAND JUNCTION, CO A/C Reg. No. N1424W Time (Lcl) - 0920 MST

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

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage						
Name of Carrier	-THUNDERBIRD HELICOPTERS,	SUBSTANTIAL						
Type of Operation	-NON SCHED, DOMESTIC, PASSENGER	Fire						
Flight Conducted Under	-14 CFR 135	NONE	Crew	0	0	1	0	
Accident Occurred During	-DESCENT		Pass	0	0	2	0	

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

Make/Model	- BELL 47G3 B-2	Eng Make/Model	- ALLISON 250-C20B	ELT Installed/Activated	- YES/NO
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- UNK/NR
Max Gross Wt	- 2950	Engine Type	- TURBOSHAFT		
No. of Seats	- 3	Rated Power	- 317 HP		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		OFF AIRPORT/STRIP	
Method	- N/A	UNK/NR			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	LOCAL		Runway Ident	- N/A
Wind Dir/Speed	- 180/020 KTS	ATC/Airspace		Runway Lth/Wid	- N/A
Visibility	- 20.0 SM	Type of Flight Plan	- COMPANY (VFR)	Runway Surface	- GRAVEL
Lowest Sky/Clouds	- UNK/NR	Type of Clearance	- NONE	Runway Status	- SNOW - DRY
Lowest Ceiling	- 1500 FT BROKEN	Type Apch/Lndg	- FORCED LANDING		
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 - 5544	Last 24 Hrs - UNK/NR
SE LAND, ME LAND, SE SEA	Months Since - UNK/NR	Make/Model - 641	Last 30 Days - UNK/NR
HELICOPTER	Aircraft Type - UNK/NR	Instrument - 88	Last 90 Days - 195
		Multi-Eng - 997	Rotorcraft - 4014

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT WHILE TURNING TO THE INTENDED LANDING AREA, THE HELICOPTER HE WAS PILOTING ENCOUNTERED BOTH DOWNDRAFTS & TAILWIND. THE PLT INDICATED THE HELICOPTER SETTLED UNTIL GRND CONTACT.

Brief of Accident (Continued)

File No. - 663

2/18/86

GRAND JUNCTION, CO

A/C Reg. No. N1424W

Time (Lc1) - 0920 MST

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

Finding(s)

1. WEATHER CONDITION - DOWNDRAFT
 2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
 3. WEATHER CONDITION - TAILWIND
 4. PLANNED APPROACH - IMPROPER - PILOT IN COMMAND
-

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

Finding(s)

5. TERRAIN CONDITION - ROUGH/UNEVEN
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 617 4/30/86 LAMAR,CO

A/C Reg. No. N76LF

Time (Lcl) - 1240 MDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
SUBSTANTIAL

Injuries

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

Fire
NONE

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

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

Make/Model - PIPER PA-25-260C
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2900
No. of Seats - 1

Eng Make/Model - LYCOMING O-540-G1A5
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 260 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 270/002 KTS
Visibility - 50.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
HOLLY,CO
Destination
LAMAR,CO

ATC/Airspace

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

Airport Proximity
UNK/NR

Airport Data

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

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

Pilot-In-Command

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

Age - 27

Biennial Flight Review

Current - YES
Months Since - 1
Aircraft Type - C-172

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

Total	-	4400	Last 24 Hrs -	1
Make/Model-	1000		Last 30 Days-	UNK/NR
Instrument-	176		Last 90 Days-	71
Multi-Eng -	1000			

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING THE INITIAL TELEPHONE INTERVIEW, THE PLT STATED THE ENG QUIT DUE TO FUEL EXHAUSTION WHILE RETURNING FROM AN AG SPRAYING FLT. HOWEVER, IN THE PLT ACCIDENT REPORT, THE PLT STATES THAT HE COULD NOT RULE OUT MECHANICAL PROBLEMS.

Brief of Accident (Continued)

File No. - 617

4/30/86

LAMAR,CO

A/C Reg. No. N76LF

Time (Lcl) - 1240 MDT

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

Finding(s)

1. FLUID,FUEL - EXHAUSTION
 2. FUEL CONSUMPTION CALCULATIONS - MISJUDGED - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

3. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - ROUGH/UNEVEN
-

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 607 5/01/86 ENGLEWOOD, CO

A/C Reg. No. N94703

Time (Lc1) - 0810 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

Type of Operation - INSTRUCTIONAL

Fire

Crew

Flight Conducted Under -14 CFR 91

NONE

Pass

Accident Occurred During -LANDING

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

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

Eng Make/Model - LYCOMING O-235-N2C
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- CALM
Visibility - 50.0 SM
Lowest Sky/Clouds - 5000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

CENTENNIAL ARPT
Runway Ident - 41
Runway Lth/Wid - 7000/ 75
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 57
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	25
Last 24 Hrs	1
Make/Model-	24
Instrument-	1
Last 30 Days-	UNK/NR
Last 90 Days-	24

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE STUDENT PLT, HE FLARED TOO HIGH DURING LANDING & LANDED HARD, COLLAPSING THE NOSE GEAR.

Brief of Accident (Continued)

File No. - 607

5/01/86

ENGLEWOOD, CO

A/C Reg. No. N94703

Time (Lcl) - 0810 MDT

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

Finding(s)

1. FLARE - 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) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 722 5/19/86 ALAMOSA, CO A/C Reg. No. N6990X Time (Lcl) - 1015 MDT

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

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

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

Make/Model - CESSNA 172B	Eng Make/Model - CONTINENTAL O-300-D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 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	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	ALAMOSA MUNICIPAL/BERGMAN
Wind Dir/Speed- 240/005 KTS	ATC/Airspace	Runway Ident - 20
Visibility - 40.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 8500/ 100
Lowest Sky/Clouds - CLEAR	Type of Clearance - TRAFFIC ADVISORY	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 - 34	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 15
	Months Since - N/A	Make/Model- 8
	Aircraft Type - N/A	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT HAD SOLOED THAT MORNING. AFTER A SHORT REST PERIOD HE FLEW WITH HIS INSTRUCTOR. HE THEN FLEW A SECOND SOLO FLT. THE STUDENT PLT MADE TWO LANDINGS. ON THE THIRD APPROACH THE PLT MADE A GO-AROUND. ON THE NEXT APPROACH THE ACFT STALLED CLOSE TO THE RWY, MADE A HARD LANDING, AND OVERTURNED.

Brief of Accident (Continued)

File No. - 722

5/19/86

ALAMOSA, CO

A/C Reg. No. N6990X

Time (Lc1) - 1015 MDT

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

Finding(s)

1. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #2 HARD LANDING
Phase of Operation LANDING

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

Finding(s)

2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 608 6/01/86 FREDERICK, CO A/C Reg. No. N92807 Time (Lcl) - 1700 MDT

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

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

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

Make/Model - CESSNA 207	Eng Make/Model - CONTINENTAL TS10-520	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3800	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 300 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 120/010 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	Type of Clearance - VFR	Runway Surface - DIRT
Lowest Ceiling - 8200 FT BROKEN	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 30	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2087
SE LAND	Months Since - 18	Last 24 Hrs - 2
	Aircraft Type - C-150	Make/Model- 2
		Instrument- 0
		Multi-Eng - 10
		Last 30 Days- UNK/NR
		Last 90 Days- 7

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE PLT, HE HAD DESCENDED FROM 8,200 FT AGL TO 700 FT AGL IN PREPARATION FOR LANDING. THE PLT STATED THAT WHEN HE STARTED TO ADD POWER, HE NOTICED THE ENGINE HAD QUIT AND A FORCED LANDING WAS MADE. DURING THE INVESTIGATION, THE PLT DID NOT INDICATE HE HAD MADE ANY MIXTURE ADJUSTMENTS DURING THE DESCENT. THE ENGINE WAS TEST RUN AND FUNCTIONED NORMALLY.

Brief of Accident (Continued)

File No. - 608

6/01/86

FREDERICK,CO

A/C Reg. No. N92807

Time (Lc1) - 1700 MDT

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

Finding(s)

1. MIXTURE - IMPROPER - PILOT IN COMMAND
 2. IMPROPER USE OF PROCEDURE,LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

3. TERRAIN CONDITION - DIRT BANK
-

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 666 6/08/86 GLADE PARK, CO A/C Reg. No. N23RB Time (Lcl) - 0800 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - BEAVER EVANS VP-1
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 847
No. of Seats - 1

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 90.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRSTRIP

Airport Data

Runway Ident - 09
Runway Lth/Wid - 1900 -UNK/NR
Runway Surface - DIRT
Runway Status - HIGH VEGETATION
SOFT

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

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

Age - 41
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - PA28180

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 236
Last 24 Hrs - UNK/NR
Make/Model- 12
Last 30 Days- UNK/NR
Instrument- 5
Last 90 Days- 13

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT SAID THAT DURING THE TAKE-OFF ROLL, HIGH GRASS RESTRICTED THE ACFT FROM ATTAINING SUFFICIENT AIRSPEED TO ACHIEVE FLT. ACCORDING TO THE PLT THE ACFT STRUCK A BARBED WIRE FENCE, SUBSTANTIALLY DAMAGING THE ACFT.

Brief of Accident (Continued)

File No. - 666

6/08/86

GLADE PARK, CO

A/C Reg. No. N23RB

Time (Lc1) - 0800 MDT

Occurrence #1 DRAGGED WING, ROTOR, POD, OR FLOAT
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - HIGH VEGETATION
2. ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND

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

Finding(s)

3. OBJECT - FENCE

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 766 6/21/86 LAST CHANCE, CO A/C Reg. No. N8844W Time (Lcl) - 1930 MDT

-----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

Serious
0
0

Minor
0
0

None
1
0

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

Make/Model - PIPER PA-28-235
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3000
No. of Seats - 4

Eng Make/Model - LYCOMING O-540-B4B5
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 250 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- 080/010 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
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRSTRIP

Airport Data

Runway Ident - 34
Runway Lth/Wid - 2800 -UNK/NR
Runway Surface - DIRT
Runway Status - DRY

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

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

Age - 23
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

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

Total - 25 Last 24 Hrs - UNK/NR
Make/Model- 24 Last 30 Days- UNK/NR
Instrument- 0 Last 90 Days- 17

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT SAID WHILE ON LANDING ROLL A CROSS WIND DRIFTED N8844W OFF RIGHT HAND SIDE OF RWY ON A FARM STRIP. LOST CONTROL IN SOFT DIRT AND NOSED OVER. THE VEHICLE WAS SUBSTANTIALLY DAMAGED, AND THE PLT WAS UNINJURED.

Brief of Accident (Continued)

File No. - 766

6/21/86

LAST CHANCE, CO

A/C Reg. No. N8844W

Time (Lc1) - 1930 MDT

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

4. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SOFT
5. AIRPORT FACILITIES, RUNWAY/LANDING AREA 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) 1,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 794 6/28/86 FORT LUPTON, CO A/C Reg. No. N757KB Time (Lcl) - 1730 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

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

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

Fire NONE
Crew Pass

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

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

Eng Make/Model - LYCOMING O-235-L2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 110 HP

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

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

Weather Data

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

Basic Weather - VMC

Wind Dir/Speed- 130/007 KTS
Visibility - 50.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 9000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
ERIE, CO
Destination
HUDSON, CO

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 38
Biennial Flight Review
Current - YES
Months Since - 16
Aircraft Type - C-152

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 184
Make/Model- 34
Instrument- 74
Multi-Eng - UNK/NR
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- 4
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT TOOK OFF ON A LOCAL FLT WITH APPROXIMATELY 1/4 TANK OF FUEL (6 GAL). HE FLEW THE ACFT UNTIL THE ENGINE QUIT FROM FUEL EXHAUSTION AT 1.2 HOURS FLT TIME. THE ACFT IMPACTED IN AN OPEN FEILD, NOSED OVER, AND CAME TO REST IN AN INVERTED POSITION. THE PLT AND ONE PAX ABOARD WERE UNINJURED.

Brief of Accident (Continued)

File No. - 794

6/28/86

FORT LUPTON, CO

A/C Reg. No. N757KB

Time (Lc1) - 1730 MDT

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

Finding(s)

1. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
 2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 671 7/09/86 SALIDA,CO A/C Reg. No. N1272K Time (Lcl) - 0945 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - LUSCOMBE 8A
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1250
No. of Seats - 2

Eng Make/Model - CONTINENTAL A65
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 65 HP

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

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

Weather Data

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

Basic Weather - VMC

Wind Dir/Speed- UNK/NR

Visibility - 90.0 SM

Lowest Sky/Clouds - 15000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

FALCON,CO

Destination

GRAND JUNCTION,CO

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 - 41

Biennial Flight Review

Current - YES

Months Since - 3

Aircraft Type - PA28180

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 243

Make/Model- UNK/NR

Instrument- 0

Last 24 Hrs - 11

Last 30 Days- UNK/NR

Last 90 Days- 43

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE PLT, UPON ENTERING THE MOUNTAIN PASS, THE ACFT HE WAS PILOTING ENCOUNTERED DOWNDRAFTS FROM WHICH HE WAS UNABLE TO RECOVER. THE PLT STATED HE BLEW OFF AIRSPEED UNTIL CONTACT WITH THE TREES. A LOCAL FLT INSTRUCTOR WHO WITNESSED THE ACCIDENT WHILE FLYING OVERHEAD, STATED HE HAD GIVEN THE PLT OF THE MISHAP ACFT, VIA RADIO COMMUNICATIONS, ALT'S NEEDED TO CLEAR THE PASS & ALSO "HIS LAST TURN AROUND POINT."

Brief of Accident (Continued)

File No. - 671

7/09/86

SALIDA, CO

A/C Reg. No. N1272K

Time (Lc1) - 0945 MDT

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

Finding(s)

1. WEATHER CONDITION - DOWNDRAFT
2. JUDGEMENT - POOR - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND
4. WEATHER CONDITION - HIGH DENSITY ALTITUDE
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND

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

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

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) 1,2

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 658 7/11/86 CENTER, CO A/C Reg. No. N53353 Time (Lcl) - 0930 MDT

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

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

-----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-----

<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 - 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 LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data</p> <p>LEACH AIRPORT</p> <p>Runway Ident - 30</p> <p>Runway Lth/Wid - 7100/ 48</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

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

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s) COMMERCIAL SE LAND, ME LAND</p>	<p>Age - 55</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 12</p> <p>Aircraft Type - C-182</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 16000 Last 24 Hrs - 2</p> <p>Make/Model - 2000 Last 30 Days - UNK/NR</p> <p>Instrument - 101 Last 90 Days - 20</p> <p>Multi-Eng - 1000</p>
---------------------------------------------------------------------------------------------	----------------------------------------------------------------------------------------------------------------------------------------------	--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACCORDING TO THE PLT INVOLVED IN THE ACCIDENT THE ACFT CRASHED DURING TAKEOFF BECAUSE THE ENG WAS NOT DEVELOPING FULL POWER. THE OWNER OF THE AG SPRAYING BUSINESS (TO WHOM THE ACFT BELONGS) AND ANOTHER PLT FOR THE OPERATOR, STATED THE MIXTURE WAS IMPROPERLY SET & THEREFORE THE ENG WOULD NOT HAVE DEVELOPED POWER TO ITS FULL POTENTIAL.

Brief of Accident (Continued)

File No. - 658

7/11/86

CENTER,CO

A/C Reg. No. N53353

Time (Lc1) - 0930 MDT

Occurrence #1 OVERRUN
Phase of Operation TAKEOFF

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
2. ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND
3. MIXTURE - IMPROPER USE OF - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

----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. - 725 7/13/86 AKRON, CO

A/C Reg. No. N757GH

Time (Lcl) - 2025 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

SUBSTANTIAL

Fire

NONE

Crew

Pass

Fatal

0

0

Injuries

Serious

0

0

Minor

0

0

None

1

1

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

Make/Model - CESSNA A150N
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1670
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 110 HP

ELT Installed/Activated - YES/NO

Stall Warning System - YES

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - PARTIAL, LMTD BY PILOT
Basic Weather - VMC
Wind Dir/Speed - 320/022 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - 8000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision - NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

Airport Proximity

ON AIRPORT

Airport Data

AKRON-WASH COUNTY ARPT
Runway Ident - 27
Runway Lth/Wid - 4100/ 50
Runway Surface - GRASS/TURF
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - VFR

Type Apch/Lndg - NONE

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

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

Age - 40
Biennial Flight Review
Current - YES
Months Since - 12
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 305 Last 24 Hrs - 1
Make/Model - 38 Last 30 Days - UNK/NR
Instrument - UNK/NR Last 90 Days - 2
Multi-Eng - UNK/NR Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THE ACFT HE WAS PILOTING ENCOUNTERED A SEVERE DOWNDRAFT DURING INITIAL CLIMBOUT, WHICH FORCED THE ACFT TO THE GROUND. UPON GROUND CONTACT, THE ACFT NOSED OVER ONTO ITS BACK.

Brief of Accident (Continued)

File No. - 725

7/13/86

AKRON, CO

A/C Reg. No. N757GH

Time (Lc1) - 2025 MDT

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

Finding(s)

1. WEATHER CONDITION - DOWNDRAFT
 2. WEATHER EVALUATION - INACCURATE - PILOT IN COMMAND
-

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

Finding(s)

3. AIRPORT FACILITIES, RUNWAY/LANDING AREA 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. - 606 3/29/86 HOMESTEAD, FL A/C Reg. No. N777GH Time (Lcl) - 1842 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire
NONE

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

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

Make/Model - EASLEY PITTS S2-E
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1500
No. of Seats - 2

Eng Make/Model - LYCOMING IO-360-A1A
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 200 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 030/006 KTS
Visibility - 8.0 SM
Lowest Sky/Clouds - 3000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

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

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

HOMESTEAD GENERAL AVN.
Runway Ident - 09
Runway Lth/Wid - 3000/ 75
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 63

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 1011	Last 24 Hrs	- 1
Make/Model-	97	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	3
Multi-Eng	- 3		

Instrument Rating(s) - NONE

-----Narrative-----

WHILE CLIMBING THROUGH 600 FEET AFTER DEPARTURE, THE FLIGHT EXPERIENCED LOSS OF ENGINE POWER. WHILE RETURNING TO THE AIRPORT ALTITUDE COULD NOT BE MAINTAINED AND THE AIRCRAFT CRASHED SHORT OF THE RUNWAY. POST CRASH INSPECTION REVEALED THE NUMBER 4 CYLINDER HAD FAILED AT THE POINT THE CYLINDER HEAD AND CYLINDER BARREL ARE SCREWED TOGETHER. METALLURGICAL EXAMINATION REVEALED THE FAILURE OCCURRED DUE TO CORROSION AND DIFFUSION OF IRON FROM THE CYLINDER BARREL OVER A 3 INCH AREA AT THE 3RD THREAD. THIS RESULTED IN FATIGUE AND OVERSTRESS FAILURE. CORROSION WAS FOUND TO HAVE INITIATED DUE TO THE PRESENCE OF CHLORINE IN THE THREADED AREA. WHEN THE CYLINDER WAS OVERHAULED IN FEBRUARY 1980, 214 FLIGHT HOURS BEFORE THE FAILURE, TRICHLOROETHYLENE VAPOR DEGREASER WAS USED TO CLEAN THE CYLINDER PRIOR TO OVERHAUL. AFTER USE OF THE VAPOR DEGREASER THE CYLINDER WAS NOT HEATED TO REMOVE ANY EXCESS CHEMICAL FROM THE CRACKS OF THE CYLINDER.

Brief of Accident (Continued)

File No. - 606

3/29/86

HOMESTEAD, FL

A/C Reg. No. N777GH

Time (Lc1) - 1842 EST

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

Finding(s)

1. ENGINE ASSEMBLY, CYLINDER - FATIGUE
 2. MAINTENANCE, OVERHAUL - IMPROPER - OTHER MAINTENANCE PSNL
 3. ENGINE ASSEMBLY, CYLINDER - FAILURE, TOTAL
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 678 4/08/86 MIAMI, FL A/C Reg. No. N428FH Time (Lcl) - 1130 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

Make/Model - FAIRCHILD HILLER FH-1100
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2530
No. of Seats - 8

Eng Make/Model - ALLISON 250-C18
Number Engines - 1
Engine Type - TURBOPROP
Rated Power - 274 HP

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

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

Weather Data

Wx Briefing - UNK/NR
Method - ACFT RADIO
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 260/003 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - 3000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
MIAMI, FL
Destination
LOCAL

ATC/Airspace

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

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND, ME LAND
HELICOPTER

Age - 30

Biennial Flight Review

Current - NO
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - EXPIRED

Flight Time (Hours)

Total	- 309	Last 24 Hrs	- 2
Make/Model	- 9	Last 30 Days	- 10
Instrument	- 0	Last 90 Days	- UNK/NR
Multi-Eng	- 19	Rotorcraft	- 120

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT WAS ON A SUPERVISED SOLO FLT & WAS HOVERING. THE HELICOPTER WAS SEEN TO WOBBLE, ROLL TO THE RIGHT & CRASH TO THE GROUND. THE OWNER OF THE HELICOPTER STATED THAT HE HAD FLOWN THE ACFT JUST PRIOR TO THE ACCIDENT & THE ACFT PERFORMED NORMALLY. FLT CHARACTERISTICS OF THE HELICOPTER HAVE BEEN DESCRIBED AS SENSITIVE.

Brief of Accident (Continued)

File No. - 678

4/08/86

MIAMI, FL

A/C Reg. No. N428FH

Time (Lc1) - 1130 EST

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

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE, INADEQUATE TRAINING - PILOT IN COMMAND
3. REMEDIAL ACTION - MISJUDGED - PILOT IN COMMAND
4. IMPROPER USE OF PROCEDURE, INADEQUATE TRANSITION/UPGRADE TRAINING - PILOT IN COMMAND
5. IMPROPER USE OF PROCEDURE, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 740 4/20/86 EUSTIS, FL A/C Reg. No. N316Q Time (Lcl) - 0945 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage				
	DESTROYED		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 -DESCENT				None	0

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

Make/Model - BLYTHE QUICKIE	Eng Make/Model - ONAN 170	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - UNK/NR	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - UNK/NR	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	FLAGLER, FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	DELAND, FL	
Wind Dir/Speed- 130/014 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - HIGH VEGETATION
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)
STUDENT	Current - N/A	Total - 40
	Months Since - N/A	Last 24 Hrs - 5
	Aircraft Type - N/A	Make/Model- 20
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- 19
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT DEPARTED ON A STUDENT CROSS-COUNTRY FLIGHT WITH 2 GALLONS OF FUEL IN THE TANK OF THE HOMEBUILT QUICKIE. ABOUT 30 TO 45 MINUTES LATER THE ENGINE FAILED AT 1800 FT MSL. THE STUDENT ATTEMPTED TO STRETCH THE GLIDE TO A ROAD AND STRUCK TREES AND CRASHED. ONLY A SMALL AMOUNT OF RESIDUAL FUEL WAS FOUND AT THE ACCIDENT SITE IN AN IN-LINE FILTER.

Brief of Accident (Continued)

File No. - 740

4/20/86

EUSTIS, FL

A/C Reg. No. N316Q

Time (Lc1) - 0945 EST

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

Finding(s)

1. FUEL SYSTEM - EXHAUSTION
2. REFUELING - NOT OBTAINED - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, EXPERIENCE - PILOT IN COMMAND

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

Finding(s)

4. OBJECT - TREE(S)
5. IN-FLIGHT PLANNING/DECISION - 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) 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. - 735 4/25/86 OPA LOCKA, FL A/C Reg. No. N216Y Time (Lcl) - 2010 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire - NONE

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

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

Make/Model - CESSNA 310L
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5200
No. of Seats - 6

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

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

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

Weather Data

Wx Briefing - PATWAS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 110/006 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(BRIGHT)

Itinerary

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

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

OPA LOCKA
Runway Ident - 09L
Runway Lth/Wid - 8002/ 150
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 30
Biennial Flight Review
Current - YES
Months Since - 15
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT	
Flight Time (Hours)	
Total	359
Make/Model-	79
Instrument-	13
Multi-Eng -	75
Last 24 Hrs -	UNK/NR
Last 30 Days-	UNK/NR
Last 90 Days-	14
Rotorcraft -	1

Instrument Rating(s) - NONE

-----Narrative-----

THE RIGHT MAIN LANDING GEAR COLLAPSED ON THE LANDING ROLLOUT, AFTER WHICH THE ACFT SLID OFF THE RIGHT SIDE OF THE RWY & CAME TO REST ON THE GRASS. POST CRASH EXAMINATION OF THE LANDING GEAR RETRACT SYSTEM REVEALED THAT THE RIGHT MAIN GEAR RETRACT PUSH PULL ROD FAILED AT THE ROD END DUE TO LACK OF PROPER LUBRICATION.

Brief of Accident (Continued)

File No. - 735

4/25/86

OPA LOCKA, FL

A/C Reg. No. N216Y

Time (Lcl) - 2010 EST

Occurrence MAIN GEAR COLLAPSED

Phase of Operation LANDING - ROLL

Finding(s)-

1. LANDING GEAR, NORMAL RETRACTION/EXTENSION ASSEMBLY - FAILURE, TOTAL

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 602 4/26/86 LAUDERDALE, FL A/C Reg. No. N2411P Time (Lcl) - 1524 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

Type of Operation -AERIAL ADV.
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-A2A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 070/007 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 25000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
PEMBROKE PINES, FL
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

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

Age - 42
Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 2550
Make/Model- 395
Instrument- 52
Multi-Eng - UNK/NR
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WHILE TOWING A BANNER NEAR THE BEACH THE AIRCRAFT'S ENGINE FAILED. THE AIRCRAFT WAS DITCHED IN THE ATLANTIC OCEAN AND THE PILOT SWAM TO SHORE. THE PILOT STATED HE BECAME DISTRACTED WATCHING THE BOATS AND FAILED TO SWITCH FUEL TANKS CAUSING THE RIGHT FUEL TANK TO RUN OUT OF FUEL.

Brief of Accident (Continued)

File No. - 602

4/26/86

LAUDERDALE, FL

A/C Reg. No. N2411P

Time (Lcl) - 1524 EST

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

Finding(s)

1. FLUID, FUEL - STARVATION
2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION - PILOT IN COMMAND
4. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 738 4/26/86 ST. PETERSBURG, FL A/C Reg. No. N2321U Time (Lc1) - 1505 EST

-----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	1	0	0	
Accident Occurred During	-DESCENT			0	0	0	0	

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

Make/Model	- CESSNA 172D	Eng Make/Model	- CONTINENTAL O-300-D	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2300	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 145 HP		

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 180/008 KTS</p> <p>Visibility - 12.0 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 SAME AS ACC/INC</p> <p>Destination SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - VFR</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p>ON AIRPORT</p> <p>Airport Data</p> <p>ALBERT WHITTED MUNICIPAL</p> <p>Runway Ident - 18</p> <p>Runway Lth/Wid - 2800/ 150</p> <p>Runway Surface - DIRT</p> <p>Runway Status - DRY</p>
-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

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

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL</p> <p>SE LAND</p>	<p>Age - 47</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 8</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 1200</p> <p>Make/Model- 700</p> <p>Instrument- 77</p> <p>Multi-Eng - 33</p> <p>Last 24 Hrs - 4</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 70</p>
------------------------------------------------------------------------------------------	--------------------------------------------------------------------------------------------------------------------------	-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ON SECOND ATTEMPT TO PICK UP AN AERIAL ADVERTISING BANNER THE FLIGHT CAPTURED THE BANNER AND AS IT PULLED UP TO CLIMB OUT THE PILOT STATED THE AIRCRAFT WOULD NOT CLIMB. THE AIRCRAFT THEN STALLED AND CRASHED TO THE GROUND IN A NOSE LOW LEFT WING LOW ATTITUDE WITH THE BANNER STILL ATTACHED. WITNESSES STATED AS THE AIRCRAFT APPROACHED TO PICK UP THE BANNER IT APPEARED TO BE FLYING SLOW. THE BANNER PICKED UP CONTAINED 41 LETTERS ACCORDING TO THE LOCAL POLICE DEPARTMENT. THE PILOT STATED HE NORMALLY NEVER CARRIES MORE THAN 38 LETTERS.

Brief of Accident (Continued)

File No. - 738

4/26/86

ST. PETERSBURG, FL

A/C Reg. No. N2321U

Time (Lcl) - 1505 EST

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

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

Finding(s)

3. TERRAIN CONDITION - LOOSE GRAVEL/SANDY

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 737 4/30/86 BUNNELL, FL A/C Reg. No. N8601E Time (Lc1) - 0800 EDT

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

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

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

Make/Model - WING D-1	Eng Make/Model - LYCOMING D-320	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - UNK/NR
Max Gross Wt - 2900	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 160 HP	

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

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point DAYTONA BEACH, FL	
Method - N/A	Destination NEW ORLEANS, LA	Airport Data
Completeness - N/A		FLAGLER COUNTY
Basic Weather - VMC	ATC/Airspace	Runway Ident - 29
Wind Dir/Speed- 300/004 KTS	Type of Flight Plan - NONE	Runway Lth/Wid - 5000/ 200
Visibility - 10.0 SM	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Sky/Clouds - 30000 FT THIN BKN	Type Apch/Lndg - STRAIGHT-IN	Runway Status - DRY
Lowest Ceiling - NONE		
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 70	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 5000
ME LAND	Months Since - 21	Make/Model- 200
	Aircraft Type - UNK/NR	Instrument- 0
		Multi-Eng - 200
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 20

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT HIS CANOPY HAD COME OPEN AND HE WAS TRYING TO HOLD IT CLOSED AND MAKE AN EMERGENCY LANDING ON RUNWAY 29 AT FLAGLER CO. AIRPORT, BUT BEING TOO LOW AND FAST THE ACFT STRUCK THE GROUND ABOUT 100 FT SHORT OF THE RUNWAY AND SLID TO A STOP.

Brief of Accident (Continued)

File No. - 737

4/30/86

BUNNELL,FL

A/C Reg. No. N8601E

Time (Lc1) - 0800 EDT

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

Finding(s)

1. WINDOW, FLIGHT COMPARTMENT WINDOW/WINDSHIELD - UNLOCKED
 2. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
 3. PROPER TOUCHDOWN POINT - MISJUDGED - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT

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

Finding(s)

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) 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. - 620 5/09/86 CLEARWATER, FL A/C Reg. No. N9272C Time (Lcl) - 2200 EDT

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

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

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

Make/Model	- PIPER PA-32RT-300	Eng Make/Model	- LYCOMING IO-540-K1G5D	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3600	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 7	Rated Power	- 300 HP		

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

Weather Data		Itinerary	Airport Proximity		
Wx Briefing	- FSS	Last Departure Point	ON AIRPORT		
Method	- ACFT RADIO	TAMPA, FL			
Completeness	- WEATHER NOT PERTINENT	Destination	Airport Data		
Basic Weather	- VMC	SAME AS ACC/INC	CLEARWATER AIR PARK		
Wind Dir/Speed	- 060/008 KTS		Runway Ident	- 33	
Visibility	- 12.0 SM	ATC/Airspace	Runway Lth/Wid	- 3000/ 75	
Lowest Sky/Clouds	- 25000 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	- TRAFFIC PATTERN		
Precipitation	- NONE		FULL STOP		
Condition of Light	- NIGHT(DARK)				

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

Pilot-In-Command	Age - 53	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 2979	Last 24 Hrs - 3
SE LAND, ME LAND	Months Since - 21	Make/Model - 52	Last 30 Days - UNK/NR
HELICOPTER	Aircraft Type - UNK/NR	Instrument - 485	Last 90 Days - 83
		Multi-Eng - 2128	Rotorcraft - 10

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE ATTEMPTING TO LAND AT AN ARPT AT NIGHT WITHOUT THE USE OF RWY LIGHTS, THE ACFT TOUCHED DOWN TO THE RIGHT SIDE OF THE RWY ON THE GRASS. THE ACFT THEN COLLIDED WITH THE VASI LIGHTS, THE LANDING GEAR WAS SEVERED, & THE ACFT SLID TO A STOP.

Brief of Accident (Continued)

File No. - 620

5/09/86

CLEARWATER, FL

A/C Reg. No. N9272C

Time (Lc1) - 2200 EDT

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

Finding(s)

1. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
 2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
-

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

Finding(s)

3. TERRAIN CONDITION - GROUND
 4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

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

Finding(s)

5. OBJECT - APPROACH LIGHT/NAVAID
-

Occurrence #4 GEAR COLLAPSED
Phase of Operation LANDING - ROLL

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 642 5/11/86 DAYTONA BEACH, FL A/C Reg. No. N4374E Time (Lcl) - 1947 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries				
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	Crew	0	0	1	0
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-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	- 112 HP		

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

Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- FSS	Last Departure Point	OFF AIRPORT/STRIP	
Method	- IN PERSON	FORT MYERS, FL		
Completeness	- FULL	Destination	Airport Data	
Basic Weather	- VMC	DAYTONA BEACH, FL		
Wind Dir/Speed	- 080/005 KTS	ATC/Airspace	Runway Ident	- N/A
Visibility	- 7.0 SM	Type of Flight Plan	Runway Lth/Wid	- N/A
Lowest Sky/Clouds	- 35000 FT THIN BKN	Type of Clearance	Runway Surface	- N/A
Lowest Ceiling	- NONE	Type Apch/Lndg	Runway Status	- N/A
Obstructions to Vision	- NONE			
Precipitation	- NONE			
Condition of Light	- DAYLIGHT			

-----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 - 174	Last 24 Hrs - 5
SE LAND	Months Since - 4	Make/Model - 107	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 7	Last 90 Days - 29
			Rotorcraft - 1

Instrument Rating(s) - NONE

-----Narrative-----

FLIGHT EXPERIENCED ENGINE FAILURE WHILE DECENDING FOR LANDING AND MADE A FORCED LANDING IN A FIELD STRIKING POWER LINES WHEN THE ENGINE COULD NOT BE RESTARTED. POST CRASH INSPECTION OF THE AIRCRAFT REVEALED THE RIGHT FUEL TANK TO CONTAIN APPROXIMATELY 1 CUP OF FUEL WITH NO EVIDENCE OF LEAKAGE. THE LEFT FUEL TANK CONTAINED APPROXIMATELY 2 TO 3 GALLONS WITH EVIDENCE OF LEAKAGE. THE ENGINE WAS RUN TO FULL POWER ON A TEST STAND AFTER THE ACCIDENT WITH NO EVIDENCE OF MECHANICAL FAILURE OR MALFUNCTION. THE PILOT COULD NOT REMEMBER WHICH FUEL TANK SHE WAS OPERATING ON AT THE TIME OF ENGINE FAILURE.

Brief of Accident (Continued)

File No. - 642

5/11/86

DAYTONA BEACH, FL

A/C Reg. No. N4374E

Time (Lc1) - 1947 EDT

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

Finding(s)

1. FLUID, FUEL - STARVATION
 2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 3. FUEL CONSUMPTION CALCULATIONS - IMPROPER - PILOT IN COMMAND
 4. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
-

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

Finding(s)

5. OBJECT - WIRE, STATIC
-

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

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 736 6/06/86 ORMOND BEACH, FL A/C Reg. No. N1854G Time (Lcl) - 1315 EDT

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

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

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

Make/Model - CHAMPION 7KCAB	Eng Make/Model - LYCOMING IO-320-E2A	ELT Installed/Activated - NO -N/A
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 - 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	ORMOND BEACH, FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 110/002 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 SCATTERED	Type of Clearance - NONE	Runway Surface - WATER
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - WATER - CHOPPY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 26	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - 275
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model- 23
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 23
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT THE ACFT ENGINE LOST OIL PRESSURE. HE THEN DROPPED THE BANNER, & DITCHED THE ACFT IN THE OCEAN. POST CRASH EXAMINATION REVEALED THAT THE LOSS OF OIL PRESSURE WAS DUE TO OIL STARVATION. NO EVIDENCE OF OIL SEEPAGE WAS NOTED ON OR NEAR THE ACFT AT THE ACCIDENT SITE.

Brief of Accident (Continued)

File No. - 736

6/06/86

ORMOND BEACH, FL

A/C Reg. No. N1854G

Time (Lc1) - 1315 EDT

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

Finding(s)
1. FLUID,OIL - STARVATION

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 604 6/11/86 GRACEVILLE, FL A/C Reg. No. N5630X Time (Lc1) - 0815 CDT

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

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

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

Make/Model - AYERS S2R	Eng Make/Model - P&W PT-6A-34AG	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 8100	Engine Type - TURBOPROP	
No. of Seats - 1	Rated Power - 750 HP	

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

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

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

Pilot-In-Command	Age - 23	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 3164
SE LAND	Months Since - 9	Make/Model- 130
	Aircraft Type - C-172	Instrument- 15
		Multi-Eng - 3
		Last 24 Hrs - 5
		Last 30 Days- 30
		Last 90 Days- 143
		Rotorcraft - 51

Instrument Rating(s) - NONE

-----Narrative-----

A WITNESS STATED THAT THE ACFT HAD JUST COMPLETED A SWATH RUN & WAS PULLING UP TO THE LEFT WHEN THE LEFT WING TIP STRUCK THE GROUND & CARTWHEELED THE ACFT. THE PLT STATED THAT THE ACFT WENT INTO A "HIGH-SPEED" STALL & CARTWHEELED APPROX FOUR TIMES & THAT HE "WALKED AWAY" AFTER THE ACCIDENT. THE ACFT WAS DESTROYED.

Brief of Accident (Continued)

File No. - 604

6/11/86

GRACEVILLE, FL

A/C Reg. No. N5630X

Time (Lc1) - 0815 CDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

1. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
 2. PULL-UP - IMPROPER - PILOT IN COMMAND
-

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 603 6/11/86 TALLAHASSEE, FL A/C Reg. No. N4959T Time (Lcl) - 1050 EDT

-----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	ON GROUND	0	0	0	1
Accident Occurred During -STANDING		0	0	0	2

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

Make/Model - CESSNA 411	Eng Make/Model - CONTINENTAL GTSI-520C	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 6500	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 8	Rated Power - 340 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	SAME AS ACC/INC	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	MCCOMB, MS	Runway Ident - N/A
Wind Dir/Speed- 100/003 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 7.0 SM	Type of Flight Plan - IFR	Runway Surface - N/A
Lowest Sky/Clouds - 4000 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 - 21	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 344
SE LAND,ME LAND	Months Since - 4	Make/Model- 40
	Aircraft Type - PA-34	Instrument- 109
		Multi-Eng - 53
		Last 24 Hrs - 3
		Last 30 Days- 30
		Last 90 Days- 91
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT OBSERVED A FUEL SPILL ON THE GROUND AS A RESULT OF REFUELING OVERFLOW. HE ATTEMPTED TO START THE ENGINES & AN EXPLOSION & FIRE RESULTED.

Brief of Accident (Continued)

File No. - 603

6/11/86

TALLAHASSEE, FL

A/C Reg. No. N4959T

Time (Lc1) - 1050 EDT

Occurrence

FIRE/EXPLOSION

Phase of Operation

STANDING - STARTING ENGINE(S)

Finding(s)

1. STARTING PROCEDURE - IMPROPER - PILOT IN COMMAND
 2. FLUID, FUEL - LEAK
-

-----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. - 622 6/20/86 FT. MYERS, FL A/C Reg. No. N1372V Time (Lc1) - 2040 EDT

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

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

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

Make/Model	- CESSNA U206F	Eng Make/Model	- CONTINENTAL IO 520-F	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3600	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 300 HP		

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

<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- 080/006 KTS</p> <p>Visibility - 10.0 SM</p> <p>Lowest Sky/Clouds - 3000 FT SCATTERED</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - NIGHT(DARK)</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>CAPTIVA ISLAND, FL</p> <p>Destination</p> <p>FT. MYERS, FL</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</p>	<p>Airport Proximity</p> <p>ON AIRPORT</p> <p>Airport Data</p> <p>PAGE</p> <p>Runway Ident - 05</p> <p>Runway Lth/Wid - 5000/ 100</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

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

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND</p>	<p>Age - 33</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 12</p> <p>Aircraft Type - U206</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 492</p> <p>Make/Model- 150</p> <p>Instrument- 13</p> <p>Multi-Eng - UNK/NR</p> <p>Last 24 Hrs - 1</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 35</p> <p>Rotorcraft - UNK/NR</p>
---------------------------------------------------------------------------------------	-------------------------------------------------------------------------------------------------------------------------	----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

Instrument Rating(s) - NONE

-----Narrative-----

THE PRIVATE PILOT HAD JUST COMPLETED A SHORT NO-RADIO NIGHT FLIGHT AND DURING THE LANDING ROLL THE NOSE GEAR WHEEL ASSEMBLY SEPARATED FROM THE AIRCRAFT. EXAMINATION REVEALED THAT THE WRONG NUTS HAD BEEN INSTALLED ON THE WHEEL ASSEMBLY AT THE LAST ANNUAL INSPECTION. THE LAST ANNUAL INSPECTION WAS CONDUCTED EIGHTEEN MONTHS BEFORE THE DATE OF THE ACCIDENT.

Brief of Accident (Continued)

File No. - 622

6/20/86

FT. MYERS, FL

A/C Reg. No. N1372V

Time (Lcl) - 2040 EDT

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

Finding(s)

1. LANDING GEAR, NOSE GEAR - SEPARATION
 2. MAINTENANCE, INSTALLATION - IMPROPER - OTHER MAINTENANCE PSNL
 3. MAINTENANCE, ANNUAL INSPECTION - NOT PERFORMED - PILOT IN COMMAND
-

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 643 6/22/86 PUNTA GORDA, FL A/C Reg. No. N9625J Time (Lcl) - 1430 EDT

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

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

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

Make/Model - PIPER PA-28-180	Eng Make/Model - LYCOMING O-360-A3A	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2400	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- CALM		Runway Lth/Wid - N/A
Visibility - 10.0 SM	ATC/Airspace	Runway Surface - CONCRETE
Lowest Sky/Clouds - 2000 FT SCATTERED	Type of Flight Plan - NONE	Runway Status - DRY
Lowest Ceiling - 8000 FT BROKEN	Type of Clearance - NONE	
Obstructions to Vision- NONE	Type Apch/Lndg - FORCED LANDING	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 71	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 3022
SE LAND	Months Since - 14	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 6
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 2

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT AFTER A 20 MINUTE FLIGHT ON A LONG FINAL APPROACH THE ENGINE SPUTTERED & QUIT. A FORCED LANDING WAS MADE IN A RESIDENTIAL AREA AND THE ACFT WENT THROUGH A DITCH SEVERING THE LANDING GEAR. POST CRASH EXAMINATION OF THE CARBURETOR REVEALED THAT A PIECE OF PLASTIC HAD BECOME TRAPPED BETWEEN THE NEEDLE & SEAT ASSY IN THE CARBURETOR, CUTTING OFF THE FLOW OF FUEL TO THE CYLINDERS.

Brief of Accident (Continued)

File No. - 643

6/22/86

PUNTA GORDA, FL

A/C Reg. No. N9625J

Time (Lcl) - 1430 EDT

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

Finding(s)

1. FUEL SYSTEM, CARBURETOR - FAILURE, TOTAL
 2. FUEL SYSTEM - BLOCKED(TOTAL)
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT

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

Finding(s)

3. TERRAIN CONDITION - DITCH
-

Occurrence #4 GEAR COLLAPSED
Phase of Operation LANDING - ROLL

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 646 6/29/86 DAYTONA BEACH, FL A/C Reg. No. N62074 Time (Lc1) - 1600 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 -LANDING					

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

Make/Model - PIPER J5C	Eng Make/Model - LYCOMING O-290-D	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1550	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 3	Rated Power - 125 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	SPRUCE CREEK
Wind Dir/Speed- 110/010 KTS	ATC/Airspace	Runway Ident - 23
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3300/ 100
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	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - UNK/NR	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1875
SE LAND	Months Since - 13	Last 24 Hrs - 2
HELICOPTER	Aircraft Type - 36	Make/Model- 30
		Last 30 Days- UNK/NR
		Instrument- 140
		Last 90 Days- 75
		Multi-Eng - 1
		Rotorcraft - 620

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT HE OVERFLEW THE ARPT TO OBSERVE THE WIND DIRECTION AS INDICATED BY THE WIND SOCK. UPON LANDING ON RWY 23, HE LOST CONTROL OF THE ACFT DUE TO A LEFT QUARTERING TAILWIND. THE ACFT THEN WENT THROUGH A CHAIN LINK FENCE & CAME TO REST IN A RETENTION POND.

Brief of Accident (Continued)

File No. - 646

6/29/86

DAYTONA BEACH, FL

A/C Reg. No. N62074

Time (Lcl) - 1600 EDT

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

Finding(s)

1. WRONG RUNWAY - SELECTED - PILOT IN COMMAND

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

Finding(s)

2. OBJECT - FENCE

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 675 7/02/86 CEDAR KEY, FL A/C Reg. No. N2228R Time (Lcl) - 2345 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire NONE
Crew Pass

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

Make/Model - CESSNA T210H
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3400
No. of Seats - 4

Eng Make/Model - CONTINENTAL TS10-520-C
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 285 HP

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

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

Weather Data

Wx Briefing - TV WX
Method - TV/RADIO
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 270/006 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - 2500 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
PERRY, FL
Destination
CROSS CITY, FL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

GEORGE T. LEWIS
Runway Ident - 05
Runway Lth/Wid - 2400/ 100
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 54
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 - 1775 Last 24 Hrs - UNK/NR
Make/Model- 450 Last 30 Days- UNK/NR
Instrument- 0 Last 90 Days- 90

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT STATED THAT HE OVERFLEW THE ARPT TO OBSERVE THE DIRECTION OF THE WIND AS INDICATED BY THE WIND SOCK. WHEN HE WAS UNABLE TO LOCATE IT, A LANDING WAS MADE ON RWY 5 WITH A LEFT QUARTERING TAILWIND. UNABLE TO STOP, THE ACFT LEFT THE RWY STRUCK A DITCH & CAME TO REST INVERTED. INVESTIGATION REVEALED THAT THE PLT HAD NOT RECEIVED AN ENDORSEMENT TO FLY COMPLEX ACFT.

Brief of Accident (Continued)

File No. - 675

7/02/86

CEDAR KEY, FL

A/C Reg. No. N2228R

Time (Lcl) - 2345 EDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE, IMPROPER TRANSITION/UPGRADE TRAINING - PILOT IN COMMAND
3. WIND INFORMATION - NOT ATTAINED - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
5. POWER ON LANDING - PERFORMED - PILOT IN COMMAND

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

Finding(s)

6. TERRAIN CONDITION - DITCH

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 645 7/10/86 POMPANO BEACH, FL A/C Reg. No. N31496 Time (Lc1) - 0947 EDT

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

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

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

Make/Model - AEROTEK PITTS S-2A	Eng Make/Model - LYCOMING AEIO-360 A1E	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1500	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	POMPANO BEACH AIRPARK
Wind Dir/Speed- CALM		Runway Ident - 10
Visibility - 20.0 SM	ATC/Airspace	Runway Lth/Wid - 3500/ 100
Lowest Sky/Clouds - 2500 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 - 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,CFI	Current - YES	Total - 9000
SE LAND,ME LAND	Months Since - 17	Make/Model- 1040
	Aircraft Type - UNK/NR	Instrument- 270
		Multi-Eng - 600
		Last 24 Hrs - 7
		Last 30 Days- UNK/NR
		Last 90 Days- 160

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE STUDENT PLT LOST CONTROL OF THE ACFT AS POWER WAS APPLIED TO TAKEOFF. THE INSTRUCTOR PLT THEN TOOK CONTROL OF THE ACFT AS IT LEFT THE RWY, AFTER WHICH THE LEFT GEAR BECAME STUCK IN SAND. THE ACFT NOSED OVER AND CAME TO REST INVERTED.

Brief of Accident (Continued)

File No. - 645

7/10/86

POMPANO BEACH, FL

A/C Reg. No. N31496

Time (Lcl) - 0947 EDT

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

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - DUAL STUDENT
 2. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - DUAL STUDENT
 3. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
-

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 648 7/14/86 MARATHON, FL A/C Reg. No. N9306N Time (Lc1) - 0821 EDT

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

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

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

Make/Model - PIPER PA-28R-200	Eng Make/Model - LYCOMING IO360-CIC	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 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	OFF AIRPORT/STRIP
Method - N/A	KEY WEST, FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	FT. LAUDERDALE, FL	Runway Ident - N/A
Wind Dir/Speed- 120/013 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 2000 FT SCATTERED	Type of Clearance - TRAFFIC ADVISORY	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 43	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 950
SE LAND, ME LAND	Months Since - 20	Make/Model- 450
	Aircraft Type - UNK/NR	Instrument- 180
		Multi-Eng - 350
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 17

Instrument Rating(s) - AIRPLANE

-----Narrative-----

FLIGHT EXPERIENCED LOSS OF ENGINE OIL AND SUBSEQUENT SEIZING OF THE ENGINE AT WHICH TIME THE AIRCRAFT WAS DITCHED IN THE GULF OF MEXICO. POST CRASH EXAMINATION OF THE ENGINE REVEALED THE OIL LINE FROM THE PROPELLER GOVERNOR TO THE ENGINE NOSE CASE HAD FAILED IN FATIGUE AT A BEND. TWO REQUIRED SUPPORT CLAMPS FOR THIS LINE WERE NOT INSTALLED. THE LINE HAD BEEN CHANGED 8 FLIGHT HOURS BEFORE THE FAILURE.

Brief of Accident (Continued)

File No. - 648

7/14/86

MARATHON,FL

A/C Reg. No. N9306N

Time (Lc1) - 0821 EDT

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

Finding(s)

1. LUBRICATING SYSTEM,OIL LINE - FATIGUE
2. MAINTENANCE,REPLACEMENT - IMPROPER - OTHER MAINTENANCE PSNL
3. LUBRICATING SYSTEM,OIL LINE - LEAK
4. FLUID,OIL - LOSS,TOTAL

Occurrence #2 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

5. ENGINE ASSEMBLY,CONNECTING ROD - DISCONNECTED
6. ENGINE ASSEMBLY - JAMMED

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

Finding(s)

7. TERRAIN CONDITION - WATER,GLASSY

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 647 7/16/86 PLYMOUTH, FL A/C Reg. No. N417B Time (Lc1) - 1420 EDT

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

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

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

Make/Model - BEECH 35	Eng Make/Model - CONTINENTAL E185-1	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2550	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 185 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	CLERMONT, FL	ORLANDO NORTH
Wind Dir/Speed- 210/012 KTS	ATC/Airspace	Runway Ident - 33
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3000/ 30
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 3000 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 17	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 298
SE LAND	Months Since - 4	Last 24 Hrs - 2
	Aircraft Type - C-150	Make/Model- 28
		Instrument- 95
		Last 30 Days- UNK/NR
		Last 90 Days- 85
		Multi-Eng - 33

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT LOST CONTROL OF THE ACFT WHEN IT ROTATED EARLY DUE TO THE ELEVATOR TRIM TAB BEING SET AT FOUR NOTCHES NOSE UP. THE ACFT THEN STALLED & LANDED HARD COLLAPSING THE LANDING GEAR. THE PLT FAILED TO USE A CHECKLIST.

Brief of Accident (Continued)

File No. - 647

7/16/86

PLYMOUTH, FL

A/C Reg. No. N417B

Time (Lc1) - 1420 EDT

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

Finding(s)

1. CHECKLIST - NOT FOLLOWED - PILOT IN COMMAND
2. PROPER CLIMB RATE - EXCEEDED - PILOT IN COMMAND
3. ROTATION - PREMATURE - PILOT IN COMMAND

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

Finding(s)

4. TERRAIN CONDITION - RUNWAY

Occurrence #3 GEAR COLLAPSED
Phase of Operation LANDING

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 621 7/18/86 WHITING, FL A/C Reg. No. N54069 Time (Lcl) - 1725 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

SUBSTANTIAL

Fire

NONE

Crew 0
Pass 0

Fatal 0
 0

Injuries

Serious 0
Minor 0

None 1
 1

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

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

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

ELT Installed/Activated - YES/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- 230/013 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
ANNISTON, AL
Destination
PENSACOLA, FL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

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

Age - 43
Biennial Flight Review
Current - YES
Months Since - 8
Aircraft Type - C-152

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

Total - 98 Last 24 Hrs - 5
Make/Model- 15 Last 30 Days- UNK/NR
Instrument- 6 Last 90 Days- 5

Instrument Rating(s) - NONE

-----Narrative-----

THE PRIVATE PILOT OF A RENTED CESSNA 172P EXPERIENCED AN ENGINE FAILURE AFTER FLYING 4.7 HOURS ON A CROSS COUNTRY FLIGHT. DURING THE LANDING ROLL THE NOSE GEAR FAILED IN ROUGH TERRAIN. NO FUEL WAS FOUND IN THE AIRCRAFT FUEL TANKS OR LINES DURING RECOVERY AND THE ENGINE WAS TEST RUN AND RAN SATISFACTORILY.

Brief of Accident (Continued)

File No. - 621

7/18/86

WHITING,FL

A/C Reg. No. N54069

Time (Lcl) - 1725 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. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
4. REFUELING - NOT PERFORMED - PILOT IN COMMAND
5. FUEL CONSUMPTION CALCULATIONS - IMPROPER - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

6. TERRAIN CONDITION - ROUGH/UNEVEN

----Probable Cause----

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

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. - 676 7/26/86 FORT MYERS, FL A/C Reg. No. N13351 Time (Lc1) - 1000 EDT

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

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

<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- 190/007 KTS</p> <p>Visibility - 10.0 SM</p> <p>Lowest Sky/Clouds - 25000 FT THIN BKN</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">KEY WEST, FL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRPORT</p> <p>Airport Data</p> <p style="padding-left: 20px;">PAGE FIELD</p> <p>Runway Ident - UNK/NR</p> <p>Runway Lth/Wid - UNK/NR</p> <p>Runway Surface - UNK/NR</p> <p>Runway Status - UNK/NR</p>
---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

-----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;">HELICOPTER</p>	<p>Age - 48</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - YES</p> <p style="padding-left: 20px;">Months Since - 11</p> <p style="padding-left: 20px;">Aircraft Type - C-172M</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p style="padding-left: 20px;">Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total - 3550</td> <td>Last 24 Hrs - UNK/NR</td> </tr> <tr> <td>Make/Model- 1200</td> <td>Last 30 Days- UNK/NR</td> </tr> <tr> <td>Instrument- 250</td> <td>Last 90 Days- 12</td> </tr> <tr> <td>Multi-Eng - 500</td> <td>Rotorcraft - 50</td> </tr> </table>	Total - 3550	Last 24 Hrs - UNK/NR	Make/Model- 1200	Last 30 Days- UNK/NR	Instrument- 250	Last 90 Days- 12	Multi-Eng - 500	Rotorcraft - 50
Total - 3550	Last 24 Hrs - UNK/NR									
Make/Model- 1200	Last 30 Days- UNK/NR									
Instrument- 250	Last 90 Days- 12									
Multi-Eng - 500	Rotorcraft - 50									

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT HIS NON-RATED WIFE WAS ONBOARD THE ACFT WHILE HE WAS PULLING THE PROPELLER THROUGH, PRIMING THE ENGINE. WHILE DOING SO, THE ENGINE STARTED DUE TO THE MAG SWITCH BEING LEFT ON. THE ACFT THEN TAXIED UNCONTROLLED, COLLIDING WITH A PARKED CESSNA 210 & A MOONEY 201.

Brief of Accident (Continued)

File No. - 676

7/26/86

FORT MYERS, FL

A/C Reg. No. N13351

Time (Lc1) - 1000 EDT

Occurrence #1 MISCELLANEOUS/OTHER
Phase of Operation STANDING - STARTING ENGINE(S)

Finding(s)

1. PROCEDURES/DIRECTIVES - IMPROPER - PILOT IN COMMAND
 2. STARTING PROCEDURE - IMPROPER - PILOT IN COMMAND
-

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

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAXI

Finding(s)

3. OBJECT - AIRCRAFT PARKED
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 734 8/01/86 BUNNELL, FL A/C Reg. No. N57UT Time (Lc1) - 2200 EDT

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

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

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

Make/Model	- BEECH J35	Eng Make/Model	- CONTINENTAL IO-470-C	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	- 5	Rated Power	- 250 HP		

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

Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- NWS	Last Departure Point	ON AIRPORT	
Method	- TELEPHONE	DAYTONA BEACH, FL		
Completeness	- WEATHER NOT PERTINENT	Destination	Airport Data	
Basic Weather	- VMC	LOCAL	FLAGLER COUNTY	
Wind Dir/Speed	- 150/007 KTS	ATC/Airspace	Runway Ident	- 11
Visibility	- 6.0 SM	Type of Flight Plan	Runway Lth/Wid	- 5000/ 200
Lowest Sky/Clouds	- 30000 FT SCATTERED	Type of Clearance	Runway Surface	- ASPHALT
Lowest Ceiling	- NONE	Type Apch/Lndg	Runway Status	- DRY
Obstructions to Vision	- NONE			
Precipitation	- NONE			
Condition of Light	- NIGHT(BRIGHT)			

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

Pilot-In-Command	Age - 53	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 464	Last 24 Hrs - 2
SE LAND	Months Since - 11	Make/Model - 107	Last 30 Days - UNK/NR
	Aircraft Type - J35	Instrument - 100	Last 90 Days - 36

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT HE BECAME DISTRACTED & FORGOT TO PUT THE LANDING GEAR DOWN. HE ALSO STATED THAT THE LANDING GEAR WARNING HORN WAS INOPERATIVE. POST CRASH EXAMINATION REVEALED THAT THE LANDING GEAR WARNING HORN MICROSWITCH WAS OUT OF ADJUSTMENT.

Brief of Accident (Continued)

File No. - 734

8/01/86

BUNNELL, FL

A/C Reg. No. N57UT

Time (Lc1) - 2200 EDT

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

Finding(s)

1. LANDING GEAR, GEAR WARNING SYSTEM - INOPERATIVE
 2. WHEELS UP LANDING - PERFORMED - PILOT IN COMMAND
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 733 8/12/86 LIVE OAK, FL A/C Reg. No. N58MC Time (Lc1) - 1410 EDT

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

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

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

Make/Model - BEECH F-33-C	Eng Make/Model - CONTINENTAL IO-520-B	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3300	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	ON AIRPORT
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	CRYSTAL RIVER, FL	KITTYHAWK ESTATES
Wind Dir/Speed- 050/008 KTS	ATC/Airspace	Runway Ident - 30
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2600/ 150
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - 2500 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 - 58	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 4542
SE LAND, ME LAND, SE SEA, ME SEA	Months Since - 1	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Last 30 Days- UNK/NR
		Last 90 Days- 40
		Multi-Eng - 97

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PLT NOTED APPROACHING THUNDERSTORM TO EAST AND ELECTED TO DEPART TO THE WEST DUE TO THE CURRENT WIND BEING CALM. DURING THE TAKEOFF ROLL A SUDDEN GUST FROM THE LEFT REAR CAUSED THE PILOT TO LOOSE DIRECTIONAL CONTROL AND THE AIRCRAFT WENT OFF THE LEFT SIDE OF THE RUNWAY COLLIDING WITH TREES.

Brief of Accident (Continued)

File No. - 733

8/12/86

LIVE OAK, FL

A/C Reg. No. N58MC

Time (Lcl) - 1410 EDT

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

Finding(s)

1. WEATHER CONDITION - GUSTS
 2. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
 3. WEATHER CONDITION - THUNDERSTORM
-

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) 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. - 711 4/27/86 BRASELTON,GA A/C Reg. No. N6242Z Time (Lc1) - 1400 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -OTHER WORK USE	Fire	Crew 0	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-25-150	Eng Make/Model - LYCOMING O-320-A2A	ELT Installed/Activated - UNK/NR
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	STONE MOUNTAIN,GA	
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 - 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 - 36	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1123
SE LAND	Months Since - 8	Last 24 Hrs - UNK/NR
	Aircraft Type - C-172RG	Make/Model- 137
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- UNK/NR
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT THE ENGINE RPM DECREASED WHILE CONDUCTING A BANNER TOW FLIGHT AND THAT THE ENGINE SUBSEQUENTLY QUIT. THE AIRPLANE WAS LANDED IN A FIELD OF AN AUTO RACE TRACK WHERE A TELEPHONE POLE WAS STRUCK DURING THE LANDING ROLL. TEMPERATURE WAS 92 DEGREES F AND THE DENSITY WAS 3300 FEET. AUTOMOTIVE FUEL WAS BEING USED. TEMPERATURE ON PREVIOUS DAYS WAS MUCH COOLER. CONDITIONS WERE CONDUCIVE TO CARBUERTOR ICING. OPERATOR FAILED TO NOTIFY INVESTIGATOR WHEN AIRPLANE HAD BEEN RECOVERED SO ENGINE COULD BE EXAMINED FURTHER.

Brief of Accident (Continued)

File No. - 711

4/27/86

BRASELTON,GA

A/C Reg. No. N6242Z

Time (Lc1) - 1400 EDT

Occurrence #1 LOSS OF POWER
Phase of Operation MANEUVERING

Finding(s)

1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
 2. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND
 3. WEATHER CONDITION - HIGH DENSITY ALTITUDE
 4. FUEL SYSTEM,CARBURETOR - ICE
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

5. OBJECT - UTILITY POLE(MARKED)
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 708 4/26/86 KEAAU,HI A/C Reg. No. N5067F Time (Lcl) - 1619 HST

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

Type Operating Certificate-ON-DEMAND AIR TAXI

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

Aircraft Damage
DESTROYED
Fire
IN FLIGHT

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

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

Make/Model - FAIRCHILD HILLER FH-1100
Landing Gear - SKID
Max Gross Wt - 2750
No. of Seats - 5

Eng Make/Model - ALLISON 250-C18
Number Engines - 1
Engine Type - TURBO shaft
Rated Power - 274 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- 090/009 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 2000 FT SCATTERED
Lowest Ceiling - 4500 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
HILO,HI
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 59
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - B-206

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 24985 Last 24 Hrs - UNK/NR
Make/Model- 1205 Last 30 Days- UNK/NR
Instrument- 7300 Last 90 Days- 50
Multi-Eng - 8015 Rotorcraft - 12470

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

A HILLER 1100 WAS DESTROYED BY FIRE AFTER A FORCED LANDING. THE PLT INDICATED THAT THE EGT HAD RISEN TO APPROXIMATELY 800 DEG C FROM 700 DEG AND THEN ROSE TO 1100 DEG. THE HEAT WARNING LIGHT ILLUMINATED. THE PLT INITIATED A PRECAUTIONARY LANDING. THE ENG FAILED IN THE DESCENT AND A AUTOROTATIVE LANDING WAS ACCOMPLISHED WITHOUT INCIDENT. THE ACFT WAS DESTROYED WHEN THE FIRE COULD NOT BE EXTINGUISHED. DURING THE ENG TEARDOWN, IT WAS OBSERVED THAT THE 1ST STAGE TURBINE WHEEL HAD EXTENSIVE BLADE TIP DAMAGE DUE TO EXCESSIVE TEMP. IT WAS NOTED ROTATING WHEELS AND STATIONARY NOZZLES WERE BADLY DAMAGED BY EITHER HEAT OR FOREIGN OBJECT DAMAGE (FOD) OR BOTH EXCEPT FOR THE #1 NOZZLE WHICH WAS IN GOOD CONDITION. THE VARIOUS COMPONENTS APPEARED TO HAVE BEEN ASSEMBLED PROPERLY EXCEPT FOR THE #6 ENG BEARING SEAL, WHICH WAS MISSING. IT COULD NOT BE DETERMINED IF THE ROPE TYPE SEAL WAS BURNT AWAY WITH THE EXCESSIVE TEMP OR IF IT WAS LEFT OUT OF THE ASSY.

Brief of Accident (Continued)

File No. - 708

4/26/86

KEAAU,HI

A/C Reg. No. N5067F

Time (Lcl) - 1619 HST

Occurrence #1 FIRE
Phase of Operation CRUISE

Finding(s)

1. ENGINE ASSEMBLY - OVERTEMPERATURE
2. FIRE EXTINGUISHING EQUIPMENT - NOT POSSIBLE - PRODUCTION/DESIGN PSNL

Occurrence #2 LOSS OF POWER
Phase of Operation DESCENT - EMERGENCY

Finding(s)

3. ENGINE ASSEMBLY - FIRE

Occurrence #3 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

4. ENGINE ASSEMBLY - FAILURE, TOTAL

Occurrence #4 FIRE
Phase of Operation LANDING

Finding(s)

5. FIRE EXTINGUISHER, PORTABLE - EXHAUSTION

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 686 4/17/86 SALEM,IA

A/C Reg. No. N4949X

Time (Lc1) - 0930 CST

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
SUBSTANTIAL

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

Type of Operation -AERIAL APPLICATION

Flight Conducted Under -14 CFR 137

Accident Occurred During -LANDING

Fire
NONE

Crew
Pass

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

Make/Model - ROCKWELL INTERNATIONAL S-2R

Landing Gear - TAILWHEEL-ALL FIXED

Max Gross Wt - 7000

No. of Seats - 1

Eng Make/Model - P&W R-1340

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 600 HP

ELT Installed/Activated - NO -N/A

Stall Warning System - YES

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 100/009 KTS

Visibility - 12.0 SM

Lowest Sky/Clouds - 20000 FT THIN BKN

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

MT. PLEASANT,IA

Destination

SALEM,IA

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - DIRT

Runway Status - DRY

SNOW - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,CFI

SE LAND,ME LAND

Age - 59

Biennial Flight Review

Current - YES

Months Since - 22

Aircraft Type - CITABRI

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 18160

Make/Model- 2000

Instrument- 195

Multi-Eng - 420

Last 24 Hrs - 4

Last 30 Days- UNK/NR

Last 90 Days- 67

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATES THAT THE ENGINE QUIT WITHOUT WARNING AS HE WAS SPRAYING A WHEATFIELD. PILOT FURTHER STATES THAT HE HAD VERY LITTLE TIME TO PICK A SUITABLE LANDING AREA. HE LANDED IN HILLY TERRAIN AND SLID SIDWAYS INTO A CREST, TEARING OUT THE RIGHT MAIN GEAR AND BENDING THE RIGHT WING.

Brief of Accident (Continued)

File No. - 686

4/17/86

SALEM,IA

A/C Reg. No. N4949X

Time (Lc1) - 0930 CST

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

Finding(s)

1. ENGINE ASSEMBLY - FAILURE,TOTAL
 2. AIRCRAFT/EQUIPMENT,INADEQUATE DESIGN(STANDARD/REQUIREMENT),SUPPLEMENTAL TYPE CERTIFICATE - COMPANY MAINTENANCE PSNL
-

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

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

Finding(s)

3. WING,SPAR - BENT
 4. LANDING GEAR,MAIN GEAR - BUCKLED
 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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 798 6/26/86 WELLMAN,IA A/C Reg. No. N48532 Time (Lcl) - 0945 CDT

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

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

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

Make/Model	- GRUMMAN G-164B	Eng Make/Model	- P&W R-985	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 5200	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 1	Rated Power	- 600 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	OFF AIRPORT/STRIP
Method	WELLMAN,IA	
Completeness	Destination	Airport Data
Basic Weather	LOCAL	Runway Ident
Wind Dir/Speed		- N/A
Visibility	ATC/Airspace	Runway Lth/Wid
- 10.0 SM	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- NONE	Runway Surface
- 25000 FT THIN BKN	Type of Clearance	- N/A
Lowest Ceiling	- NONE	Runway Status
Obstructions to Vision	- NONE	
Precipitation		
- NONE		
Condition of Light		
- DAYLIGHT		

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

Pilot-In-Command	Age - 28	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 851
SE LAND	Months Since - 3	Make/Model- 168
	Aircraft Type - F-35	Instrument- 12
		Multi-Eng - 2
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 28
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PIC STATED THAT DURING THE LAST 3RD OF HIS PROCEDURE TURNAROUND THE ACFT DESCENDED TO JUST BELOW THE POWERLINES AT THE EDGE OF THE FIELD HE WAS SPRAYING. THE ACFT STRUCK THE POWERLINES WITH THE MAIN LANDING GEAR WHICH NOSED THE ACFT OVER. FULL POWER WAS ADDED JUST BEFORE THE ACFT HIT THE POWERLINES. THE PIC STATED HE WAS UNABLE TO RECOVER TO LEVEL FLT BEFORE IMPACTING THE GROUND. THE PIC STATED THAT THIS TURN WAS MADE DOWNWIND AND THAT IT WAS SHORTER THAN HE LIKED SO AS TO AVOID OVERFLYING HOUSES NEAR THE FIELD.

Brief of Accident (Continued)

File No. - 798

6/26/86

WELLMAN,IA

A/C Reg. No. N48532

Time (Lc1) - 0945 CDT

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

Finding(s)

1. OBJECT - WIRE,TRANSMISSION
 2. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
-

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

Finding(s)

3. TERRAIN CONDITION - GROUND
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 797 7/02/86 OXFORD, IA A/C Reg. No. N64998 Time (Lcl) - 1600 CDT

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	OXFORD, IA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	GREEN CASTLE
Wind Dir/Speed- 290/010 KTS	ATC/Airspace	Runway Ident - 33
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4000 -UNK/NR
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - GRAVEL
Lowest Ceiling - 3000 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 - 36	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 13
	Months Since - N/A	Last 24 Hrs - 3
	Aircraft Type - N/A	Make/Model- 13
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- 13
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PIC WAS PRACTICING TOUCH AND GO LANDINGS AT A PVT STRIP WHEN ON LANDING THE PIC STATED HE LOST DIRECTIONAL CONTROL AND VEERED OFF THE LEFT SIDE OF RUNWAY 33. THE ENSUING DEPARTURE SUBSTANTIALLY DAMAGED THE ACFT. RPTD WINDS WERE 290 DEGREES AT 10 KNOTS. THE PIC RPTD NO MECHANICAL PBLM.

Brief of Accident (Continued)

File No. - 797

7/02/86

OXFORD, IA

A/C Reg. No. N64998

Time (Lc1) - 1600 CDT

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

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
 3. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
-

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

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. - 751 4/26/86 GRANGEVILLE, ID A/C Reg. No. N8165K Time (Lc1) - 2305 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

DESTROYED

Fire

UNK/NR

Fatal

1

Crew

Pass

1

Injuries

Serious

0

Minor

0

None

0

0

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

Make/Model - STINSON ST-75
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2100
No. of Seats - 4

Eng Make/Model - FRANKLIN GA4-165-B3
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 165 HP

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

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

Weather Data

Wx Briefing - FSS
Method - ACFT RADIO
Completeness - FULL

Basic Weather - UNK/NR

Wind Dir/Speed- 170/005 KTS

Visibility - 10.0 SM

Lowest Sky/Clouds - 3500 FT

Lowest Ceiling - 3500 FT OVERCAST

Obstructions to Vision- UNK/NR

Precipitation - RAIN

Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point

PULLMAN, WA

Destination

BOISE, ID

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND, ME LAND

Age - 39

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 10000

Make/Model- UNK/NR

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACFT DEPARTED PVT STRIP N OF PULLMAN, WA. NO RECORD OF WX BRIEFING OR FLT PLAN. PLT STATED HE WAS VFR OVER LEWISTON, ID. AT 2303 PLT CALLED FSS FOR DF STEER SAYING HE WAS "ABOUT 2/3 LOST AND HAD LOST COMPASS" AND THAT HE WAS TRYING TO GET TOWARDS GRANGEVILLE AND WAS IFR. LAST RADIO CONTACT WAS AT 2305. FSS COULD NOT RAISE ACFT AGAIN. SEARCH FAILED TO FIND ACFT. ACFT PRESUMED DOWN WITH 2 FATALS.

Brief of Accident (Continued)

File No. - 751

4/26/86

GRANGEVILLE, ID

A/C Reg. No. N8165K

Time (Lc1) - 2305 MST

Occurrence MISSING AIRCRAFT
Phase of Operation UNKNOWN

Finding(s)
1.. UNDETERMINED

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 747 4/28/86 TWIN FALLS, ID A/C Reg. No. N3580Q Time (Lcl) - 1745 MDT

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

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

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

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

<p>Weather Data</p> <p>Wx Briefing - UNK/NR</p> <p>Method - UNK/NR</p> <p>Completeness - UNK/NR</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- CALM</p> <p>Visibility - 50.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">TWIN FALLS, ID</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 - FULL STOP</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRPORT</p> <p>Airport Data</p> <p style="padding-left: 20px;">TWIN FALLS MUNICIPAL</p> <p>Runway Ident - 30</p> <p>Runway Lth/Wid - 3207/ 108</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

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

Pilot-In-Command	Age - 51	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 40
	Months Since - N/A	Last 24 Hrs - UNK/NR
	Aircraft Type - N/A	Make/Model- 40
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 40

Instrument Rating(s) - NONE

-----Narrative-----

WHILE LANDING FOR THE FIFTH AND FINAL TOUCH AND GO, THE PILOT TOUCHED DOWN AT ABOUT MIDFIELD, DUE TO TOO HIGH OF AN APPROACH. RATHER THAN GO-AROUND, THE PILOT SELECTED HEAVY BRAKING. THE AIRCRAFT THEN VEERED TO THE RIGHT, STRUCK A MOUND OF DIRT SHEERING OFF THE NOSE GEAR.

Brief of Accident (Continued)

File No. - 747

4/28/86

TWIN FALLS, ID

A/C Reg. No. N3580Q

Time (Lc1) - 1745 MDT

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

Finding(s)

1. PROPER TOUCHDOWN POINT - EXCEEDED - PILOT IN COMMAND
 2. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
 3. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
-

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 775 5/13/86 MURPHY, ID A/C Reg. No. N1046V Time (Lcl) - 1430 MDT

-----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	2
Accident Occurred During -LANDING					

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

Make/Model - CESSNA 206T	Eng Make/Model - CONTINENTAL TS10-520	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3600	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 285 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	BOISE, ID	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	MURPHY, ID	MURPHY AIRPORT
Wind Dir/Speed- 270/025 KTS	ATC/Airspace	Runway Ident - 29
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2500/ 100
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRAVEL
Lowest Ceiling - 8000 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 - 50	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 1356
SE LAND	Months Since - UNK/NR	Make/Model- 639
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 9
		Last 30 Days- UNK/NR
		Last 90 Days- 108
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT ATTEMPTED TO LAND WITH EXCESSIVE AIRSPEED AND ALTITUDE. A BOUNCED LANDING OCCURRED WITH A TOUCHDOWN BEING MORE THAN 2/3 WAY DOWN THE RUNWAY. DURING VFR CO-AROUND, A DEPARTURE STALL WAS ENTERED AND THE AIRCRAFT STRUCK THE GROUND WITH THE LEFT WING AND NOSE.

Brief of Accident (Continued)

File No. - 775

5/13/86

MURPHY, ID

A/C Reg. No. N1046V

Time (Lcl) - 1430 MDT

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

Finding(s)

1. WEATHER CONDITION - HIGH WIND
2. WEATHER CONDITION - GUSTS
3. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
4. ALTITUDE - EXCESSIVE - 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
6. STALL - NOT CORRECTED - PILOT IN COMMAND

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 765 7/23/86 KUNA, ID A/C Reg. No. N5017X Time (Lcl) - 2320 MDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
DESTROYED

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

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

Fire
ON GROUND

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

Make/Model - AYRES S-2R
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 6000
No. of Seats - 1

Eng Make/Model - P&W 1340 AN1
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 600 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed - 100/010 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 25000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision - NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

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

Age - 39
Biennial Flight Review
Current - YES
Months Since - 19
Aircraft Type - UNK/NR

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

Total	- 5527	Last 24 Hrs	- 6
Make/Model	- 5527	Last 30 Days	- UNK/NR
Instrument	- 40	Last 90 Days	- 150

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACFT WAS OBSERVED IN ORBIT PATTERN NEAR OBJECT FIELD FOR NIGHT AERIAL APPLICATION. PLT OVERFLEW OBJECT FIELD SECURED ACFT LIGHTS AND SHORTLY THEREAFTER COLLIDED WITH POWERLINE TOWER. PLT HAD MADE APPLICATION AT THIS FIELD FOUR PREVIOUS TIMES THIS YEAR. GROUND OBSERVERS SPECULATE UNUSUAL PATTERN AND PLT ACTIONS INDICATIVE OF PLT UNSURE OF GROUND REFERENCES. A FIELD WORKER TRIED TO HELP RESCUE THE PLT AND WAS BURNED SERIOUSLY.

Brief of Accident (Continued)

File No. - 765

7/23/86

KUNA, ID

A/C Reg. No. N5017X

Time (Lc1) - 2320 MDT

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

Finding(s)

1. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
 2. CLEARANCE - MISJUDGED - PILOT IN COMMAND
 3. OBJECT - WIRE, TRANSMISSION
 4. LIGHT CONDITION - DARK NIGHT
-

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

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) 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. - 764 7/24/86 NAMPA, ID A/C Reg. No. N5511X Time (Lcl) - 2030 MDT

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

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

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

Make/Model - AYRESCOMMANDER S2R	Eng Make/Model - GARRETT TPE331-43A	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 6000	Engine Type - TURBOPROP	
No. of Seats - 1	Rated Power - 575 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- 135/004 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - UNK/NR 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 - 27	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2030
SE LAND	Months Since - 9	Make/Model- 200
	Aircraft Type - UNK/NR	Instrument- 14
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 300

Instrument Rating(s) - NONE

-----Narrative-----

GROUND PERSONNEL REPORTED THE ACFT ENTERED PROCEDURE TURNAROUND IN AN EXCESSIVE ATTITUDE, APPEARED TO STALL, ROLLED INVERTED AND STRUCK THE GROUND. NO EVIDENCE FOUND OF PRE-IMPACT MECHANICAL FAILURE OR MALFUNCTION.

Brief of Accident (Continued)

File No. - 764

7/24/86

NAMPA, ID

A/C Reg. No. N5511X

Time (Lc1) - 2030 MDT

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

Finding(s)

1. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
 2. MANEUVER - EXCESSIVE - 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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 690 3/26/86 LACON,IL A/C Reg. No. N3187T Time (Lcl) - 2345 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire NONE
Crew Pass

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

Make/Model - CESSNA 177
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2350
No. of Seats - 4

Eng Make/Model - LYCOMING O-320 E2D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES/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- 350/011 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
PEORIA,IL
Destination
LACON,IL

Airport Proximity
ON AIRPORT

Airport Data

MARSHALL COUNTY
Runway Ident - 36
Runway Lth/Wid - 2200/ 50
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

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

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

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

Age - 43
Biennial Flight Review
Current - YES
Months Since - 16
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 1461
Last 24 Hrs - 1
Make/Model- 838
Last 30 Days- UNK/NR
Instrument- 72
Last 90 Days- 31
Multi-Eng - 465

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED HE WAS MAINTAINING A STEEP APPROACH ANGLE TO CLEAR TREES AT THE APPROACH END OF THE 2200 FT. RUNWAY. HE FLARED LATE, LANDING HARD AND DAMAGING THE FIREWALL.

Brief of Accident (Continued)

File No. - 690

3/26/86

LACON, IL

A/C Reg. No. N3187T

Time (Lc1) - 2345 CST

Occurrence HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. ELEVATOR - IMPROPER USE OF - PILOT IN COMMAND
 2. IMPROPER USE OF PROCEDURE, INATTENTIVE - PILOT IN COMMAND
 3. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
 4. JUDGEMENT - POOR - PILOT IN COMMAND
 5. PROPER DESCENT RATE - NOT MAINTAINED - PILOT IN COMMAND
 6. FLARE - DELAYED - PILOT IN COMMAND
-

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

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

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. - 601 5/12/86 WAUKEGAN, IL A/C Reg. No. N134BE Time (Lc1) - 1750 CDT

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

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

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

Make/Model - BEAUPRE ELFERING QUICKIE	Eng Make/Model - ONAN B48M-6A018	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 520	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 85 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	WAUKEGAN
Wind Dir/Speed- 080/010 KTS	ATC/Airspace	Runway Ident - 05
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4600/ 150
Lowest Sky/Clouds - UNK/NR SCATTERED	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - BROKEN	Type Apch/Lndg - STOP AND GO	Runway Status - SOFT
Obstructions to Vision- NONE	FORCED LANDING	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 58	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 136
SE LAND	Months Since - 10	Make/Model- 14
GLIDER	Aircraft Type - C-150	Instrument- 9
		Multi-Eng - 2
		Last 24 Hrs - 8
		Last 30 Days- 2
		Last 90 Days- 2
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CRASH LANDED IN A CULTIVATED PART OF THE ARPT AFTER THE ENG QUIT DURING TAKEOFFS & LANDINGS. THE ACFT CLIMBED TO ABOUT 400 FT AGL AND STARTED A TURN WHEN THE ENG STOPPED. THE ACFT WAS GLIDED TO AN ALFALFA FIELD ON THE ARPT. THE ACFT WAS DAMAGED DURING LANDING.

Brief of Accident (Continued)

File No. - 601

5/12/86

WAUKEGAN, IL

A/C Reg. No. N134BE

Time (Lc1) - 1750 CDT

Occurrence #1 LOSS OF POWER
Phase of Operation MANEUVERING

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 692 3/23/86 COLUMBUS, IN

A/C Reg. No. N25342

Time (Lcl) - 1130 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire NONE
Crew Pass

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

Make/Model - NAVION H
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3315
No. of Seats - 4

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

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

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

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 230/011 KTS
Visibility - 12.0 SM
Lowest Sky/Clouds - 8000 FT SCATTERED
Lowest Ceiling - 25000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
GREENWOOD, IN

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

COLUMBUS MUNICIPAL
Runway Ident - 22
Runway Lth/Wid - 6425/ 150
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 33
Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - UNK/NR

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

Total	- 601	Last 24 Hrs	- 1
Make/Model-	50	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	14

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS PRACTICING A SHORT FIELD TAKEOFF WHEN AT 30 TO 40 FEET THE ENGINE LOST POWER AND QUIT, THE AIRCRAFT SUBSEQUENTLY LANDED HARD DAMAGING THE RIGHT LANDING GEAR BOX AND FUSELAGE BEHIND THE RIGHT WING. THE PILOT SAID HE MAY HAVE TAKEN OFF ON THE TIP TANKS BUT HE THOUGHT HE WAS ON THE MAINS. INSPECTION REVEALED THE TIP TANKS TO BE NEARLY EMPTY. THE ENGINE AND FUEL SYSTEM WERE FOUND TO BE FUNCTIONING PROPERLY WHEN TESTED. LATER THE PILOT SAID HE FOUND A SMALL AMOUNT OF "BROWN WATER" IN THE FUEL WHEN HE DRAINED THE TANKS.

Brief of Accident (Continued)

File No. - 692

3/23/86

COLUMBUS, IN

A/C Reg. No. N25342

Time (Lc1) - 1130 EST

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

Finding(s)

1. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
 2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND
-

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

Finding(s)

3. REMEDIAL ACTION - INADEQUATE - PILOT IN COMMAND
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 694 3/31/86 VEEDERSBURG, IN A/C Reg. No. N9910W Time (Lc1) - 1630 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	1
Flight Conducted Under	-14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During	-TAKEOFF					

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

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

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 230/015 KTS</p> <p>Visibility - 9.0 SM</p> <p>Lowest Sky/Clouds - 5000 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 COVINGTON, IN</p> <p>Destination VEEDERSBURG, IN</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>
--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

-----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 - UNK/NR</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 - 174</td> <td>Last 24 Hrs - 17</td> </tr> <tr> <td>Make/Model- 96</td> <td>Last 30 Days- UNK/NR</td> </tr> <tr> <td>Instrument- 11</td> <td>Last 90 Days- 19</td> </tr> <tr> <td>Multi-Eng - 14</td> <td></td> </tr> </table>	Total - 174	Last 24 Hrs - 17	Make/Model- 96	Last 30 Days- UNK/NR	Instrument- 11	Last 90 Days- 19	Multi-Eng - 14	
Total - 174	Last 24 Hrs - 17									
Make/Model- 96	Last 30 Days- UNK/NR									
Instrument- 11	Last 90 Days- 19									
Multi-Eng - 14										

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS ATTEMPTING A SHORT FIELD TAKEOFF FROM A 1080 FOOT WHEAT FIELD THAT HE HAD MISTAKEN FOR A PRIVATE AIRSTRIIP 1 1/2 MILES TO THE NORTHEAST. THE PILOT SAID THE ENGINE HAD A SLIGHT RPM LOSS AND THEN DEVELOPED FULL POWER BUT HE WAS UNABLE TO CLEAR THE GATE AND FENCE POST AT THE END OF THE FIELD.

Brief of Accident (Continued)

File No. - 694

3/31/86

VEEDERSBURG, IN

A/C Reg. No. N9910W

Time (Lcl) - 1630 EST

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

Finding(s)

1. TERRAIN CONDITION - OPEN FIELD
 2. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
 3. WEATHER CONDITION - UNFAVORABLE WIND
 4. WIND INFORMATION - MISJUDGED - PILOT IN COMMAND
 5. PERFORMANCE DATA - MISJUDGED - PILOT IN COMMAND
 6. JUDGEMENT - POOR - PILOT IN COMMAND
 7. PULL-UP - 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)

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 638 5/28/86 OLATHE,KS A/C Reg. No. N1581X Time (Lcl) - 0727 CDT

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

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

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

Make/Model	- PIPER PA-34-200T	Eng Make/Model	- CONTINENTAL TS10-360-E	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 4570	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 7	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	OLATHE,KS		
Completeness	- N/A	Destination	Airport Data	
Basic Weather	- VMC	IOLA,KS	JOHNSON COUNTY EXECUTIVE	
Wind Dir/Speed	- 070/005 KTS		Runway Ident	- 35
Visibility	- 5.0 SM	ATC/Airspace	Runway Lth/Wid	- 4099/ 75
Lowest Sky/Clouds	- 25000 FT SCATTERED	Type of Flight Plan	Runway Surface	- ASPHALT
Lowest Ceiling	-	Type of Clearance	Runway Status	- DRY
Obstructions to Vision	- HAZE	Type Apch/Lndg	- NONE	
Precipitation	- NONE			
Condition of Light	- DAYLIGHT			

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

Pilot-In-Command	Age - 50	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP,CFI	Current - YES	Total	- 4602
SE LAND,ME LAND	Months Since - 3	Make/Model	- 902
	Aircraft Type - C-172	Instrument	- 352
		Multi-Eng	- 1510
		Last 24 Hrs	- 1
		Last 30 Days	- UNK/NR
		Last 90 Days	- 39

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A TAKEOFF ROLL FM JOHNSON COUNTY EXECUTIVE AIRPORT, THE PIC STATED THAT THE LEFT LANDING GEAR COLLAPSED AND THE AIRCRAFT IMPACTED THE RWY AND VEERED OFF INTO SOFT TERRAIN. INSPECTION REVEALED THAT WHEN ELECTRICAL POWER WAS INITIATED AND THE GEAR SWITCH WAS IN THE DOWN POSN, THE GEAR RETRACTED. REPEATED ATTEMPTS AFTER THE FIRST TEST COULD NOT DUPLICATE THIS SITUATION. THE PIC STATED THAT JUST BEFORE ROTATION THE GEAR COLLAPSED. IN BOTH INSTANCES THE SQUAT SWITCH WAS NOT ENGAGED. THE PIC STATED THERE WERE ONLY NORMAL GEAR DOWN AND LOCKED INDICATIONS IN THE COCKPIT PRIOR TO MAIN GEAR COLLAPSE.

Brief of Accident (Continued)

File No. - 638

5/28/86

OLATHE,KS

A/C Reg. No. N1581X

Time (Lcl) - 0727 CDT

Occurrence #1 GEAR COLLAPSED
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. LANDING GEAR,GEAR LEVER - NOT SWITCHED
 2. LANDING GEAR,MAIN GEAR - UNLOCKED
 3. UNDETERMINED
-

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

Finding(s)

4. TERRAIN CONDITION - SOFT
-

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 685 6/21/86 OLATHE,KS A/C Reg. No. N3166D Time (Lc1) - 2000 CDT

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

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

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

Make/Model - CESSNA 180	Eng Make/Model - CONTINENTAL O-470-J	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2550	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 225 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - ACFT RADIO	OLATHE,KS	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	LOCAL	JOHNSON COUNTY EXECUTIVE
Wind Dir/Speed- 180/013 KTS	ATC/Airspace	Runway Ident - 17
Visibility - 6.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4099/ 75
Lowest Sky/Clouds - 3000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling -	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 - 31	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 4011
SE LAND,ME LAND	Months Since - 6	Last 24 Hrs - 1
	Aircraft Type - SA227	Make/Model- 97
		Last 30 Days- UNK/NR
		Instrument- 56
		Last 90 Days- 106
		Multi-Eng - 2000

Instrument Rating(s) - AIRPLANE

-----Narrative-----

A WITNESS STATED THAT THE HE OBSERVED THE ACFT IN A NORMAL APPROACH FOR LANDING BUT THAT IT APPEARED SLOW. THE WITNESS OBSERVED THE LEFT WING DROP JUST BEFORE THE ACFT WAS TO TOUCHDOWN TO THE RWY. TIRE SCUFF MARKS WERE SEEN BY THE WITNESS ON THE RWY NEAR WHERE THE ACFT HAD FLIPPED INVERTED. THE PIC STATED HE MAY HAVE INADVERTANTLY APPLIED ONLY ONE BRAKE AT TOUCHDOWN AND LOST DIRECTIONAL CONTROL. THE ACFT WAS OBSERVED VEERING TO THE RIGHT ON THE RWY ROLLING NO MORE THAN 150 TO 200 FEET BEFORE FLIPPING INVERTED. THE PIC STATED THAT THERE WAS NO MECHANICAL PBLM AND WX WAS NOT A FACTOR.

Brief of Accident (Continued)

File No. - 685

6/21/86

OLATHE, KS

A/C Reg. No. N3166D

Time (Lc1) - 2000 CDT

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

Finding(s)

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

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 743 7/11/86 OLATHE,KS A/C Reg. No. N8305Y Time (Lcl) - 1552 CDT

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

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

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

Make/Model - PIPER PA-32-301T	Eng Make/Model - LYCOMING TIO-540-S1AD	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 - 300 HP	

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 240/007 KTS</p> <p>Visibility - 10.0 SM</p> <p>Lowest Sky/Clouds - 2800 FT SCATTERED</p> <p>Lowest Ceiling -</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point KANSAS CITY,MO</p> <p>Destination OLATHE,KS</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>JOHNSON COUTY EXEC.</p> <p>Runway Ident - 17</p> <p>Runway Lth/Wid - 4099/ 75</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

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

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND</p>	<p>Age - 41</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 5</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 119</p> <p>Make/Model- 3</p> <p>Instrument- 9</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- 24</p> <p>Rotorcraft - UNK/NR</p>
---------------------------------------------------------------------------------------	--------------------------------------------------------------------------------------------------------------------------	------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

Instrument Rating(s) - NONE

-----Narrative-----

THE PIC HAD MISTAKENLY ATTEMPTED A LANDING AT ANOTHER AIRPORT 8 MILES WEST OF HIS INTENDED DESTINATION. THE PIC REALIZED HIS MISTAKE AND DIVERTED TO HIS FINAL DESTINATION. THE PIC LANDED AT THE CORRECT AIRPORT, BUT VEERED SHARPLY TO THE RIGHT ON LANDING ON RWY 17. THERE WAS A RIGHT CROSS-WIND AT THE TIME OF THE LANDING. THERE WAS NO PRE-LANDING MECHANICAL FAILURE OF THE AIRCRAFT.

Brief of Accident (Continued)

File No. - 743

7/11/86

OLATHE,KS

A/C Reg. No. N8305Y

Time (Lc1) - 1552 CDT

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

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 2. REMEDIAL ACTION - POOR - PILOT IN COMMAND
 3. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND
-

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

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. - 771 3/31/86 CROWLEY, LA A/C Reg. No. N4561 Time (Lcl) - 1155 CST

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT		Aircraft Damage	Injuries				
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-AERIAL APPLICATION	Fire	Crew	0	0	0	1
Flight Conducted Under	-14 CFR 137	NONE	Pass	0	0	0	0
Accident Occurred During	-LANDING		Other	0	0	0	3

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

Make/Model	- GRUMMAN G-164A	Eng Make/Model	- P&W R-1340AN1	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 4500	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 1	Rated Power	- 600 HP		

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

Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP	
Method	- N/A	CROWLEY, LA		
Completeness	- N/A	Destination	Airport Data	
Basic Weather	- UNK/NR	SAME AS ACC/INC		
Wind Dir/Speed	- 170/007 KTS		Runway Ident	- N/A
Visibility	- 7.0 SM	ATC/Airspace	Runway Lth/Wid	- N/A
Lowest Sky/Clouds	- UNK/NR	Type of Flight Plan	Runway Surface	- N/A
Lowest Ceiling	- UNK/NR	Type of Clearance	Runway Status	- N/A
Obstructions to Vision	- NONE	Type Apch/Lndg		
Precipitation	- NONE			
Condition of Light	- UNK/NR			

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

Pilot-In-Command	Age - 50	Medical Certificate	- UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 2244	Last 24 Hrs - 6
SE LAND	Months Since - 14	Make/Model - 2000	Last 30 Days - 40
	Aircraft Type - PA-28	Instrument - 33	Last 90 Days - 80
		Multi-Eng - 1	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CRASHED INTO WIRES AND A HOUSE DURING AN ATTEMPTED FORCED LANDING. THE PLT WAS PREPARING TO DO RICE SEEDING WHEN THE ENG BEGAN TO BACKFIRE & LOSE POWER. THE PLT WAS TRYING TO RETURN TO THE AG STRIP WHEN THE ENG QUIT AND HE WAS FORCED TO LAND. ENG INSPECTION REVEALED THAT THE #2 CYL WAS CRACKED AND HAD LOST COMPRESSION.

Brief of Accident (Continued)

File No. - 771

3/31/86

CROWLEY, LA

A/C Reg. No. N4561

Time (Lc1) - 1155 CST

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

Finding(s)

1. ENGINE ASSEMBLY, CYLINDER - CRACKED
 2. ENGINE ASSEMBLY, CYLINDER - FAILURE, TOTAL
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

3. OBJECT - WIRE, TRANSMISSION
 4. OBJECT - RESIDENCE
-

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 702 6/30/86 RAYVILLE, LA

A/C Reg. No. N964X

Time (Lcl) - 1500 CDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
DESTROYED

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

Type of Operation -AERIAL APPLICATION

Fire

Flight Conducted Under -14 CFR 137

NONE

Accident Occurred During -DESCENT

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

Make/Model - GRUMMAN G-164

Eng Make/Model - P & W R-985

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

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 220/007 KTS

Visibility - 7.0 SM

Lowest Sky/Clouds - 800 FT SCATTERED

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

OFF AIRPORT/STRIP

Airport Data

RAYVILLE

Runway Ident - 18

Runway Lth/Wid - 2900/ 60

Runway Surface - ASPHALT

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE, COMMERCIAL

SE LAND, ME LAND

Age - UNK/NR

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 642

Make/Model- 382

Instrument- 13

Multi-Eng - 13

Last 24 Hrs - 2

Last 30 Days- UNK/NR

Last 90 Days- 11

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CRASHED DURING TAKEOFF AFTER LOSING PWR DURING A TURN AT 150 FT AGL. THE PLT SAID THAT THE ACFT STALLED AND HIT IN A COTTON FIELD ABOUT 1/4 MILE FROM THE ARPT. THE PLT ALSO SAID OIL HIT THE WINDSHIELD ABOUT 3 SECONDS BEFORE PWR FAILURE. THE ACFT WAS LOADED WITH 1600 LBS OF FERTILIZER. THE PLT SAID THAT EARLIER RECOGNITION OF THE POTENTIAL LOSS OF PWR COULD HAVE POSSIBLY PREVENTED THIS ACCIDENT. THE PWR LOSS CAUSE IS UNDETERMINED.

Brief of Accident (Continued)

File No. - 702

6/30/86

RAYVILLE, LA

A/C Reg. No. N964X

Time (Lcl) - 1500 CDT

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

Finding(s)

1. UNDETERMINED
2. FLUID,OIL - LOSS,PARTIAL

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

3. MANEUVER - EXCESSIVE - PILOT IN COMMAND
4. LOAD JETTISON - NOT ATTAINED - PILOT IN COMMAND

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

Finding(s)

5. STALL - UNCONTROLLED - PILOT IN COMMAND
6. TERRAIN CONDITION - CROP

----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) 2,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 705 7/11/86 CAMPTI, LA A/C Reg. No. N3106L Time (Lcl) - 1830 CDT

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

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

-----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	- 5000	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 1	Rated Power	- 800 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	CAMPTI
Wind Dir/Speed	- 170/010 KTS	ATC/Airspace	Runway Ident
Visibility	- 7.0 SM	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- UNK/NR THIN BKN	Type of Clearance	- N/A
Lowest Ceiling	- BROKEN	Type Apch/Lndg	- N/A
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 - 20000	Last 24 Hrs - UNK/NR
SE LAND	Months Since - 5	Make/Model- 480	Last 30 Days- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 20	Last 90 Days- UNK/NR
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CRASH LANDED FROM ABOUT 60 FT AGL AFTER THE ENG QUIT DURING THE END OF A COTTON SPRAYING OPERATION. THE PLT SAID HE JUST DIVED & "PANCAKED" WHICH SHEARED THE LANDING GEAR. THE REASON FOR THE POWER FILURE IS UNKNOWN. THE PLT SAID HE HAS HAD 20 POWER FAILURES, BLOWN JUGS, CAMSHAFT FAILURES, ETC BECAUSE THESE P&W ENGINES ARE "TIRED IRON".

Brief of Accident (Continued)

File No. - 705

7/11/86

CAMPTI, LA

A/C Reg. No. N3106L

Time (Lc1) - 1830 CDT

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

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation 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. - 789 3/31/86 LESLIE, MI A/C Reg. No. N94903 Time (Lcl) - 2250 EST

-----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	1	0

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	BROOKLYN, MI	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 160/010 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
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 - 379
SE LAND	Months Since - 22	Make/Model- 192
	Aircraft Type - 145	Instrument- 7
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 8

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS DAMAGED DURING A FORCED LNDG FOLLOWING A LOSS OF POWER AFTER A LOW PASS OVER AN OFF ARPT INTENDED LANDING AREA. THE PLT WAS OVERFLYING A FIELD BELONGING TO A FRIEND IN PREPARATION FOR A POSSIBLE LANDING WHEN A LOUD CLUNK WAS HEARD FROM THE ENG FOLLOWED BY A LOSS OF POWER. A LANDING WAS MADE STRAIGHT AHEAD INTO A ROUGH SOD FIELD DURING WHICH THE LEFT MAIN GEAR COLLAPSED FOLLOWED BY WING & PROP DAMAGE. THE PLT & HIS WIFE RECEIVED MINOR HEAD INJURIES. THE ACFT WAS FOUND DURING THE INVESTIGATION TO CONTAIN AUTOMOTIVE FUEL. THE ACFT DOES NOT HAVE AN STC FOR USE OF AUTOMOTIVE FUEL. LAP BELTS WERE INSTALLED IN THE ACFT BUT SHOULDER HARNESSSES WERE NOT INSTALLED. INVESTIGATION REVEALED THE LOWER SPARK PLUG IN #1 CYLINDER WAS MISSING.

Brief of Accident (Continued)

File No. - 789

3/31/86

LESLIE,MI

A/C Reg. No. N94903

Time (Lcl) - 2250 EST

Occurrence #1 LOSS OF POWER

Phase of Operation MANEUVERING

Finding(s)

1. IGNITION SYSTEM, SPARK PLUG - SEPARATION
2. FLUID, FUEL GRADE - INCORRECT
3. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING

Phase of Operation DESCENT - EMERGENCY

Occurrence #3 MAIN GEAR COLLAPSED

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. LANDING GEAR, MAIN GEAR - FAILURE, TOTAL
5. LANDING GEAR, MAIN GEAR - OVERLOAD

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 689 4/12/86 LOWELL, MI A/C Reg. No. N8059H Time (Lcl) - 1130 EST

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

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

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

Make/Model - HUGHES 269A	Eng Make/Model - LYCOMING O-360-C2D	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 1550	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 180 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	LOWELL, MI	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOWELL, MI	LOWELL CITY
Wind Dir/Speed- 040/003 KTS	ATC/Airspace	Runway Ident - 36
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 1900 -UNK/NR
Lowest Sky/Clouds - 25000 FT THIN BKN	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 38	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP, CFI	Current - YES	Total - 6000
SE LAND, ME LAND, SE SEA, ME SEA	Months Since - 6	Make/Model - 40
HELICOPTER	Aircraft Type - 269A	Instrument - 1300
		Multi-Eng - 4000
		Last 24 Hrs - 6
		Last 30 Days - UNK/NR
		Last 90 Days - 52
		Rotorcraft - 51

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT HAD JUST COMPLETED TWO AUTOROTATIONS WHEN HE LANDED HARD ON THE THIRD. THE MAIN ROTOR FLEXED DOWN SEVERING THE TAILBOOM AND TAILROTOR. ALTHOUGH THE PILOT HAD LOGGED OVER 6000 HOURS FLIGHT TIME, HE HAD ONLY 51 HOURS TOTAL ROTORCRAFT TIME. HE HAD RECEIVED HIS COMMERCIAL HELICOPTER RATING SIX MONTH PRIOR TO THE ACCIDENT. HE HAD LOGGED 2.5 HOURS HELICOPTER TIME IN THE PREVIOUS 180 DAYS.

Brief of Accident (Continued)

File No. - 689

4/12/86

LOWELL,MI

A/C Reg. No. N8059H

Time (Lcl) - 1130 EST

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
 2. IMPROPER USE OF PROCEDURE,LACK OF RECENT EXPERIENCE - PILOT IN COMMAND
 3. JUDGEMENT - POOR - PILOT IN COMMAND
 4. AUTOROTATION - MISJUDGED - PILOT IN COMMAND
 5. REMEDIAL ACTION - MISJUDGED - PILOT IN COMMAND
-

Occurrence #2 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) 2,5

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. - 790 7/14/86 BLISSFIELD, MI A/C Reg. No. N84JL Time (Lcl) - 2020 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

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

Make/Model - JERRY BERRY MONO-FLY
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 733
No. of Seats - UNK/NR

Eng Make/Model - XENOAH G44BW
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 50 HP

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

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

Weather Data

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

Basic Weather - VMC

Wind Dir/Speed- 350/003 KTS
Visibility - UNK/NR

Lowest Sky/Clouds - 25000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC

Destination

SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

Airport Proximity
ON AIRSTRIP

Airport Data

BETZ FIELD

Runway Ident - 27

Runway Lth/Wid - 2205 -UNK/NR

Runway Surface - GRASS/TURF

Runway Status - HIGH VEGETATION

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND

Age - UNK/NR

Biennial Flight Review

Current - YES

Months Since - 10

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 207

Make/Model- 12

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 5

Rotorcraft - UNK/NR

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE ACFT WAS DAMAGED IN A FORCED LNDG AFTER A POWER LOSS AT 200 FT AGL. THE PLT/OWNER HAD AN IGNITION PROBLEM WITH THE ENG QUITTING IN FLT. AFTER GROUND CHECKS & REPAIRS THE ENG WAS GROUND RUN SUCCESSFULLY BUT DURING TEST FLT IT QUIT AGAIN. AN ATTEMPT WAS MADE TO RETURN TO THE ARPT BUT THE ACFT LANDED HARD AND WAS DAMAGED DURING THE BOUNCING AND WING DRAGGING. THE RT & NOSE GEAR WERE BENT. THE ENG RAN NORMALLY AFTER THE ACCIDENT.

Brief of Accident (Continued)

File No. - 790

7/14/86

BLISSFIELD,MI

A/C Reg. No. N84JL

Time (Lcl) - 2020 EDT

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 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. - 791 6/06/86 WHITE BEAR LAKE, MN A/C Reg. No. N36937 Time (Lc1) - 1022 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	DESTROYED	Fatal	1	0	0	0
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 - AERONCA 65-TAC	Eng Make/Model - CONTINENTAL A85-8	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1200	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 85 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	Runway Ident - N/A
Wind Dir/Speed- 100/009 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 4.000 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 2000 FT OVERCAST	Type Apch/Lndg - NONE	
Obstructions to Vision- FOG		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 38	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 138
SE LAND	Months Since - 4	Make/Model- 7
	Aircraft Type - PA28181	Instrument- 16
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 1

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT STALLED & CRASHED FOLLOWING THE INITIAL TAKEOFF. WITNESSES STATED THAT THE PLT ABORTED THE 1ST TAKEOFF ATTEMPT. DURING THE 2ND TAKEOFF WITNESSES SAID THAT THE ACFT NOSE WAS NEVER LOWERED FROM A NOSE HIGH POSITION. AFTER THE ACC THE ELEVATOR TRIM WAS FOUND IN THE FULL NOSE DOWN POSITION. THE ACFT EST WT WAS AT THE MAX AND THE CG WAS AT THE AFT LIMIT. NO OTHER ABNORMALITIES WERE FOUND DURING THE INVESTIGATION.

Brief of Accident (Continued)

File No. - 791

6/06/86

WHITE BEAR LAKE, MN

A/C Reg. No. N36937

Time (Lc1) - 1022 CDT

Occurrence #1 - LOSS OF CONTROL - IN FLIGHT

Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND

2. TRIM SETTING - IMPROPER - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation DESCENT - UNCONTROLLED

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 614 4/22/86 MARSHFIELD,MO A/C Reg. No. N4169U 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 -LANDING

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

Fatal
0
0

Serious
0
0

Minor
0
0

None
1
0

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

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

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 030/003 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
MARSHFIELD,MO
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRSTRIP

Airport Data

Runway Ident - 09
Runway Lth/Wid - 1300 -UNK/NR
Runway Surface - GRASS/TURF
Runway Status - DRY

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

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

Age - 54
Biennial Flight Review
Current - YES
Months Since - 20
Aircraft Type - PA28140

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 154
Make/Model- 82
Instrument- 0
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT THE APPROACH SPEED WAS FASTER THAN NORMAL DUE TO ERRONEOUS AIRSPEED INDICATIONS. THE AIRCRAFT FLOATED UPON FLARING AND THE PILOT RAISED THE FLAPS. HE STATES THAT THE AIRCRAFT LOST LIFT, BOUNCED AFTER A HARD LANDING AND SUBSEQUENTLY LANDED ON ITS NOSE GEAR, COLLAPSING IT. HE FURTHER STATES THAT THE AIRSTRIP IS A ONE-WAY PROPOSITION WITH LITTLE MARGIN FOR ERROR.

Brief of Accident (Continued)

File No. - 614

4/22/86

MARSHFIELD, MO

A/C Reg. No. N4169U

Time (Lc1) - 1445 CST

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

Finding(s)

1. FLIGHT/NAV INSTRUMENTS, AIRSPEED INDICATOR - FALSE INDICATION
 2. AIRSPEED(VSO) - NOT MAINTAINED - PILOT IN COMMAND
 3. RAISING OF FLAPS - PREMATURE - PILOT IN COMMAND
 4. ABORTED LANDING - NOT PERFORMED - PILOT IN COMMAND
-

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

Finding(s)

5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 6. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
-

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) 2,4

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 687 4/27/86 VAN BUREN, MO A/C Reg. No. N7921U Time (Lcl) - 1030 CDT

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

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

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

Make/Model - CESSNA 172F	Eng Make/Model - CONTINENTAL O-300-D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 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 AIRSTRIP
Method - N/A	BISMARCK, MO	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	VAN BUREN, MO	BASS ROCK
Wind Dir/Speed- 200/016 KTS	ATC/Airspace	Runway Ident - 27
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2400 -UNK/NR
Lowest Sky/Clouds - 4000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - 20000 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 - 37	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 315
SE LAND	Months Since - 1	Last 24 Hrs - UNK/NR
	Aircraft Type - C-172	Make/Model- 311
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 21

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATES THAT HE HAD BEEN ADVISED OF UTILITY LINES ON BOTH ENDS OF THE AIRSTRIP, AND THAT SEVERAL AIRCRAFT HAD PREVIOUSLY EXPERIENCED LANDING PROBLEMS THERE. HE FURTHER STATES THAT AS HE INITIATED A GO-AROUND HE WAS CAUGHT IN A DOWNDRAFT HE COULD NOT FLY OUT OF AND LANDED IN SOME TREES.

Brief of Accident (Continued)

File No. - 687

4/27/86

VAN BUREN,MO

A/C Reg. No. N7921U

Time (Lc1) - 1030 CDT

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
2. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - INADEQUATE
3. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
4. ABORTED LANDING - DELAYED - PILOT IN COMMAND
5. AIRSPEED - NOT ATTAINED - PILOT IN COMMAND

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 615 5/20/86 BERNIE, MO A/C Reg. No. N1096F Time (Lcl) - 1500 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

DESTROYED

Fire
ON GROUND

Fatal

0

Crew
Pass

0

Injuries

Serious

0

Minor

0

None

1

1

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

Make/Model - CESSNA A185F
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 3350
No. of Seats - 4

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

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

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

Weather Data

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

Basic Weather - VMC

Wind Dir/Speed- 360/008 KTS

Visibility - 10.0 SM

Lowest Sky/Clouds - 5000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

CARUTHERSVILLE, MO

Airport Proximity

ON AIRPORT

Airport Data

AG STRIP

Runway Ident - UNK/NR

Runway Lth/Wid - UNK/NR

Runway Surface - UNK/NR

Runway Status - UNK/NR

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

Age - 39

Biennial Flight Review

Current - YES

Months Since - 1

Aircraft Type - C-185

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 7000 Last 24 Hrs - 3

Make/Model- 400 Last 30 Days- UNK/NR

Instrument- UNK/NR Last 90 Days- 25

Multi-Eng - UNK/NR Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT THEY WERE ON THE TAKEOFF ROLL WHEN HIS SEAT FAILED AND HE FELL BACKWARD AWAY FROM THE FLIGHT CONTROLS AND THE THROTTLE. THE AIRPLANE VEERED LEFT, OFF THE RUNWAY, CROSSED A SMALL DITCH, A ROAD AND THEN IMPACTED IN A VERY LARGE DRAINAGE DITCH. THE AIRPLANE STARTED BURNING AS THE PILOT AND HIS PASSENGER DEPARTED THE AIRPLANE AND WAS DEMOLISHED BY IMPACT AND POST-IMPACT FIRE. DUE TO THE FIRE DAMAGE OF THE SEAT, THE SEAT ADJUSTMENT AND THE SEAT RETENTION SYSTEM, THE POINT OF FAILURE CANNOT BE DETERMINED.

Brief of Accident (Continued)

File No. - 615

5/20/86

BERNIE,MO

A/C Reg. No. N1096F

Time (Lc1) - 1500 CDT

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

Finding(s)

1. FUSELAGE,SEAT - FAILURE,PARTIAL
 2. FUSELAGE,ATTACHMENT - FAILURE,PARTIAL
-

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

Finding(s)

3. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
 4. ABORT - NOT POSSIBLE - PILOT IN COMMAND
-

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAKEOFF

Finding(s)

5. TERRAIN CONDITION - DITCH
-

Occurrence #4 FIRE
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

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. - 744 5/25/86 LEE'S SUMMIT, MO A/C Reg. No. N15369 Time (Lcl) - 1855 CDT

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

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

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

Make/Model - BALLOON WORKS FIREFLY 7-B	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 - 1050	Engine Type - N/A		
No. of Seats - UNK/NR	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	LEE'S SUMMIT, MO	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 290/008 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 5000 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 - 44	Medical Certificate - NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 247
	Months Since - 5	Last 24 Hrs - 1
FREE BALLOON	Aircraft Type - FIREFLY	Make/Model- 233
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 4

Instrument Rating(s) - NONE

-----Narrative-----

THE PIC STATED THAT PRIOR TO LIFTOFF, THE BALLOON WAS GYRATING AND INSTRUCTED THE GND CREW MEMBER TO STEADY THE BALLOON BY HOLDING THE ROPE. JUST AS THE BALLOON BECAME STEADY THE PIC INITIATED HIS TAKEOFF. THE PIC WAS AWARE OF TURBULENCE IN THE TAKEOFF SITE PRIOR TO LIFTOFF AND AGAIN DURING THE INITIAL LIFTOFF FM THE GROUND. THE BALLOON DRIFTED RAPIDLY EAST SOUTHEAST TOWARDS HIGH VOLTAGE POWERLINES. THE BALLOON ENCOUNTERED TURBULENCE IN THE FORM OF DOWNDRAFTS. THE PIC DID NOT ABORT THE TAKEOFF BUT CONTINUED FIRING THE BURNER TO TRY TO OUTCLIMB THE EFFECTS OF THE TURBULENCE. NO TEST BALLOON WAS RELEASED FM THE TAKEOFF SITE TO ASSESS WIND CONDITIONS PRIOR TO DEPARTURE.

Brief of Accident (Continued)

File No. - 744

5/25/86

LEE'S SUMMIT, MO

A/C Reg. No. N15369

Time (Lc1) - 1855 CDT

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

Finding(s)

1. PLANNING-DECISION - INADEQUATE - PILOT IN COMMAND
2. WEATHER CONDITION - TURBULENCE
3. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
4. WEATHER CONDITION - DOWNDRAFT
5. ABORT - NOT PERFORMED - PILOT IN COMMAND
6. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

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

Finding(s)

7. OBJECT - WIRE, TRANSMISSION

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

Finding(s)

8. TERRAIN CONDITION - GROUND

-----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

Brief of Accident

File No. - 605 5/08/86 SHELBY, MS A/C Reg. No. N3632C Time (Lcl) - 1430 CDT

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

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

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

Make/Model - SCHWEIZER G-164B	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 - NO
Max Gross Wt - 5200	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 600 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 160/007 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 3000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 25000 FT OVERCAST	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 66	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 15000
SE LAND	Months Since - 22	Last 24 Hrs - 7
	Aircraft Type - UNK/NR	Make/Model- 15000
		Instrument- 75
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER DEPARTURE WHILE MAKING A TURN THE PILOT REPORTED THE ENGINE LOST POWER AND THE AIRCRAFT SETTLED INTO THE TREES. THERE WAS NO EVIDENCE OF A PREEXISTING MECHANICAL FAILURE/MALFUNCTION.

Brief of Accident (Continued)

File No. - 605

5/08/86

SHELBY, MS

A/C Reg. No. N3632C

Time (Lc1) - 1430 CDT

Occurrence #1 LOSS OF POWER
Phase of Operation CLIMB

Finding(s)
1. UNDETERMINED

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 634 6/24/86 VALLEY PARK, MS A/C Reg. No. N8946Q Time (Lcl) - 1700 CDT

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

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

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

Make/Model - AERO COMMANDER S2R	Eng Make/Model - P & W R1340-AN1	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	ON AIRSTRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed-	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - 4500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - UNK/NR
Lowest Ceiling - 25000 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - UNK/NR
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)
PRIVATE	Current - YES	Total - 12000
SE LAND	Months Since - 15	Make/Model- 2500
HELICOPTER	Aircraft Type - SCOUT	Instrument- 40
		Last 24 Hrs - 12
		Last 30 Days- 25
		Last 90 Days- 40
		Rotorcraft - 600

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT A THNDRSTRM WAS IN THE IMMEDIATE AREA & HE TOOK OFF WITH A LEFT QUARTERING HEADWIND. DURING THE TAKE OFF ROLL, THE WIND SHIFTED & A LEFT QUARTERING TAILWIND BLEW THE ACFT INTO A DITCH. THE PLT ESTIMATED THE WINDS AT 50 TO 60 MPH.

Brief of Accident (Continued)

File No. - 634

6/24/86

VALLEY PARK, MS

A/C Reg. No. N8946Q

Time (Lc1) - 1700 CDT

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. WEATHER CONDITION - TAILWIND
4. WEATHER CONDITION - THUNDERSTORM
5. WEATHER CONDITION - WINDSHEAR

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) 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. - 767 3/01/86 WISDOM,MT

A/C Reg. No. N69043

Time (Lc1) - 1100 MST

-----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 152
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1670
No. of Seats - 2

Eng Make/Model - LYCOMING O-360-A1A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

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

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

Weather Data

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

Itinerary

Last Departure Point
MINDEN,NV
Destination
WISDOM,MT

ATC/Airspace

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

Airport Proximity
ON AIRSTRIP

Airport Data

WISDOM
Runway Ident - 01
Runway Lth/Wid - 3400/ 75
Runway Surface - GRASS/TURF
Runway Status - SNOW - CRUSTED

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

Pilot-In-Command

Certificate(s)/Rating(s)
STUDENT

Age - 50

Biennial Flight Review

Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	66	Last 24 Hrs -	1
Make/Model-	32		Last 30 Days-	15
Instrument-	1		Last 90 Days-	18

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT DEPARTED MINDEN, NV ON AN UNAUTHORIZED X-CO FLT THAT TERMINATED IN THE ACCIDENT AT WISDOM, MT. DURING THE LANDING ROLL AT AN ABANDONED ARPT AT WISDOM, THE NOSE OF THE ACFT DUG INTO THE SNOW COVERED RUNWAY AND THE ACFT NOSED OVER. THE PLT RECEIVED MINOR INJURIES.

Brief of Accident (Continued)

File No. - 767

3/01/86

WISDOM, MT

A/C Reg. No. N69043

Time (Lc1) - 1100 MST

Occurrence

NOSE OVER

Phase of Operation

LANDING - ROLL

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 2. TERRAIN CONDITION - SNOW COVERED
 3. AIRPORT FACILITIES - UNAPPROVED
-

-----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. - 728 5/14/86 GREAT FALLS,MT A/C Reg. No. N3749R Time (Lcl) - 0920 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -STANDING

Aircraft Damage
SUBSTANTIAL
Fire NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 172H
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2150
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-300-D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 145 HP

ELT Installed/Activated - UNK/NR
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - PARTIAL,LMTD BY PILOT
Basic Weather - VMC
Wind Dir/Speed- 260/033 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
TIBER LAKE,MT
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

GREAT FALLS INTERNATIONAL
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - UNK/NR
Runway Status - UNK/NR

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 36
Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

	Flight Time (Hours)	
Total	- 167	Last 24 Hrs - UNK/NR
Make/Model-	161	Last 30 Days- UNK/NR
Instrument-	5	Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT AFTER LANDING ON RWY 24 HE WAS BACK TAXIING ON RWY 06 WHEN HE ENCOUNTERED STRONG, GUSTY SURFACE WINDS. HE SAID HE STOPPED AND WAS LOOKING FOR A PLACE TO TIE DOWN WHEN A STRONG GUST FLIPPED THE ACFT ONTO ITS BACK. SURFACE WIND AT THE TIME OF THE ACCIDENT WAS REPORTED FROM 260 DEGREES AT 33 WITH GUSTS TO 42 MILES PER HOUR.

Brief of Accident (Continued)

File No. - 728

5/14/86

GREAT FALLS, MT

A/C Reg. No. N3749R

Time (Lc1) - 0920 MDT

Occurrence #1 ON GROUND ENCOUNTER WITH WEATHER
Phase of Operation TAXI - FROM LANDING

Finding(s)

1. WEATHER CONDITION - HIGH WIND

Occurrence #2 NOSE OVER
Phase of Operation STANDING - ENGINE(S) OPERATING

Finding(s)

2. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 665 6/06/86 HARVE,MT

A/C Reg. No. N4768Y

Time (Lcl) - 0535 MDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation -AERIAL APPLICATION

Flight Conducted Under -14 CFR 137

Accident Occurred During -LANDING

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - PIPER PA-25-260

Landing Gear - TAILWHEEL-ALL FIXED

Max Gross Wt - 2900

No. of Seats - 1

Eng Make/Model - LYCOMING O-540-G1A5

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 260 HP

ELT Installed/Activated - NO -N/A

Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- CALM

Visibility - 30.0 SM

Lowest Sky/Clouds - UNK/NR

Lowest Ceiling - 3000 FT OVERCAST

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

HAVRE,MT

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - GRASS/TURF

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND,ME LAND

Age - 25

Biennial Flight Review

Current - YES

Months Since - 14

Aircraft Type - PA18135

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 493

Make/Model- 44

Instrument- 42

Multi-Eng - 81

Last 24 Hrs - 5

Last 30 Days- UNK/NR

Last 90 Days- 65

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACCORDING TO THE PLT, SHORTLY AFTER TAKEOFF THE ENG LOST PARTIAL PWR AS A RESULT OF CARB ICE, & A FORCED LANDING WAS MADE.

Brief of Accident (Continued)

File No. - 665

6/06/86

HARVE,MT

A/C Reg. No. N4768Y

Time (Lcl) - 0535 MDT

Occurrence #1 LOSS OF POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
2. CARBURETOR HEAT - NOT USED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

3. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - ROUGH/UNEVEN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 661 6/22/86 RONAN, MT A/C Reg. No. N61999 Time (Lcl) - 1550 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	2
0	0	0	2

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Fire NONE
Crew 0
Pass 0

-----Aircraft Information-----

Make/Model - CESSNA 180K
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2800
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470-U
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 230 HP

ELT Installed/Activated - YES/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 - 60.0 SM
Lowest Sky/Clouds - UNK/NR SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRSTRIP

Airport Data

Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 36
Biennial Flight Review
Current - YES
Months Since - 10
Aircraft Type - C-170B

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 325 Last 24 Hrs - UNK/NR
Make/Model- 190 Last 30 Days- UNK/NR
Instrument- 0 Last 90 Days- 23

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE PLT, DURING THE TAKEOFF GROUND RUN, HIS SEAT SLID TO THE FULL AFT POSITION. THE PLT STATED HE LOST CONTROL & THE ACFT GROUND LOOPED.

Brief of Accident (Continued)

File No. - 661

6/22/86

RONAN,MT

A/C Reg. No. N61999

Time (Lc1) - 1550 MDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. FUSELAGE, SEAT - UNLOCKED
 2. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

3. TERRAIN CONDITION - SOFT
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 656 6/28/86 ROUNDUP, MT A/C Reg. No. N159MK Time (Lcl) - 0935 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries		
			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 - MATHEW M. KERR STARDUSTER TOO	Eng Make/Model - LYCOMING O-435-L	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1900	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 190 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - IN PERSON	GREAT FALLS, MT	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	ROUNDUP AIRPORT
Wind Dir/Speed- CALM		Runway Ident - 06
Visibility - 40.0 SM	ATC/Airspace	Runway Lth/Wid - 5100/ 75
Lowest Sky/Clouds - CLEAR	Type of Flight Plan - VFR	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type of Clearance - NONE	Runway Status - DRY
Obstructions to Vision- NONE	Type Apch/Lndg - FULL STOP	
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 - 921
SE LAND	Months Since - 10	Make/Model - 147
	Aircraft Type - UNK/NR	Instrument - 49
		Multi-Eng - 7
		Last 24 Hrs - 2
		Last 30 Days - UNK/NR
		Last 90 Days - 23

Instrument Rating(s) - NONE

-----Narrative-----

DURING THE TELEPHONE INTERVIEW, THE PLT STATED THE ACFT LANDED HARD, COLLAPSING THE RIGHT MAIN GEAR & BROKE THE RIGHT WING SPAR.

Brief of Accident (Continued)

File No. - 656

6/28/86

ROUNDUP,MT

A/C Reg. No. N159MK

Time (Lc1) - 0935 MDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. FLARE - MISJUDGED - PILOT IN COMMAND

Occurrence #2 GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 669 6/28/86 JOLIET, MT A/C Reg. No. N2BC Time (Lc1) - 1300 MDT

-----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 182F
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2800
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470-R
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 230 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 025/012 KTS
Visibility - 50.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 6000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC

Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FULL STOP

Airport Proximity
ON AIRSTRIP

Airport Data

Runway Ident - UNK/NR
Runway Lth/Wid - 5000 -UNK/NR
Runway Surface - DIRT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL
SE LAND

Age - 58

Biennial Flight Review

Current - YES
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 10000	Last 24 Hrs -	6
Make/Model-	500	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	45

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE PLT, HORSES RAN IN FRONT OF HIM DURING LANDING AND HE WAS FORCED TO MAKE EVASIVE MANEUVERS.
DURING THE EVASIVE MANEUVERS, THE ACFT GROUND LOOPED AND WAS SUBSTANTIALLY DAMAGED.

Brief of Accident (Continued)

File No. - 669

6/28/86

JOLIET,MT

A/C Reg. No. N2BC

Time (Lc1) - 1300 MDT

Occurrence #1 ABRUPT MANEUVER
Phase of Operation LANDING - ROLL

Finding(s)

1. OBJECT - ANIMAL(S)
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

2. TERRAIN CONDITION - GROUND
 3. GROUND LOOP/SWERVE - INTENTIONAL - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 709 4/25/86 MOUNT AIRY, NC A/C Reg. No. N27529 Time (Lcl) - 1440 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation - FERRY	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -DESCENT			0	0	0
					1
					1

-----Aircraft Information-----

Make/Model - TAYLORCRAFT BLT-65	Eng Make/Model - LYCOMING O-145-B2	ELT Installed/Activated - NO -N/A
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 - 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	PILOT MOUNTAIN, NC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	MOUNT AIRY-SURRY COUNTY
Wind Dir/Speed- 270/007 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 15000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 59	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 2805
SE LAND	Months Since - UNK/NR	Make/Model- 218
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 5
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT THE ENGINE LOST POWER TO IDLE RPM FOLLOWED BY A FORCED LANDING IN TREES. EXAMINATION OF THE AIRCRAFT DETERMINED THAT A SNAP RING WHICH HELD THE THROTTLE CABLE HOUSING IN PLACE IN THE INSTRUMENT PANEL CAME LOOSE. WITHOUT THE SNAP RING THE THROTTLE CABLE FLEXED INSTEAD OF ACTUATING THE CARBURETOR THROTTLE LEVER. THE RESULT WAS THAT THE ENGINE RPM COULD NOT BE CONTROLLED AND THE ENGINE RAN AT IDLE POWER.

Brief of Accident (Continued)

File No. - 709

4/25/86

MOUNT AIRY, NC

A/C Reg. No. N27529

Time (Lcl) - 1440 EST

Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation CRUISE - NORMAL

Finding(s)

1. THROTTLE/POWER LEVER, CABLE - LOOSE
2. MAINTENANCE, INSPECTION OF AIRCRAFT - NOT OBTAINED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - EMERGENCY

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

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 626 6/21/86 SALISBURY, NC

A/C Reg. No. N52601

Time (Lcl) - 1045 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	1

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire NONE
Crew Pass

-----Aircraft Information-----

Make/Model - CESSNA 172P
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2150
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-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- 155/005 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - 25000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
UNK/NR

Airport Proximity
ON AIRPORT

Airport Data

ROWAN COUNTY
Runway Ident - 02
Runway Lth/Wid - 4200/ 100
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 33
Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 161
Last 24 Hrs - UNK/NR
Make/Model- 20
Last 30 Days- UNK/NR
Instrument- UNK/NR
Last 90 Days- 18
Multi-Eng - UNK/NR
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT THE ENGINE LOST POWER AND QUIT SHORTLY AFTER T/O AT ABOUT 500-700 FT AGL. HE CHECKED THE MIXTURE, CARB HEAT AND MAGS BUT WAS UNABLE TO RESTART THE ENGINE. A 180 TURN WAS MADE BACK TO THE ARPT. THE PLT STATED THAT HE LET THE AIRSPEED BUILD UP EXCESSIVELY DURING THE DESCENT AND THAT THE ACFT RAN OFF THE RWY END DURING THE LDG. POST-CRASH EXAMINATION OF THE ACFT REVEALED NO EVIDENCE OF ENGINE FAILURE OR MALFUNCTION. THE ENGINE STARTED AND RAN ON THE FIRST ATTEMPT. NO EVIDENCE OF CONTAMINATION WAS NOTED IN THE ACFT FUEL SUPPLY.

Brief of Accident (Continued)

File No. - 626

6/21/86

SALISBURY, NC

A/C Reg. No. N52601

Time (Lc1) - 1045 EDT

Occurrence #1 LOSS OF POWER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

Occurrence #3 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

2. AIRSPEED(VREF) - NOT MAINTAINED - PILOT IN COMMAND
3. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
4. PROPER TOUCHDOWN POINT - NOT OBTAINED - PILOT IN COMMAND

Occurrence #4 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - HIGH VEGETATION

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 701 6/21/86 BOONE, NC A/C Reg. No. N4259Y Time (Lcl) - 1225 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED				
Type of Operation - PERSONAL	Fire	Crew	Fatal	Injuries	
Flight Conducted Under -14 CFR 91	NONE	Pass	1	Serious	Minor
Accident Occurred During -DESCENT			0	0	0
				0	0

-----Aircraft Information-----

Make/Model - H. PREISS HP-19C	Eng Make/Model - N/A	ELT Installed/Activated - NO -N/A
Landing Gear - UNK/NR	Number Engines - N/A	Stall Warning System - YES
Max Gross Wt - UNK/NR	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	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	BOONE
Wind Dir/Speed- 040/010 KTS		Runway Ident - N/A
Visibility - UNK/NR	ATC/Airspace	Runway Lth/Wid - N/A
Lowest Sky/Clouds - UNK/NR SCATTERED	Type of Flight Plan - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type of Clearance - NONE	Runway Status - DRY
Obstructions to Vision- NONE	Type Apch/Lndg - NONE	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 37	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 63
	Months Since - 5	Make/Model- UNK/NR
GLIDER	Aircraft Type - 103	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- 2
		Last 90 Days- 8

Instrument Rating(s) - NONE

-----Narrative-----

THE GLIDER MADE A STEEP NOSE HIGH TURN, STALLED AND CRASHED AFTER A PREMATURE TOW RELEASE AT APRX 150 FT AGL. WITNESSES SAID THAT THE GLIDER APPEARED TO BE BADLY CONTROLLED FROM THE BEGINNING OF THE TAKEOFF ROLL. AFTER THE STALL DURING THE TURN THE ACFT ENTERED A SPIN PRIOR TO GROUND IMPACT.

Brief of Accident (Continued)

File No. - 701

6/21/86

BOONE, NC

A/C Reg. No. N4259Y

Time (Lc1) - 1225 EST

Occurrence #1 ABRUPT MANEUVER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. GLIDER LAUNCH/TOW EQUIPMENT - DISCONNECTED
2. MANEUVER - EXCESSIVE - PILOT IN COMMAND
3. ALTITUDE - INADEQUATE - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

4. STALL/SPIN - NOT CORRECTED - PILOT IN COMMAND
5. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 609 4/10/86 PEMBINA,ND A/C Reg. No. N713W Time (Lcl) - 1620 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Injuries				
Fatal	Serious	Minor	None	
Crew 0	0	0	1	
Pass 0	0	0	1	

-----Aircraft Information-----

Make/Model - DEHAVILLAND DHC
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2147
No. of Seats - 2

Eng Make/Model - LYCOMING G0480F1A6
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 275 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- 225/005 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
PEMBINA,ND
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND

Age - 57

Biennial Flight Review

Current - YES
Months Since - 1
Aircraft Type - C-182

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - UNK/NR	Last 24 Hrs - UNK/NR
Make/Model- UNK/NR	Last 30 Days- UNK/NR
Instrument- UNK/NR	Last 90 Days- 12
Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THE ENG QUIT BECAUSE THE FUEL CAP HAD NOT BEEN PROPERLY SECURED AND THE FUEL HAD SIPHONED OUT IN FLT.

Brief of Accident (Continued)

File No. - 609

4/10/86

PEMBINA,ND

A/C Reg. No. N713W

Time (Lc1) - 1620 CST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FUEL SYSTEM,CAP - LOOSE
 2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
 3. FLUID,FUEL - SIPHONING
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - UNCONTROLLED

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)

4. OBJECT - OBJECT
-

-----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. - 699 5/22/86 ELGIN,ND

A/C Reg. No. N5280A

Time (Lcl) - 1745 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

Injuries

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Fire
NONE

Crew
Pass

Fatal	Serious	Minor	None
1	0	0	0
2	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA T210N
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 4000
No. of Seats - 6

Eng Make/Model - CONTINENTAL TS10-520-R
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 310 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - IN PERSON
Completeness - UNK/NR
Basic Weather - IMC
Wind Dir/Speed- 150/015 KTS
Visibility - .500 SM
Lowest Sky/Clouds - 500 FT PART OBS
Lowest Ceiling - 500 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - RAIN
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
ABERDEEN,SD
Destination
GLENDDIVE,MT

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - NONE
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 37
Biennial Flight Review
Current - YES
Months Since - 6
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	89
Make/Model-	2
Instrument-	3
Last 24 Hrs -	1
Last 30 Days-	UNK/NR
Last 90 Days-	20

Instrument Rating(s) - NONE

-----Narrative-----

PLT RECEIVED WX BRIEFING PRIOR TO DEPARTURE. VFR FLT NOT RECOMMENDED BY FSS. PLT RADIOED THAT HE WAS IN THUNDERSTORM ACTIVITY, IFR CONDITIONS AND WAS ATTEMPTING TO TURN AROUND. WITNESSES STATED THAT THEY OBSERVED ACFT DESCENDING AT A HIGH RATE OF SPEED OF A 45 DEGREE NOSE DOWN ATTITUDE. WX AT ACCIDENT SITE WAS LOW CLOUDS AND HEAVY RAIN. PLT HAD A TOTAL FLT TIME OF 89 HOURS AND NO INSTRUMENT RATING.

Brief of Accident (Continued)

File No. - 699

5/22/86

ELGIN,ND

A/C Reg. No. N5280A

Time (Lc1) - 1745 MDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE

Finding(s)

1. PREFLIGHT BRIEFING SERVICE - DISREGARDED - PILOT IN COMMAND
2. PLANNING-DECISION - POOR - PILOT IN COMMAND
3. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, UNDER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SELF-INDUCED PRESSURE - PILOT IN COMMAND
6. WEATHER CONDITION - THUNDERSTORM
7. VFR FLIGHT INTO IMC - ATTEMPTED - PILOT IN COMMAND
8. WEATHER CONDITION - LOW CEILING
9. WEATHER CONDITION - RAIN

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

10. IMPROPER USE OF EQUIPMENT/AIRCRAFT, TOTAL - PILOT IN COMMAND
11. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND
12. REMEDIAL ACTION - IMPROPER - PILOT IN COMMAND
13. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - PILOT IN COMMAND
14. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
15. FLIGHT CONTROL, AILERON - FAILURE, TOTAL
16. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND
17. WING - FAILURE, TOTAL

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

18. TERRAIN CONDITION - SOFT

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,7,12,14,16

Factor(s) relating to this accident is/are finding(s) 1,4,6,8,9,10,11,13

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 667 6/20/86 SOUTH HEART,ND A/C Reg. No. N8768L Time (Lcl) - 0830 MDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage SUBSTANTIAL		Injuries			
Type of Operation -AERIAL APPLICATION	Fire	Crew	Fatal	Serious	Minor	None
Flight Conducted Under -14 CFR 137	NONE	Pass	0	0	0	1
Accident Occurred During -LANDING			0	0	0	0

-----Aircraft Information-----

Make/Model - 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 - YES
Max Gross Wt - 2900	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 260 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SOUTH HEART,ND	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 045	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Surface - DIRT
Lowest Sky/Clouds - 5000 FT SCATTERED	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 - 26	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 1341
SE LAND,ME LAND	Months Since - 3	Make/Model- 267
	Aircraft Type - C-310	Instrument- 137
		Multi-Eng - 50
		Last 24 Hrs - 10
		Last 30 Days- UNK/NR
		Last 90 Days- 216

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACCORDING TO THE PLT, DURING A SWATH RUN (AGRICULTURAL SPRAYING), THE ENG QUIT & A FORCED LANDING WAS ACCOMPLISHED. DURING THE INTERVIEW, THE PLT STATED THE ENG QUIT DUE TO FUEL EXHAUSTION.

Brief of Accident (Continued)

File No. - 667

6/20/86

SOUTH HEART,ND

A/C Reg. No. N8768L

Time (Lcl) - 0830 MDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. FLUID,FUEL - EXHAUSTION
 2. FUEL CONSUMPTION CALCULATIONS - MISJUDGED - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 HARD LANDING
Phase of Operation LANDING

Finding(s)

3. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - ROUGH/UNEVEN
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D:C. 20594

Brief of Accident

File No. - 670 6/24/86 LA MOURE,ND A/C Reg. No. N6838Q Time (Lcl) - 1100 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -AERIAL APPLICATION	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 137	NONE	Pass 0	0	0	0
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - SCHWEIZER G-164A	Eng Make/Model - P&W R-1340	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 6075	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 600 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	LA MOURE,ND	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 180/002 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 25.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 26	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1213
SE LAND	Months Since - 4	Last 24 Hrs - 6
	Aircraft Type - C-172XP	Make/Model- UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 150
		Rotorcraft - UNK/NR
		Multi-Eng - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE PLT, DURING A SWATH RUN, THE ACFT HE WAS PILOTING ENCOUNTERED "BAD AIR" AND DESCENDED UNTIL THE WINGS AND WHEELS CONTACTED THE CROP OF GRAIN HE WAS SPRAYING. THE PLT STATED THE ACFT STALLED AND CONTACTED THE GROUND.

Brief of Accident (Continued)

File No. - 670

6/24/86

LA MOURE,ND

A/C Reg. No. N6838Q

Time (Lc1) - 1100 CDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
 2. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

3. TERRAIN CONDITION - CROP
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 659 7/02/86 WILLISTON,ND A/C Reg. No. N7131Z Time (Lcl) - 0900 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Type of Operation -AERIAL APPLICATION
Flight Conducted Under -14 CFR 137
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

Injuries				
Fatal	Serious	Minor	None	
0	0	0	1	
0	0	0	0	

-----Aircraft Information-----

Make/Model - PIPER PA-25-235
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2800
No. of Seats - 1

Eng Make/Model - LYCOMING O-540-B2B5
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 235 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 150/002 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
WILLISTON,ND
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - DIRT
Runway Status - WET

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL
ME LAND

Age - 27

Biennial Flight Review

Current - YES
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 910	Last 24 Hrs	- 8
Make/Model-	650	Last 30 Days-	UNK/NR
Instrument-	48	Last 90 Days-	30

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING THE TELEPHONE INTERVIEW, THE PLT STATED THE ENG OF HIS CROP DUSTER QUIT DUE TO FUEL EXHAUSTION AND A FORCED LANDING WAS MADE.

Brief of Accident (Continued)

File No. - 659

7/02/86

WILLISTON,ND

A/C Reg. No. N7131Z

Time (Lcl) - 0900 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. FLUID,FUEL - EXHAUSTION
 2. FUEL SUPPLY - EXCEEDED - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING

Finding(s)

3. TERRAIN CONDITION - SOFT
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 799 7/24/86 GRANDIN,ND A/C Reg. No. N8379 Time (Lcl) - 1130 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage SUBSTANTIAL						
Type of Operation -AERIAL APPLICATION	Fire	Crew	Fatal	Injuries Serious	Minor	None	
Flight Conducted Under -14 CFR 137	NONE	Pass	0	0	0	1	
Accident Occurred During -TAKEOFF			0	0	0	0	

-----Aircraft Information-----

Make/Model - SCHWEIZER G164A	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 - 4500	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 450 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 - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LOCAL	DAKOTA
Wind Dir/Speed- 270/012 KTS	ATC/Airspace	Runway Ident - 18
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2600/ 50
Lowest Sky/Clouds - 4000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 29	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1849
SE LAND	Months Since - 2	Make/Model- 807
	Aircraft Type - V35	Instrument- 21
		Last 24 Hrs - 5
		Last 30 Days- UNK/NR
		Last 90 Days- 294

Instrument Rating(s) - NONE

-----Narrative-----

PLT WAS ATTEMPTING TO TAKE OFF FROM 2600 FT X 50 FT SOD STRIP WITH FULL FUEL (36 GAL) AND 160 GAL OF M22, A FUNGICIDE. CENTER OF RWY WAS SOFT FROM RECENT RAINS. PLT BEGAN TAKEOFF ROLL ON RIGHT SIDE OF RWY. RIGHT WING AND SPRAY BOOM CONTACTED TALL GRAIN STALKS ALONG SIDE OF RWY AND ACFT SPUN AROUND AND SKIDDED SIDEWAYS. LEFT WING TIP DUG INTO GROUND AND ACFT CARTWHEELED.

Brief of Accident (Continued)

File No. - 799

7/24/86

GRANDIN,ND

A/C Reg. No. N8379

Time (Lc1) - 1130 CDT

Occurrence #1 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - HIGH VEGETATION
2. JUDGEMENT - POOR - PILOT IN COMMAND
3. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - SOFT
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - WET

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

6. TERRAIN CONDITION - GROUND

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) 4

Factor(s) relating to this accident is/are finding(s) 1,2,3,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 630 4/14/86 NORFOLK,NE A/C Reg. No. N6700L Time (Lc1) - 1013 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
DESTROYED
Fire
ON GROUND

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	4	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-31
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 6500
No. of Seats - 6

Eng Make/Model - LYCOMING TIO-540 J2BD
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 - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - IMC
Wind Dir/Speed- 290/038 KTS
Visibility - .125 SM
Lowest Sky/Clouds -
Lowest Ceiling - 300 FT OBSCURED
Obstructions to Vision- UNK/NR
Precipitation - SNOW
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
OMAHA,NE

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

KARL STEFAN MEMORIAL
Runway Ident - 31
Runway Lth/Wid - 5800/ 150
Runway Surface - ASPHALT
Runway Status - SNOW - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND,ME LAND

Age - 58
Biennial Flight Review
Current - YES
Months Since - 16
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 5980
Make/Model- UNK/NR
Instrument- UNK/NR
Multi-Eng - 2991
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR
Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRPLANE DEPARTED ON RUNWAY 31 WITH A LOW CEILING AND VISIBILITY VARIABLE FROM 1/4 MILE TO 1/16 MILE AND WINDS FROM 290 DEGREES AT 38 KNOTS, GUSTING TO 47 KNOTS. A WITNESS STATED THAT THE AIRPLANE WAS AIRBORNE NO MORE THAN TWO MINUTES AFTER THE ENGINES WERE STARTED. THE AIRPLANE WAS HEARD AND OBSERVED 1/4 OF A MILE NORTHEAST OF THE AIRPORT AT LOW ALTITUDE. IT CLIMBED INTO THE CLOUDS AND IMPACTED THE TERRAIN IN AN ALMOST FLAT ATTITUDE, 1/8 OF A MILE BEYOND AND WAS DEMOLISHED BY IMPACT AND POST-IMPACT FIRE.

Brief of Accident (Continued)

File No. - 630

4/14/86

NORFOLK, NE

A/C Reg. No. N6700L

Time (Lc1) - 1013 CST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - LOW CEILING
 2. WEATHER CONDITION - OBSCURATION
 3. WEATHER CONDITION - SNOW
 4. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 5. STALL - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

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) 4

Factor(s) relating to this accident is/are finding(s) 1,2,3,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 795 1/22/86 ALBUQUERQUE,NM A/C Reg. No. NONE Time (Lcl) - 1745 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Crew	0	1	0	0
Pass	0	0	1	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - EIPPER QUICKSILVER MX II
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 700
No. of Seats - 2

Eng Make/Model - ROTAX 503
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 46 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- 259/003 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 15000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
ALBUQUERQUE,NM
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - 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 - GRAVEL
Runway Status - DRY
HIGH VEGETATION

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
NONE

Age - 28
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - NO MEDICAL
Flight Time (Hours)

Total	- 150	Last 24 Hrs	- UNK/NR
Make/Model-	150	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	UNK/NR
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT WHILE RETURNING TO THE AIRFIELD, THE ENG QUIT AS A RESULT OF FUEL STARVATION. THE PLT WAS NOT CERTIFIED AND THE AIRCRAFT WAS UNREGISTERED.

Brief of Accident (Continued)

File No. - 795

1/22/86

ALBUQUERQUE,NM

A/C Reg. No. NONE

Time (Lc1) - 1745 MST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE

Finding(s)

1. FLUID,FUEL - STARVATION
 2. IN-FLIGHT PLANNING/DECISION - POOR - UNQUALIFIED PERSON
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. TERRAIN CONDITION - ROUGH/UNEVEN
 4. STALL/MUSH - INADVERTENT - UNQUALIFIED PERSON
-

----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. - 715 3/21/86 ALBUQUERQUE, NM A/C Reg. No. N555EB Time (Lc1) - 1325 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage DESTROYED		Fatal		Injuries Serious		Minor		None	
Type of Operation	-PERSONAL	Fire		Crew	0	0	1	0			
Flight Conducted Under	-14 CFR 91	ON GROUND		Pass	0	2	2	1			
Accident Occurred During	-LANDING										

-----Aircraft Information-----

Make/Model	- PIPER PA-32R-300	Eng Make/Model	- LYCOMING IO-540-K1G5B	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	- 300 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- 180/008 KTS</p> <p>Visibility - 60.0 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 FORTH WORTH, TX</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 CORONADO</p> <p>Runway Ident - 17</p> <p>Runway Lth/Wid - 4020/ 60</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

-----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 - 434
SE LAND	Months Since - 14	Make/Model- 210
	Aircraft Type - AA-5A	Instrument- 32
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 98

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CRASHED ON THE SECOND ABORTED TAKEOFF ATTEMPT. THE PLT SAID THAT THE ACFT WAS NOT ACCELERATING PROPERLY ON THE FIRST ATTEMPT AND THAT THE ENG LOST POWER ON THE SECOND ATTEMPT. GROUND WITNESSES SAID THAT THE AIR CONDITIONER CONDENSER DOOR WAS OPEN AND THAT THE FLAPS WERE UP ON BOTH TAKEOFF ATTEMPTS. THE PLT SAID HE TURNED OFF THE AIR CONDITIONER AND DEPLOYED 10 DEGREES OF FLAPS. EXAMINATION OF THE WRECKAGE REVEALED THAT THE AIR CONDITIONER CONDENSER DOOR WAS OPEN, THE COMPRESSOR CLUTCH WAS DISENGAGED FROM THE ENGINE, AND THAT THE FLAPS WERE UP. CALCULATIONS INDICATE THAT THE ACFT WAS 300 LBS OVER MAXIMUM GROSS TAKEOFF WEIGHT. CALCULATIONS ALSO INDICATE THAT THE ACFT WOULD REQUIRE 2600 FT OF GROUND ROLL TO TAKE OFF, AND A TOTAL OF 4700 FT TO CLEAR A 50-FT OBSTACLE. THE RWY HAS A PUBLISHED LENGTH OF 4020 FT WITH AN ADDITIONAL 200 FT OF OVERRUN. THERE WERE TREES AT THE DEPARTURE END OF THE RWY.

Brief of Accident (Continued)

File No. - 715

3/21/86

ALBUQUERQUE,NM

A/C Reg. No. N555EB

Time (Lc1) - 1325 MST

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. AIR COND/HEATING/PRESSURIZATION - NOT SWITCHED
2. PREFLIGHT PLANNING/PREPARATION - NOT PERFORMED - PILOT IN COMMAND
3. AIRCRAFT WEIGHT AND BALANCE - INACCURATE - PILOT IN COMMAND
4. PERFORMANCE DATA - NOT OBTAINED - PILOT IN COMMAND
5. LOWERING OF FLAPS - NOT SELECTED - PILOT IN COMMAND
6. MIXTURE - IMPROPER - PILOT IN COMMAND
7. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
8. CONTROL INTERFERENCE - INADVERTENT - PASSENGER

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

9. TERRAIN CONDITION - DIRT BANK

Occurrence #3 GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Occurrence #4 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

10. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5,6

Factor(s) relating to this accident is/are finding(s) 7,8,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 717 3/23/86 STEINS,NM A/C Reg. No. N37AP Time (Lcl) - 1310 MST

-----Basic Information-----

Type Operating Certificate	AIR CARRIER - SUPPLEMENTAL	Aircraft Damage	Injuries			
Name of Carrier	-ATORIE AIR INC.	SUBSTANTIAL				
Type of Operation	-NON SCHED,DOMESTIC,CARGO	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0
Accident Occurred During	-LANDING			0	0	2

-----Aircraft Information-----

Make/Model	- DOUGLAS C-47	Eng Make/Model	- P & W R-1830-90D	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL-RETRACTABLE MAINS	Number Engines	- 2	Stall Warning System	- NO
Max Gross Wt	- 26900	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 3	Rated Power	- 1200 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NWS	Last Departure Point	ON AIRSTRIP
Method - TELEPHONE	PHOENIX,AZ	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	EL PASO,TX	SHADY GROVE
Wind Dir/Speed- 120/005 KTS	ATC/Airspace	Runway Ident - 08
Visibility - 50.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 3000 -UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - VFR	Runway Surface - DIRT
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 - UNK/NR	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,ATP	Current - YES	Total - 7370
SE LAND,ME LAND,SE SEA	Months Since - 1	Last 24 Hrs - 4
HELICOPTER	Aircraft Type - C47	Make/Model- 1300
		Instrument- 811
		Multi-Eng - 4203
		Last 30 Days- UNK/NR
		Last 90 Days- 200
		Rotorcraft - 1510

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE EN ROUTE, THE LEFT ENG OF THE C-47 LOST PARTIAL PWR AS A RESULT OF A CRACKED CYLINDER. THE CREW STATED THE LEFT ENG WAS SHUT DOWN AND ADDITIONAL PWR WAS APPLIED TO THE RIGHT ENG TO COMPENSATE FOR THE INCREASING RATE OF DESCENT. THE CREW STATED A SHORT TIME LATER, THE RIGHT ENG STARTED RUNNING ROUGH AND FORCED LANDING WAS MADE. DURING THE INVESTIGATION, INTERNAL MALFUNCTION COULD BE DETERMINED IN THE RIGHT ENG.

Brief of Accident (Continued)

File No. - 717

3/23/86

STEINS,NM

A/C Reg. No. N37AP

Time (Lc1) - 1310 MST

Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation CRUISE - NORMAL

Finding(s)

1. ENGINE ASSEMBLY,CYLINDER - CRACKED
2. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

3. AIRCRAFT PERFORMANCE,TWO OR MORE ENGINES - INOPERATIVE

Occurrence #3 GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

4. LANDING GEAR,MAIN GEAR - BUCKLED
5. OXYGEN SYSTEM,CREW - LEAK

----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. - 616 4/25/86 SANTA FE, NM A/C Reg. No. N4073G Time (Lcl) - 1200 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation - INSTRUCTIONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries
Serious
0
0

Minor
0
0

None
1
0

-----Aircraft Information-----

Make/Model - BELL 47G-3B-2
Landing Gear - SKID
Max Gross Wt - 2950
No. of Seats - 3

Eng Make/Model - LYCOMING VO-435-G1A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 280 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 210/015 KTS
Visibility - 40.0 SM
Lowest Sky/Clouds -
Lowest Ceiling - 5000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
UNK/NR

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

SANTA FE CO. MUNICIPAL
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
STUDENT

Age - 41
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 - 51
Make/Model- 51
Instrument- 0
Last 24 Hrs - 2
Last 30 Days- UNK/NR
Last 90 Days- 40
Rotorcraft - 51

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE STUDENT PLT, HE WAS ATTEMPTING TO HOVER THE HELICOPTER WHEN HE ENCOUNTERED TURBULENCE. THE STUDENT PLT STATED THAT THE HARD LANDING WHICH FOLLOWED RESULTED IN SPREADING THE SKIDS & SEVERING THE TAILBOOM.

Brief of Accident (Continued)

File No. - 616

4/25/86

SANTA FE,NM

A/C Reg. No. N4073G

Time (Lc1) - 1200 MST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation HOVER

Finding(s)

1. WEATHER CONDITION - TURBULENCE
 2. DESCENT - UNCONTROLLED - PILOT IN COMMAND
 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
-

Occurrence #2 HARD LANDING
Phase of Operation LANDING

Occurrence #3 GEAR COLLAPSED
Phase of Operation LANDING

Finding(s)

4. LANDING GEAR,SKID ASSEMBLY - FAILURE,TOTAL
-

-----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. - 729 5/14/86 ALBUQUERQUE, NM A/C Reg. No. N21WL Time (Lcl) - 2230 MDT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation - PERSONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under - 14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During - LANDING			0	0	0
					2
					2

-----Aircraft Information-----

Make/Model - CESSNA 421C	Eng Make/Model - CONTINENTAL GTS10-520L	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 6800	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 375 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	CORONADO
Wind Dir/Speed- 160/005 KTS	ATC/Airspace	Runway Ident - 17
Visibility - 70.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4020/ 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- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(BRIGHT)		

-----Personnel Information-----

Pilot-In-Command	Age - 25	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 1731
SE LAND,ME LAND	Months Since - 3	Make/Model- 157
	Aircraft Type - UNK/NR	Instrument- 149
		Multi-Eng - 312
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACFT WAS LANDING ON RWY 17. PLT SAID HE STRUCK A RABBIT WITH LEFT MAIN LANDING GEAR AND LOST ALL BRAKING ACTION ON LEFT SIDE. PLT USED RIGHT BRAKE TO DECELERATE BUT OVERRAN RWY END AND STRUCK DIRT BANK.

Brief of Accident (Continued)

File No. - 729

5/14/86

ALBUQUERQUE,NM

A/C Reg. No. N21WL

Time (Lc1) - 2230 MDT

Occurrence #1 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

1. OBJECT - ANIMAL(S)
2. LANDING GEAR,NORMAL BRAKE SYSTEM - DISABLED

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - DIRT BANK

Occurrence #3 NOSE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

4. LANDING GEAR,MAIN GEAR - SEPARATION

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

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. - 655 7/05/86 HURLEY,NM A/C Reg. No. N37486 Time (Lcl) - 0830 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	NONE					
Type of Operation -PERSONAL	Fire	Crew	Fatal	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -LANDING			0	1	0	1

-----Aircraft Information-----

Make/Model - BALLOON WORKS FIREFLY 7	Eng Make/Model - N/A	ELT Installed/Activated - NO -N/A
Landing Gear - UNK/NR	Number Engines - N/A	Stall Warning System - UNK/NR
Max Gross Wt - 1660	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	SILVER CITY,NM	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	
Wind Dir/Speed- 280/006 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 - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 42	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - NO	Total - 48
	Months Since - UNK/NR	Last 24 Hrs - 1
FREE BALLOON	Aircraft Type - UNK/NR	Make/Model- 48
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

DURING LANDING, ONE OF THE PAXS IN THE BALLOON BASKET SUFFERED A BROKEN ANKLE. PLT SAYS LANDING WAS A NORMAL RIP OUT LANDING. NEITHER HE NOR PAX KNOWS HOW INJURY OCCURRED.

Brief of Accident (Continued)

File No. - 655

7/05/86

HURLEY,NM

A/C Reg. No. N37486

Time (Lcl) - 0830 MDT

Occurrence MISCELLANEOUS/OTHER
Phase of Operation LANDING

Finding(s)

1. UNDETERMINED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 750 7/25/86 BATTLE MOUNTAIN,NV A/C Reg. No. N4137C Time (Lc1) - 1105 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	3
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA T-210	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 - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	BOISE, ID	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	SANTA ANA, CA	Runway Ident - N/A
Wind Dir/Speed- 270/005 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Surface - ASPHALT
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - DRY
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 40	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1325
SE LAND	Months Since - 18	Make/Model- 221
	Aircraft Type - UNK/NR	Instrument- 133
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 80

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER A LOSS OF POWER AND A PROPELLER OVERSPEED, A FORCED LANDING WAS MADE. THE PILOT DIVERTED FROM TWO CHOSEN LANDING SITES DUE TO POWER LINES CROSSING THEM. A ROAD WAS CHOSEN AND DURING LANDING ROLLOUT THE AIRCRAFT'S WING TIP CLIPPED THE TOP OF A FENCE. THE NUMBER 5 ROD BOLT WAS FOUND TO HAVE FAILED.

Brief of Accident (Continued)

File No. - 750

7/25/86

BATTLE MOUNTAIN,NV

A/C Reg. No. N4137C

Time (Lc1) - 1105 PDT

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 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

2. 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 763 8/02/86 ELKO,NV A/C Reg. No. N5118Q Time (Lcl) - 1318 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL					
Type of Operation -PERSONAL	Fire	Crew	Fatal	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During -LANDING						

-----Aircraft Information-----

Make/Model - CESSNA T210L	Eng Make/Model - CONTINENTAL TS10-520-H	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3400	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 300 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	HILLSBORO,OR	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	ELKO,NV	ELKO MUNICIPAL
Wind Dir/Speed- 300/005 KTS	ATC/Airspace	Runway Ident - 23
Visibility - 30.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 6401/ 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 - 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 - 326
SE LAND	Months Since - 24	Make/Model- 225
	Aircraft Type - UNK/NR	Instrument- 165
		Multi-Eng - UNK/NR
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 16
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING LANDING ROLLOUT ON RUNWAY 23 THE AIRCRAFT DEVIATED TO THE RIGHT AND THE PILOT CORRECTED FIRST WITH RUDDER AND THEN LEFT BRAKE. THE AIRCRAFT THEN VEERED LEFT AND DEPARTED THE RUNWAY. THE PILOT THEN ATTEMPTED TO INITIATE A GO AROUND AND FLY OUT OF THE LOSS OF DIRECTIONAL CONTROL CONDITION. SHORTLY AFTER THE AIRCRAFT BECAME AIRBORNE IT COLLIDED WITH TERRAIN.

Brief of Accident (Continued)

File No. - 763

8/02/86

ELKO,NV

A/C Reg. No. N5118Q

Time (Lcl) - 1318 PDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - GO-AROUND (VFR)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 625 5/04/86 MT. GILEAD, OH A/C Reg. No. N8880X Time (Lcl) - 1740 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL					
Type of Operation -PERSONAL	Fire	Crew	Fatal	Injuries Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -LANDING			0	0	0	3

-----Aircraft Information-----

Make/Model - CESSNA 182D	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 - 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	MT. GILEAD, OH	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 250/010 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - DIRT
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - 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 - 56	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 638
SE LAND	Months Since - 9	Make/Model- 563
	Aircraft Type - C-182	Instrument- 67
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 6

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH THE GROUND IN A PLOWED FIELD DURING A FORCED LANDING AFTER A POWER LOSS. POST ACC INSPECTION OF THE ENG REVEALED 3 PIECES OF FELT LIKE SEAL MATERIAL LODGED IN THE CARBURETOR VENTURI. THIS FELT WAS IDENTICAL TO THE MISSING SEAL FROM THE JUNCTION OF THE RAM AIR DUCT ASSY & THE CARB AIR BOX ASSY. THE AIR BOX SEAL IS THE SUBJECT OF AN AD (77-04-05). MAINTENANCE RECORDS INDICATE THAT THE AD REQUIRING A SEAL TO BE INSTALLED HAD BEEN COMPLIED WITH ON 5/13/78. NO FOLLOW-UP INSPECTION WAS REQUIRED.

Brief of Accident (Continued)

File No. - 625

5/04/86

MT. GILEAD, OH

A/C Reg. No. N8880X

Time (Lc1) - 1740 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FUEL SYSTEM, CARBURETOR - BLOCKED(TOTAL)
 2. MAINTENANCE, COMPLIANCE WITH AD - PERFORMED - OTHER MAINTENANCE PSNL
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 683 7/03/86 VAN WERT, OH A/C Reg. No. N9835D Time (Lc1) - 2035 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under - 14 CFR 91	NONE	Pass 0	0	0	2
Accident Occurred During - LANDING					

-----Aircraft Information-----

Make/Model - PIPER PA-22-160	Eng Make/Model - LYCOMING O-320-B2B	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2000	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 160 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	TOLEDO, OH	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	VAN WERT MUNICIPAL
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 27
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3500/ 75
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 56	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 395
SE LAND	Months Since - 2	Make/Model- 51
	Aircraft Type - C-172	Instrument- 59
		Multi-Eng - UNK/NR
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 13
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT HIS AIRSPEED WAS TOO HIGH ON LDG AND THAT THE ACFT BRAKES FAILED TO FUNCTION WHEN HE TRIED TO STOP THE ACFT. THE PLT TURNED THE ACFT OFF THE RWY INTO A SOFT GRASSY AREA AS THE ACFT NEARED THE RWY END. ANOTHER PLT WHO WITNESSED THE ACCIDENT REPORTED THAT THE ACFT DID NOT TOUCH DOWN UNTIL IT WAS ABOUT 2/3 OF THE WAY DOWN THE 3500 FT RWY. POST-CRASH EXAMINATION OF THE ACFT REVEALED THAT IT COULD BE MOVED BY HAND WITH THE BRAKES ACTIVATED.

Brief of Accident (Continued)

File No. - 683

7/03/86

VAN WERT,OH

A/C Reg. No. N9835D

Time (Lc1) - 2035 EDT

Occurrence #1 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

1. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
2. PROPER TOUCHDOWN POINT - NOT OBTAINED - PILOT IN COMMAND
3. ALL AVAILABLE RUNWAY - NOT USED - PILOT IN COMMAND
4. JUDGEMENT - POOR - PILOT IN COMMAND
5. BRAKES(NORMAL) - ATTEMPTED - PILOT IN COMMAND
6. LANDING GEAR,NORMAL BRAKE SYSTEM - WORN
7. TERRAIN CONDITION - SOFT

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) 1,2,3,4

Factor(s) relating to this accident is/are finding(s) 6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 758 7/05/86 TREMONT CITY, OH A/C Reg. No. N8640E Time (Lcl) - 2100 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation -BUSINESS	Fire	Crew	Fatal	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During -MANEUVERING						

-----Aircraft Information-----

Make/Model - BEECH C-45H	Eng Make/Model - P & W R-985	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TAILWHEEL-ALL RETRACTABLE	Number Engines - 2	Stall Warning System - NO
Max Gross Wt - 7850	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 450 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	URBANA, OH	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	TREMONT CITY, OH	
Wind Dir/Speed- 200/006 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 6.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 25000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - 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, CFI	Current - YES	Total - 5702
SE LAND, ME LAND	Months Since - 6	Make/Model- 350
GLIDER	Aircraft Type - 195	Instrument- 629
		Multi-Eng - 2120
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH A UTILITY POLE DURING AN EXHIBITION FLY-BY. THE ACFT CONTINUED TO FLY TO ITS HOME ARPT WHERE IT MADE AN UNEVENTFUL LANDING. THE RT WING WAS DAMAGED ON THE OUTBOARD END TO INCLUDE 2 FT OF THE AILERON. THE POLE STRUCK WAS 30 FT HIGH AND 125 FT FROM THE APPROACH END OF THE RWY.

Brief of Accident (Continued)

File No. - 758

7/05/86

TREMONT CITY, OH

A/C Reg. No. N8640E

Time (Lc1) - 2100 EDT

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)

1. LIGHT CONDITION - DUSK
 2. LOW PASS - PERFORMED - PILOT IN COMMAND
 3. OBJECT - UTILITY POLE
 4. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 627 7/06/86 PANDORA, OH A/C Reg. No. N4065K Time (Lcl) - 0800 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage		Injuries		
	NONE		Fatal	Serious	Minor
Type of Operation -BUSINESS	Fire	Crew	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	1	0
Accident Occurred During -LANDING					1

-----Aircraft Information-----

Make/Model - BALLOON WORKS FF-7	Eng Make/Model - N/A	ELT Installed/Activated - NO -N/A
Landing Gear - N/A	Number Engines - N/A	Stall Warning System - UNK/NR
Max Gross Wt - UNK/NR	Engine Type - N/A	
No. of Seats - UNK/NR	Rated Power - N/A	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	UNK/NR
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	Runway Ident - N/A
Wind Dir/Speed- 190/010 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 6.0 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 - STRAIGHT-IN	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - UNK/NR	Medical Certificate - NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 335
	Months Since - UNK/NR	Last 24 Hrs - 2
FREE BALLOON	Aircraft Type - UNK/NR	Make/Model- 335
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 25

Instrument Rating(s) - NONE

-----Narrative-----

FOLLOWING A EARLY MORNING BALLOON FLIGHT, THE PILOT ATTEMPTED A LANDING IN A CLEARED AREA WITH WINDS AT ABOUT 14 KNOTS. THE PILOT REALIZED THAT THE FIRST ATTEMPT HE WOULD ENCOUNTER POWERLINES AND TREES. THE PILOT CLIMBED OUT AND ATTEMPTED ANOTHER APPROACH TO A CLOVER FIELD ADJACENT TO THE FIRST AREA. DURING THE LANDING THE BASKET TURNED OVER AND THE PASSENGER SUSTAINED SERIOUS INJURIES. THE WIND DRAGGED THE BASKET ABOUT 30 FEET FROM THE INITIAL TOUCHDOWN POINT.

Brief of Accident (Continued)

File No. - 627

7/06/86

PANDORA, OH

A/C Reg. No. N4065K

Time (Lc1) - 0800 EDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. TERRAIN CONDITION - CROP
 2. COMPENSATION FOR WIND CONDITIONS - SELECTED - PILOT IN COMMAND
 3. JUDGEMENT - POOR - PILOT IN COMMAND
 4. WEATHER CONDITION - HIGH WIND
-

----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. - 704 7/13/86 MIAMISBURG,OH

A/C Reg. No. N26Z

Time (Lc1) - 1615 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage

SUBSTANTIAL

Fire

NONE

Fatal

0

Crew

Pass

0

Injuries

Serious

1

Minor

0

None

0

0

-----Aircraft Information-----

Make/Model - SMITH MINIPLANE
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - UNK/NR
No. of Seats - 1

Eng Make/Model - LYCOMING O-290-CD
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 125 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- 280/012 KTS
Visibility - 13.0 SM
Lowest Sky/Clouds - SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
MORaine AIRPORT,OH

Destination

MORaine,OH

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 - METAL/WOOD
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL
SE LAND

Age - 56

Biennial Flight Review

Current - YES
Months Since - 14
Aircraft Type - PA-28R

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 1201
Make/Model- 56
Instrument- 132
Last 24 Hrs - 1
Last 30 Days- 7
Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT CRASHED INTO A TREE AND THE GROUND DURING A FORCED LANDING AFTER A PWR LOSS FROM FUEL EXHAUSTION. THE PLT SAID THAT HE HAD 10 GALS OF FUEL AT TAKEOFF AND AFTER 20 MINTUES OF FLT THE GAUGE INDICATED 5 GALS. DURING THE ATTEMPT TO RETURN TO THE ARPT THE ENG QUIT. THE PLT DID NOT INDICATE HOW HE DETERMINED THAT THE ACFT HAD 10 GALS OF FUEL BEFORE TAKEOFF. THE GAUGE WAS DETERMINED TO BE INACCURATE. THE FUEL TANK, LINES, AND CARBURETOR WERE EMPTY OF FUEL AND THERE WERE NO SIGNS OF LEAKAGE ON OR AROUND THE ACFT AFTER THE ACCIDENT.

Brief of Accident (Continued)

File No. - 704

7/13/86

MIAMISBURG, OH

A/C Reg. No. N26Z

Time (Lc1) - 1615 EDT

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. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
4. ENGINE INSTRUMENTS, FUEL QUANTITY GAGE - INCORRECT

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 788 7/15/86 PATASKALA, OH A/C Reg. No. N136HA Time (Lcl) - 0830 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -FERRY	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - HILLER UH-12E	Eng Make/Model - LYCOMING VO-540-C2A	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 3200	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 3	Rated Power - 305 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point WAUSEON, OH	OFF AIRPORT/STRIP
Method - N/A	Destination BALTIMORE, OH	Airport Data
Completeness - N/A	ATC/Airspace	Runway Ident - N/A
Basic Weather - VMC	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Wind Dir/Speed- 100/004 KTS	Type of Clearance - NONE	Runway Surface - N/A
Visibility - 12.0 SM	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Lowest Sky/Clouds -		
Lowest Ceiling - OVERCAST		
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 42	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 6647
SE LAND, ME LAND	Months Since - 16	Make/Model- 1826
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 650
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT AUTOROTATED TO A FORCED LANDING AFTER THE ENG QUIT AT 600 FT AGL. THE LANDING WAS MADE IN A CORN FIELD. THE PLT TOLD A FAA INSPECTOR AT THE SCENE THAT HE HAD 8 GALS OF FUEL REMAINING. WHEN THE FUEL TANK WAS DRAINED IT CONTAINED APRX 6 OZ TOTAL. THE PLT HAD MADE THIS TRIP BEFORE BUT NEVER WITH A LARGE SPARE TANK ATTACHED UNDER THE FUSELAGE WHICH CREATED CONSIDERABLE DRAG. NORMAL FUEL BURN-OUT ACCORDING TO THE PLT WAS 2:45-3:00 HRS. THIS FLT LASTED TWO HRS. NO EVIDENCE WAS FOUND TO INDICATE ANY DISCREPANCIES IN THE ACFT POWERPLANT DURING THE INVESTIGATION. THE ACFT WAS BEING FERRIED FOR ELEC MAINTENANCE. POST CRASH INVEST REVEALED BATTERY RELAY INOPERATIVE. NO SPECIAL PERMIT WAS OBTAINED FOR THE MAINTENANCE FLT.

Brief of Accident (Continued)

File No. - 788

7/15/86

PATASKALA, OH

A/C Reg. No. N136HA

Time (Lc1) - 0830 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FLUID, FUEL - EXHAUSTION
2. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - INTENTIONAL - PILOT IN COMMAND
3. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND
4. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
5. SPRAY/DUSTING EQUIPMENT - EXTRANEIOUS
6. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

7. AUTOROTATION - PERFORMED - PILOT IN COMMAND

Occurrence #3 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

8. TERRAIN CONDITION - CROP

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,6,7

Factor(s) relating to this accident is/are finding(s) 5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 718 7/16/86 MANDALE, OH A/C Reg. No. N4015P Time (Lcl) - 1925 EDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage SUBSTANTIAL						
Type of Operation -AERIAL APPLICATION	Fire	Crew	Fatal	Injuries			
Flight Conducted Under -14 CFR 137	NONE	Pass	0	Serious	Minor	None	
Accident Occurred During -DESCENT			0	0	0	1	
			0	0	0	0	

-----Aircraft Information-----

Make/Model - AYRES S2R-T15	Eng Make/Model - P&W PT6-27	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 6000	Engine Type - TURBOPROP	
No. of Seats - 1	Rated Power - 750 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	LEIPSIC, OH	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 250/004 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 25000 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 - 46	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - YES	Total - 10150
SE LAND	Months Since - 20	Make/Model- 2500
GLIDER	Aircraft Type - C-150	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 16
		Last 30 Days- UNK/NR
		Last 90 Days- 91
		Rotorcraft - UNK/NR

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE ACFT STALLED IN TURBULENT AIR DURING A 180 TURN WHILE CROP SPRAYING AT ABOUT 150 FT AGL. THE PLT SAID HE INCREASED POWER & DROPPED THE ACFT NOSE WHILE TURNING AN ADDITIONAL 20 DEGREES TO AVOID TREES. THE RECOVERY OF POSITIVE CONTROL WAS IN PROCESS WHEN THE ACFT CONTACTED THE CORN CROP.

Brief of Accident (Continued)

File No. - 718

7/16/86

MANDALE, OH

A/C Reg. No. N4015P

Time (Lc1) - 1925 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
 2. MANEUVER - EXCESSIVE - PILOT IN COMMAND
 3. WEATHER CONDITION - TURBULENCE
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - EMERGENCY

Finding(s)

4. TERRAIN CONDITION - CROP
-

-----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. - 695 7/24/86 ALLIANCE,OH A/C Reg. No. N982G Time (Lcl) - 1430 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Injuries			
	SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CHAMPION 7E6A	Eng Make/Model - LYCOMING O-235-C1	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 - 115 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	BARBA
Wind Dir/Speed- 270/005 KTS	ATC/Airspace	Runway Ident - 27
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2350/ 100
Lowest Sky/Clouds -	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - 25000 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 - 60	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 163
	Months Since - N/A	Make/Model- 112
	Aircraft Type - N/A	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 1

Instrument Rating(s) - NONE

-----Narrative-----

DURING THE SECOND LANDING ATTEMPT, THE PILOT LOST DIRECTIONAL CONTROL AND GROUND LOOPED. THE AIRCRAFT WAS SUBSTANTIALLY DAMAGED AND THE PILOT RECEIVED MINOR INJURIES. THE PILOT DID NOT REPORT ANY AIRCRAFT PROBLEMS. THE PILOT HAD COMPLETED A STUDENT PILOT SOLO ENDORSEMENT FLIGHT WITHIN 90 DAYS OF THE ACCIDENT.

Brief of Accident (Continued)

File No. - 695

7/24/86

ALLIANCE,OH

A/C Reg. No. N982G

Time (Lcl) - 1430 EDT

Occurrence LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
2. RUDDER - IMPROPER USE OF - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 653 5/12/86 BLACKWELL,OK A/C Reg. No. N5878R Time (Lc1) - 2011 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -CRUISE

Aircraft Damage
DESTROYED

Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	0	0	0	0
Other	0	0	0	1

-----Aircraft Information-----

Make/Model - CESSNA 172G
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2150
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-300-D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 145 HP

ELT Installed/Activated - 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- 135/010 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
BLACKWELL,OK
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

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 - 29
Biennial Flight Review
Current - YES
Months Since - 13
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 358 Last 24 Hrs - 2
Make/Model- 355 Last 30 Days- 11
Instrument- 75 Last 90 Days- 63

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT OF N5878R, A CESSNA 172G, HAD NO PREVIOUS EXPERIENCE IN FORMATION FLYING. THE PILOT OF N2603E, AN AERONCA 7AC, STATED HE HAD MANY HOURS OF FORMATION FLYING IN THE MILITARY DURING WORLD WAR II AND HAS MADE AN OCCASIONAL FORMATION FLIGHT SINCE THAT DATE. HOWEVER, HE APPARENTLY HAS VERY LITTLE OR NO RECENT EXPERIENCE IN THAT TYPE OF FLYING. THE TWO PILOTS HAD PREPLANNED THE FORMATION FLIGHT WHICH TERMINATED IN THE SUBJECT ACCIDENT, INCLUDING HAND SIGNALS TO BE USED SINCE THEY COULD NOT COMMUNICATE BY RADIO. THE CESSNA WAS TO BE THE LEAD PLANE. THE AERONCA WAS FLYING RIGHT WINGMAN AND GAVE THE PREARRANGED SIGNAL AND CROSSED UNDER THE CESSNA TO COME UP ON HIS LEFT WING. THE TOP OF THE AERONCA'S RIGHT WING CONTACTED THE BOTTOM OF THE CESSNA'S LEFT WING. ACCORDING TO WITNESSES THE ALTITUDE WAS 200 TO 350 FEET AGL. THE CESSNA PITCHED UP, STALLED, PITCHED STEEPLY NOSE DOWN AND DID NOT RECOVER FROM THE DESCENT. THE AERONCA DIVED, THEN MADE A CLIMBING CIRCLE TO THE LEFT AND RETRUNED TO THE AIRPORT AND MADE A SUCCESSFUL LANDING.

Brief of Accident (Continued)

File No. - 653

5/12/86

BLACKWELL,OK

A/C Reg. No. N5878R

Time (Lcl) - 2011 CDT

Occurrence #1 MIDAIR COLLISION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
 2. REMEDIAL ACTION - NOT PERFORMED - PILOT IN COMMAND
 3. LIGHT CONDITION - DAYLIGHT
 4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - 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)

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. : 653 5/12/86 BLACKWELL,OK

A/C Reg. No. N2603E

Time (Lc1) - 2011 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Crew	0	0	0	1
Pass	0	0	0	0
Other	1	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -CRUISE

Fire
NONE

-----Aircraft Information-----

Make/Model - AERONCA 7AC
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1220
No. of Seats - 2

Eng Make/Model - CONTINENTAL A-65-8
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 65 HP

ELT Installed/Activated - YES/NO
Stall Warning System - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 135/010 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
BLACKWELL,OK
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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 - 63

Biennial Flight Review

Current - YES
Months Since - 18
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 4437	Last 24 Hrs -	1
Make/Model-	326	Last 30 Days-	UNK/NR
Instrument-	77	Last 90 Days-	4
Multi-Eng -	530		

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT OF N5878R, A CESSNA 172G, HAD NO PREVIOUS EXPERIENCE IN FORMATION FLYING. THE PILOT OF N2603E, AN AERONCA 7AC, STATED HE HAD MANY HOURS OF FORMATION FLYING IN THE MILITARY DURING WORLD WAR II AND HAS MADE AN OCCASIONAL FORMATION FLIGHT SINCE THAT DATE. HOWEVER, HE APPARENTLY HAS VERY LITTLE OR NO RECENT EXPERIENCE IN THAT TYPE OF FLYING. THE TWO PILOTS HAD PRE-PLANNED THE FORMATION FLIGHT WHICH TERMINATED IN THE SUBJECT ACCIDENT, INCLUDING HAND SIGNALS TO BE USED SINCE THEY COULD NOT COMMUNICATE BY RADIO. THE CESSNA WAS TO BE THE LEAD PLANE. THE AERONCA WAS FLYING RIGHT WINGMAN AND GAVE THE PREARRANGED SIGNAL AND CROSSED UNDER THE CESSNA TO COME UP ON HIS LEFT WING. THE TOP OF THE AERONCA'S RIGHT WING CONTACTED THE BOTTOM OF THE CESSNA'S LEFT WING. ACCORDING TO WITNESSES THE ALTITUDE WAS 200 TO 350 FEET AGL. THE CESSNA PITCHED UP, STALLED, PITCHED STEEPLY NOSE DOWN AND DID NOT RECOVER FROM THE DESCENT. THE AERONCA DIVED, THEN MADE A CLIMBING CIRCLE TO THE LEFT AND RETURNED TO THE AIRPORT AND MADE A SUCCESSFUL LANDING.

Brief of Accident (Continued)

File No. - 653

5/12/86

BLACKWELL,OK

A/C Reg. No. N2603E

Time (Lc1) - 2011 CDT

Occurrence MIDAIR COLLISION

Phase of Operation CRUISE - NORMAL

Finding(s)

1. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
2. CLEARANCE - INADEQUATE - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF RECENT EXPERIENCE - PILOT IN COMMAND
5. LIGHT CONDITION - DAYLIGHT

-----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. - 681 6/07/86 BLACKWELL,OK A/C Reg. No. N23539 Time (Lc1) - 1150 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage DESTROYED	Fatal	Injuries		
Type of Operation -AERIAL APPLICATION	Fire	Crew 0	Serious 1	Minor 0	None 0
Flight Conducted Under -14 CFR 137	ON GROUND	Pass 0	0	0	0
Accident Occurred During -DESCENT					

-----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 - UNK/NR
Max Gross Wt - 5000	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	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 018/018 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - UNK/NR	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 - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 43	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 5700
SE LAND	Months Since - 16	Make/Model- 1000
	Aircraft Type - UNK/NR	Instrument- 187
		Multi-Eng - 2200
		Last 24 Hrs - 4
		Last 30 Days- UNK/NR
		Last 90 Days- 98

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT CRASHED AFTER A TURN WHILE SPRAYING A FIELD. THE ACFT CAUGHT FIRE AFTER THE IMPACT BUT THE PLT ESCAPED.

Brief of Accident (Continued)

File No. - 681

6/07/86

BLACKWELL,OK

A/C Reg. No. N23539

Time (Lc1) - 1150 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)
1. MANEUVER - EXCESSIVE - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 684 6/20/86 ARDMORE,OK A/C Reg. No. N4410W Time (Lcl) - 1230 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries
Serious
1
1

Minor
0
0

None
0
0

-----Aircraft Information-----

Make/Model - QUICK SILVER MXII
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - UNK/NR
No. of Seats - 2

Eng Make/Model - ROTAX 503
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 48 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed - CALM
Visibility - UNK/NR
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision - NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - UNK/NR

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - 20
Runway Lth/Wid - 1800/ 11
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 28
Biennial Flight Review
Current - YES
Months Since - 10
Aircraft Type - C-150

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total - 503
Make/Model - 115
Instrument - 0
Last 24 Hrs - UNK/NR
Last 30 Days - 10
Last 90 Days - 25

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT LANDED SHORT OF THE RWY AFTER LOSING ENG PWR DURING THE APCH. POST ACC INSPECTION SHOWED THAT THE BEARING ON THE PWR SHAFT FAILED. THIS ALLOWED THE BELT TENSION TO BECOME SLACK WHICH REDUCED THE PROP RPM. NO OTHER DISCREPANCIES WERE NOTED.

Brief of Accident (Continued)

File No. - 684

6/20/86

ARDMORE,OK

A/C Reg. No. N441OW

Time (Lc1) - 1230 CDT

Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation APPROACH - VFR PATTERN - BASE TO FINAL

Finding(s)

1. ENGINE ASSEMBLY,BEARING - FAILURE,TOTAL

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

2. OBJECT - TREE(S)

-----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. - 674 7/07/86 PORUM,OK A/C Reg. No. N47802 Time (Lcl) - 1430 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation -INSTRUCTIONAL	Fire	Crew	Fatal	Injuries		
Flight Conducted Under -14 CFR 91	NONE	Pass	0	Serious	Minor	None
Accident Occurred During -LANDING			0	0	0	1
			0	0	0	0

-----Aircraft Information-----

Make/Model -CESSNA 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 - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	SAND SPRINGS,OK	
Completeness - PARTIAL,LMTD BY PILOT	Destination	Airport Data
Basic Weather - VMC	MC ALLESTER,OK	
Wind Dir/Speed- 200/010 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 25000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - ROUGH
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 33	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 61
	Months Since - N/A	Last 24 Hrs - UNK/NR
	Aircraft Type - N/A	Make/Model- 61
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- 23
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT BECAME DISORIENTED DURING A CROSS-COUNTRY FLIGHT. HE WAS UNABLE TO FIND AN AIRPORT AND HAD TO LAND IN A FIELD DUE TO FUEL EXHAUSTION. DURING THE ATTEMPTED LANDING HE HAD TO MANEUVER TO AVOID A HERD OF COWS AND COLLIDED WITH A CONCRETE FENCE POST RESULTING IN SUBSTANTIAL DAMAGE.

Brief of Accident (Continued)

File No. - 674

7/07/86

PORUM,OK

A/C Reg. No. N47802

Time (Lc1) - 1430 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
 2. FLUID,FUEL - EXHAUSTION
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

3. OBJECT - FENCE
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 631 7/25/86 SAND SPRINGS,OK A/C Reg. No. N2779R Time (Lcl) - 1832 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries			
	Fire		Serious	Minor	None	
Type of Operation - INSTRUCTIONAL	Crew	0	0	0	1	
Flight Conducted Under -14 CFR 91	Pass	0	0	0	0	
Accident Occurred During -HOVER						

-----Aircraft Information-----

Make/Model - BELL 206B	Eng Make/Model - ALLISON 250-C20B	ELT Installed/Activated - UNK/NR
Landing Gear - HIGH SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 3200	Engine Type - TURBOSHAFT	
No. of Seats - 5	Rated Power - 400 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	SAND SPRINGS,OK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAND SPRINGS,OK	EAGLES NEST
Wind Dir/Speed- 070/005 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - 4000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 56	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 44
	Months Since - N/A	Last 24 Hrs - 2
	Aircraft Type - N/A	Make/Model- 44
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 44
		Rotorcraft - 44

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT WAS HOVERING AIRCRAFT AT 3 FEET AND ALLOWED THE AIRCRAFT TO DRIFT TO THE RIGHT. HIGH SKID GEAR WAS INSTALLED ON THE A/C. THE RIGHT SKID MADE CONTACT WITH THE GROUND CAUSING DYNAMIC ROLLOVER. THE STUDENT PILOT HAD A TOTAL OF 44.2 HOURS FLIGHT TIME WITH 1.5 HOURS SOLO AT THE TIME OF THE ACCIDENT.

Brief of Accident (Continued)

File No. - 631

7/25/86

SAND SPRINGS, OK

A/C Reg. No. N2779R

Time (Lc1) - 1832 CDT

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation HOVER

Finding(s)

1. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
2. JUDGEMENT - INACCURATE - PILOT IN COMMAND

Occurrence #2 ROLL OVER
Phase of Operation HOVER

Finding(s)

3. ROTORCRAFT FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 680	8/14/86	TULSA, OK	A/C Reg. No. N9998Y	Time (Lcl) - 1030 CDT
----------------	---------	-----------	---------------------	-----------------------

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries	
Type of Operation -BUSINESS	Fire	Crew	Fatal	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0
Accident Occurred During -DESCENT			0	1
				4
				0

-----Aircraft Information-----

Make/Model - CESSNA 210	Eng Make/Model - CONTINENTAL TS10-520	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3800	Engine Type - TURBOSHAFT	
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	PALESTINE, TX	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	TULSA, OK	TULSA INTERNATIONAL
Wind Dir/Speed- 220/011 KTS	ATC/Airspace	Runway Ident - 17
Visibility - 7.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 10000/ 200
Lowest Sky/Clouds - 10000 FT SCATTERED	Type of Clearance - IFR	Runway Surface - DIRT
Lowest Ceiling - 20000 FT OVERCAST	Type Apch/Lndg - FORCED LANDING	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)
ATP	Current - YES	Total - 5314
ME LAND, SE SEA	Months Since - 10	Make/Model- 63
	Aircraft Type - UNK/NR	Instrument- 1185
		Multi-Eng - 4914
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 12

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS ON AN APPROACH INTO TULSA INTERNATIONAL AIRPORT WHEN THE ENGINE BEGAN TO SURGE AFTER THE LANDING GEAR HAD BEEN LOWERED. THE PILOT INFORMED THE TOWER HE THOUGHT HE WAS EXPERIENCING FUEL EXHAUSTION. THE AIRCRAFT LANDED 2,000 FEET SHORT OF RUNWAY 17L. THE PILOT HAD NOT VISUALLY CHECKED THE FUEL TANKS PRIOR TO DEPARTURE. ON EXAMINATION OF THE WRECKAGE, AFTER THE ACCIDENT, NOTHING MECHANICALLY WRONG COULD BE FOUND WITH THE ENGINE. THERE WAS NO FUEL FOUND IN EITHER OF THE TANKS.

Brief of Accident (Continued)

File No. - 680

8/14/86

TULSA,OK

A/C Reg. No. N9998Y

Time (Lc1) - 1030 CDT

Occurrence #1 LOSS OF POWER
Phase of Operation APPROACH

Finding(s)

1. FLUID,FUEL - EXHAUSTION
2. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
3. JUDGEMENT - POOR - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - EMERGENCY

Finding(s)

4. WHEELS UP LANDING - INTENTIONAL - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 774 3/12/86 MORGAN,OR A/C Reg. No. N45174 Time (Lcl) - 1201 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

SUBSTANTIAL

Fatal

Injuries

Serious

Minor

None

Type of Operation -PERSONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -TAKEOFF

Fire

NONE

Crew

Pass

0

0

0

0

0

0

1

0

-----Aircraft Information-----

Make/Model - CESSNA 150

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 1650

No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200-A

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 100 HP

ELT Installed/Activated - YES/YES

Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 270/012 KTS

Visibility - 50.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

MORGAN,OR

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - DIRT

Runway Status - DRY

HIGH VEGETATION

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 65

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 - 86

Make/Model- 86

Instrument- 1

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING TAKEOFF FROM A SOFT ROUGH BARLEY FIELD DURING A CROSSWIND THE PILOT ROTATED PREMATURELY. THE AIRCRAFT SETTLED BACK ONTO THE FIELD STRIKING THE NOSE GEAR FIRST AND THEN FLIPPED INVERTED.

Brief of Accident (Continued)

File No. - 774

3/12/86

MORGAN,OR

A/C Reg. No. N45174

Time (Lc1) - 1201 PDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. TERRAIN CONDITION - ROUGH/UNEVEN
2. TERRAIN CONDITION - SOFT
3. TERRAIN CONDITION - HIGH VEGETATION
4. WEATHER CONDITION - CROSSWIND
5. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
6. LIFT-OFF - PREMATURE - PILOT IN COMMAND
7. LANDING GEAR,NOSE GEAR ASSEMBLY - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,6

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 753 4/26/86 DALLAS,OR A/C Reg. No. N8312K Time (Lc1) - 1300 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation -PERSONAL	Fire NONE	Crew 0	Serious	Minor	None
Flight Conducted Under -14 CFR 91		Pass	0	0	1
Accident Occurred During -LANDING			0	0	1

-----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 - 2325	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	SALEM,OR	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	LOCAL	CARD'S AIRPARK
Wind Dir/Speed- 220/010 KTS	ATC/Airspace	Runway Ident - 07
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2200/ 70
Lowest Sky/Clouds - 2000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - 3000 FT OVERCAST	Type Apch/Lndg - FULL STOP	Runway Status - WET
Obstructions to Vision- NONE		
Precipitation - RAIN		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 35	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 136
SE LAND	Months Since - 20	Make/Model- 15
	Aircraft Type - UNK/NR	Instrument- 17
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 2

Instrument Rating(s) - NONE

-----Narrative-----

A PRECAUTIONARY LANDING WAS MADE DUE TO DETERIORATING WEATHER. DIRECTIONAL CONTROL WAS LOST WHILE ATTEMPTING TO LAND ON THE 70 FOOT WIDE, WET, GRASS AIRSTRIp DURING GUSTY CROSSWINDS. THE AIRCRAFT VEERED TO THE SIDE OF THE RUNWAY STRIKING FOUR PARKED UNOCCUPIED AIRCRAFT. A SMALL ENGINE FIRE ERUPTED BUT WAS QUICKLY EXTINGUISHED.

Brief of Accident (Continued)

File No. - 753

4/26/86

DALLAS,OR

A/C Reg. No. N8312K

Time (Lc1) - 1300 PST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. TERRAIN CONDITION - WET
 2. TERRAIN CONDITION - SOFT
 3. WEATHER CONDITION - CROSSWIND
 4. WEATHER CONDITION - GUSTS
 5. WEATHER CONDITION - RAIN
 6. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
 7. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 6,7

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5

Brief of Accident

File No. - 748 5/23/86 SKINNER RANCH,OR A/C Reg. No. N2634C Time (Lcl) - 1030 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries			
Type of Operation -PERSONAL	Fire	Crew 0	Serious 0	Minor 0	None 1	
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	3	
Accident Occurred During -LANDING						

-----Aircraft Information-----

Make/Model - CESSNA 310	Eng Make/Model - CONTINENTAL O-470-B	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 4600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 5	Rated Power - 240 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRSTRIP
Method - UNK/NR	HAYWOOD,CA	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	MCCALL,ID	SKINNER RANCH
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2200/ 30
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE	PRECAUTIONARY LANDING	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 41	Medical Certificate - EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 827
SE LAND,ME LAND	Months Since - 12	Last 24 Hrs - 8
	Aircraft Type - UNK/NR	Make/Model- 310
		Instrument- 18
		Last 30 Days- UNK/NR
		Last 90 Days- 26
		Multi-Eng - 309

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT ELECTED TO MAKE A PRECAUTIONARY LANDING DUE TO A STATED ELECTRICAL PROBLEM. THE RUNWAY WAS ONLY 30 FEET WIDE AND THE AIRCRAFT STRUCK A DIRT MOUND TO THE RIGHT OF THE CENTER LINE. THE AIRCRAFT'S MAIN LANDING GEAR THEN COLLAPSED.

Brief of Accident (Continued)

File No. - 748

5/23/86

SKINNER RANCH,OR

A/C Reg. No. N2634C

Time (Lcl) - 1030 MDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. UNDETERMINED - -

Occurrence #2 MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
3. 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) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 712 4/19/86 CHESTER, SC

A/C Reg. No. N9030L

Time (Lc1) - 1730 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
Crew 0	0	0	1
Pass 0	0	0	0

Type of Operation -OTHER WORK USE

Flight Conducted Under -14 CFR 91

Accident Occurred During -APPROACH

Fire
NONE

-----Aircraft Information-----

Make/Model - BELLANCA 7-GCAA
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1650
No. of Seats - 2

Eng Make/Model - LYCOMING O-320-A2B
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES/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- 180/003 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
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

CHESTER MUNICIPAL
Runway Ident - 17
Runway Lth/Wid - UNK/NR
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND, ME LAND
GLIDER

Age - 46
Biennial Flight Review
Current - YES
Months Since - 23
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 3520
Make/Model- 918
Instrument- 35
Multi-Eng - 20
Last 24 Hrs - 2
Last 30 Days- UNK/NR
Last 90 Days- 40

Instrument Rating(s) - NONE

-----Narrative-----

AIRCRAFT WAS BEING REPOSITIONED ON AIRPORT FOR GLIDER TOW. TOW ROPE WAS ATTACHED AND PILOT CONCENTRATED HIS ATTENTION ON AVOIDING ENTANGLING TOW ROPE ON RUNWAY LIGHTS. WHEN PILOT NOTICED THE AIRCRAFT WAS TOO LOW HE ATTEMPTED A GO-AROUND WITH INSUFFICIENT ALTITUDE WHICH RESULTED IN DRAGGING THE WING TIP. AIRCRAFT CARTWHEELED AND NOSED OVER.

Brief of Accident (Continued)

File No. - 712

4/19/86

CHESTER, SC

A/C Reg. No. N9030L

Time (Lc1) - 1730 EST

Occurrence DRAGGED WING, ROTOR, POD, OR FLOAT
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

1. LEVEL OFF - NOT PERFORMED - PILOT IN COMMAND
 2. IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 746 5/03/86 WALTERBORO, SC A/C Reg. No. N1653S Time (Lcl) - 1330 EDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - AERIAL APPLICATION	Fire	Crew 0	0	0	1
Flight Conducted Under - 14 CFR 137	NONE	Pass 0	0	0	0
Accident Occurred During - LANDING					

-----Aircraft Information-----

Make/Model - AYRES S-2D-600	Eng Make/Model - P&W R-1340	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 6000	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 600 HP	

-----Environment/Operations Information-----

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	WALTERBORO MUNI
Wind Dir/Speed- 010/010 KTS	ATC/Airspace	Runway Ident - 17
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5700/ 100
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 - 64	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 10000
SE LAND,ME LAND	Months Since - 3	Make/Model- 50
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - 6000
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 40
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS RETURNING TO ARPT FOR FUEL THEN WAS TO RESUME FIGHTING A FOREST FIRE BY WATER DISPERSAL. THE ACFT EXPERIENCED TOTAL FUEL EXHAUSTION ON SHORT FINAL AND FORCE LANDED 500 FT FROM RWY.

Brief of Accident (Continued)

File No. - 746

5/03/86

WALTERBORO, SC

A/C Reg. No. N1653S

Time (Lcl) - 1330 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. FUEL SYSTEM - EXHAUSTION
 2. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Brief of Accident

File No. - 677 6/26/86 LITTLE RIVER, SC A/C Reg. No. N302BG Time (Lc1) - 1625 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	0	0	0	0	1
Pass	0	0	0	0	1

-----Aircraft Information-----

Make/Model - BURKHART GROB G-103A
Landing Gear - UNK/NR
Max Gross Wt - 1279
No. of Seats - 2

Eng Make/Model - N/A
Number Engines - N/A
Engine Type - N/A
Rated Power - N/A

ELT Installed/Activated - YES-UNK/NR
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - TV WX
Method - TV/RADIO
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 100/010 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - 25000 FT THIN BKN
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - UNK/NR

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

CYPRESS BAY
Runway Ident - 33
Runway Lth/Wid - 2900/ 40
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL

GLIDER

Age - 38
Biennial Flight Review
Current - YES
Months Since - 21
Aircraft Type - G-103

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - UNK/NR
Make/Model- UNK/NR
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT THE GLIDER WAS VIOLENTLY ROLLED INTO A 90 LEFT BANK BY STRONG CROSSWINDS AT ABOUT 250 FT AGL, WHILE IT WAS BEING TOWED ALOFT. THE PLT'S COCKPIT CANOPY CAME OPEN, AND THE PLT ATTEMPTED TO CLOSE AND SECURE IT. THE CANOPY CAME OPEN AGAIN BEFORE THE PLT WAS ABLE TO SECURE IT CLOSED. THE PLT STATED THAT HE LOST SIGHT OF THE TOW PLANE WHILE SECURING THE CANOPY AND THAT HE SUBSEQUENTLY RELEASED THE TOW LINE. HE REPORTED THAT AFTER RELEASE THE GLIDER WAS AT ABOUT 80 FT AGL IN A STALLED CONDITION FROM WHICH HE COULD NOT RECOVER. THE GLIDER THEN IMPACTED TREES, TURNED 180 DEGREES AND FELL TO THE GROUND UPRIGHT.

Brief of Accident (Continued)

File No. - 677

6/26/86

LITTLE RIVER, SC

A/C Reg. No. N302BG

Time (Lc1) - 1625 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. DOOR, EXTERIOR CREW - OPEN
2. REMEDIAL ACTION - NOT PERFORMED - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION - PILOT IN COMMAND
4. GLIDER LAUNCH/TOW EQUIPMENT - DISCONNECTED
5. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

6. OBJECT - TREE(S)

Occurrence #3 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) 1,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 619 4/13/86 WALL,SD

A/C Reg. No. N4479W

Time (Lcl) - 1325 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Fire	Crew	0	0	0	0
NONE	Pass	0	0	1	1

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

-----Aircraft Information-----

Make/Model - BEECH A-36
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3600
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-520-BA
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 285 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - PARTIAL,LMTD BY PILOT
Basic Weather - IMC
Wind Dir/Speed- 360/015 KTS
Visibility - .500 SM
Lowest Sky/Clouds -
Lowest Ceiling - 200 FT OVERCAST
Obstructions to Vision- UNK/NR
Precipitation - SNOW
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
GREGORY,SD
Destination
RAPID CITY,SD

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FULL STOP

Airport Proximity
ON AIRSTRIP

Airport Data

WALL MUNICIPAL
Runway Ident - 30
Runway Lth/Wid - 3000/ 150
Runway Surface - GRASS/TURF
Runway Status - SNOW - WET

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 43

Biennial Flight Review
Current - YES
Months Since - 15
Aircraft Type - A36

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total - .468	Last 24 Hrs - 2
Make/Model- UNK/NR	Last 30 Days- UNK/NR
Instrument- 0	Last 90 Days- 4

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE PLT HE WAS MAKING A PRECAUTIONARY LANDING DUE TO WX, WHEN THE ACFT HE WAS PILOTING ENCOUNTERED AN UNEXPECTED CROSSWIND JUST PRIOR TO TOUCHDOWN. THE PLT SAID THE LEFT WING DIPPED & MADE CONTACT WITH THE GROUND. THE IMPACT RESULTED IN SUBSTANTIAL DAMAGE TO THE ACFT. WITNESSES AT THE ACCIDENT SITE REPORTED THE VISIBILITY TO BE LESS THAN 1/2 MI WITH SNOW AND BLOWING SNOW.

Brief of Accident (Continued)

File No. - 619

4/13/86

WALL, SD

A/C Reg. No. N4479W

Time (Lc1) - 1325 MST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

1. WEATHER CONDITION - SNOW
2. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
3. REMEDIAL ACTION - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING

Finding(s)

4. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOW COVERED
5. WEATHER CONDITION - CROSSWIND

-----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) 5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 716 5/02/86 BRITTON,SD A/C Reg. No. N92283 Time (Lcl) - 1245 CDT

-----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	1
Accident Occurred During -LANDING					0
					0

-----Aircraft Information-----

Make/Model - PIPER J-3	Eng Make/Model - CONTINENTAL A-65-8	ELT Installed/Activated - NO -N/A
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 - 65 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SISSETON,SD	BRITTON MUNICIPAL
Wind Dir/Speed- 120/010 KTS	ATC/Airspace	Runway Ident - 13
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3200/ 50
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 - 30	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 205
SE LAND	Months Since - 8	Last 24 Hrs - 3
	Aircraft Type - J-3	Make/Model- 70
		Instrument- 19
		Last 30 Days- UNK/NR
		Last 90 Days- 80

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS OBSERVED TO CLIMB TO APPRX 100 FT AGL, THEN TURN & MAKE A FORCED LANDING. THE PLT STATED THE ENG HAD LOST TOTAL PWR. THE OWNER OF THE AIRCRAFT SAID THAT EXAMINATION OF THE ENG AFTER THE ACFT DID NOT REVEAL EVIDENCE TO EXPLAIN THE REPORTED LOSS OF PWR.

Brief of Accident (Continued)

File No. - 716

5/02/86

BRITTON, SD

A/C Reg. No. N92283

Time (Lc1) - 1245 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 HARD LANDING
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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 723 5/17/86 PIERRE, SD A/C Reg. No. N3559E Time (Lcl) - 1620 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		Injuries			
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire		0	0	1	0
Flight Conducted Under	-14 CFR 91	NONE		0	0	0	1
Accident Occurred During	-LANDING						

-----Aircraft Information-----

Make/Model	- CESSNA 172	Eng Make/Model	- LYCOMING D-360	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	- 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- 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 - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>ST. PAUL, MN</p> <p>Destination</p> <p>RAPID CITY, SD</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - VFR</p> <p>Type of Clearance - VFR</p> <p>Type Apch/Lndg - FORCED LANDING</p>	<p>Airport Proximity</p> <p>OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - GRAVEL</p> <p>Runway Status - DRY</p>
------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND</p>	<p>Age - 25</p> <p>Biennial Flight Review</p> <p>Current - UNK/NR</p> <p>Months Since - UNK/NR</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 121</p> <p>Make/Model- 20</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- 8</p> <p>Rotorcraft - UNK/NR</p>
---------------------------------------------------------------------------------------	---------------------------------------------------------------------------------------------------------------------------------------------	-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

Instrument Rating(s) - NONE

-----Narrative-----

PLT SAID THAT WHILE IN CRUISE FLT ENG LOSS POWER. PLT MADE FORCED LANDING ON ROAD AND LOST DIRECTIONAL CONTROL. ACFT STRUCK DITCH, FENCE, THEN OVERTURNED. ACFT LAST REFUELED TWO DAYS BEFORE AND WAS FLOWN FOR ONE HOUR. PLT DID NOT SERVICE ACFT PRIOR TO DEPARTING. PLT FILED VFR FLT PLAN, REPORTING 4 HRS ETE AND 6 HRS FUEL ON BOARD. ENG LOST POWER 3 HRS, 40 MIN AFTER TAKEOFF.

Brief of Accident (Continued)

File No. - 723

5/17/86

PIERRE, SD

A/C Reg. No. N3559E

Time (Lc1) - 1620 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FLUID, FUEL - EXHAUSTION
2. AIRCRAFT SERVICE - NOT PERFORMED - PILOT IN COMMAND
3. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
4. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, INATTENTIVE - PILOT IN COMMAND
6. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

7. TERRAIN CONDITION - NONE SUITABLE
8. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #4 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

9. TERRAIN CONDITION - DITCH

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) 1,2,3,4,8

Factor(s) relating to this accident is/are finding(s) 5,6,7,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 668 6/11/86 WESSINGTON, SD A/C Reg. No. N751Y Time (Lcl) - 1935 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage SUBSTANTIAL						
Type of Operation -AERIAL APPLICATION	Fire	Crew	Fatal	Injuries			
Flight Conducted Under -14 CFR 137	NONE	Pass	0	Serious	Minor	None	
Accident Occurred During -MANEUVERING			0	0	0	1	0

-----Aircraft Information-----

Make/Model - GRUMMAN G-164	Eng Make/Model - JACOBS R-755-A2	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3250	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 1	Rated Power - 300 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	WESSINGTON, SD	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 340/008 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 44	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 3846
SE LAND,ME LAND	Months Since - 3	Last 24 Hrs - 3
	Aircraft Type - C-172	Make/Model- 692
		Instrument- 164
		Multi-Eng - 227
		Last 30 Days- UNK/NR
		Last 90 Days- 135

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACCORDING TO THE PLT, DURING MANEUVERING ON A SWATH RUN, THE ACFT HE WAS PILOTING ENCOUNTERED A DOWNDRAFT, FORCING THE ACFT DOWN UNTIL CONTACT WITH THE GROUND.

Brief of Accident (Continued)

File No. - 668

6/11/86

WESSINGTON, SD

A/C Reg. No. N751Y

Time (Lc1) - 1935 CDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. WEATHER CONDITION - DOWNDRAFT
 2. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING - AERIAL APPLICATION

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. - 726 6/16/86 BADGER,SD A/C Reg. No. N6120Z Time (Lc1) - 2130 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation -AERIAL APPLICATION	Fire	1	Serious	Minor	None
Flight Conducted Under -14 CFR 137	NONE	0	0	0	0
Accident Occurred During -LANDING		0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-25	Eng Make/Model - LYCOMING O-360-C1A	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	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	BADGER,SD	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	BADGER,SD	CHRISTENSEN AIRSTRIP
Wind Dir/Speed- 090/010 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 25.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2640/ 30
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - WET
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DUSK		

-----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,CFI	Current - UNK/NR	Total - 6125
SE LAND,ME LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 25
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT NOSED OVER DURING A FORCED LANDING AFTER TAKEOFF. THE ACFT WAS LANDED STRAIGHT AHEAD AND ROLLED OUT INTO A STANDING POOL OF WATER 8-10 INCHES DEEP WHERE IT FLIPPED OVER CRUSHING THE CANOPY AND TRAPPING THE PLTS BODY. DURING POST ACC INVEST SEDIMENT WAS FOUND IN THE STRAINER BOWL AND THE CARB FUEL FLOAT CHAMBER. THE AIR FILTER WAS ALSO DIRTY AND NEEDED TO BE CHANGED. NO OTHER DISCREPANCIES WERE NOTED.

Brief of Accident (Continued)

File No. - 726

6/16/86

BADGER, SD

A/C Reg. No. N6120Z

Time (Lc1) - 2130 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FUEL SYSTEM, STRAINER - CONTAMINATION
 2. FUEL SYSTEM, SCREEN - CONTAMINATION
 3. FUEL SYSTEM, CARBURETOR - CONTAMINATION
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - CROP
 5. TERRAIN CONDITION - SOFT
 6. TERRAIN CONDITION - WET
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 660

6/27/86

KIMBALL,SD

A/C Reg. No. N2507J

Time (Lcl) - 0630 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
Crew 0	0	0	1
Pass 0	0	0	0

Type of Operation -AERIAL APPLICATION

Flight Conducted Under -14 CFR 137

Accident Occurred During -DESCENT

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA T188

Landing Gear - TAILWHEEL-ALL FIXED

Max Gross Wt - 4400

No. of Seats - 1

Eng Make/Model - CONTINENTAL TS10-520-J

Number Engines - 1

Engine Type - RECIP-FUEL INJECTED

Rated Power - 310 HP

ELT Installed/Activated - NO -N/A

Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 045/005 KTS

Visibility - 10.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

PLANKINTON,SD

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wld - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,CFI

SE LAND,ME LAND

Age - 33

Biennial Flight Review

Current - YES

Months Since - 7

Aircraft Type - PA-44

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 3220 Last 24 Hrs - UNK/NR

Make/Model- 2800 Last 30 Days- UNK/NR

Instrument- 70 Last 90 Days- 0

Multi-Eng - 20

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACCORDING TO THE PLT, THE ACFT HE WAS PILOTING ENCOUNTERED UNFAVORABLE WINDS DURING THE AERIAL APPLICATION MANEUVER AND STALLED. THE PLT INDICATED THAT DURING THE TOUCHDOWN, THE MAIN GEAR COLLAPSED AND THE ACFT WAS SUBSTANTIALLY DAMAGED.

Brief of Accident (Continued)

File No. - 660

6/27/86

KIMBALL, SD

A/C Reg. No. N2507J

Time (Lc1) - 0630 CDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
 2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

3. STALL - INADVERTENT - PILOT IN COMMAND
-

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

4. TERRAIN CONDITION - ROUGH/UNEVEN
 5. LANDING GEAR, MAIN GEAR - OVERLOAD
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 697 2/25/86 DYERSBURG, TN A/C Reg. No. N93472 Time (Lcl) - 1008 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage						
	DESTROYED		Fatal		Injuries		
Type of Operation - INSTRUCTIONAL	Fire	Crew	0	1	Serious	0	None
Flight Conducted Under - 14 CFR 91	ON GROUND	Pass	0	0	Minor	0	0
Accident Occurred During - DESCENT							

-----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	OFF AIRPORT/STRIP
Method - TELEPHONE	BOLIVAR, TN	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	DYERSBURG, TN	
Wind Dir/Speed- 050/006 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 7.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 3000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling -	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 25	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 104
	Months Since - N/A	Make/Model- 104
	Aircraft Type - N/A	Instrument- 2
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH TREES ON THE EDGE OF A 5000 FT OPEN FIELD DURING A PRECAUTIONARY LANDING AFTER THE STUDENT PLT ON HIS FIRST SOLO X-COUNTRY BECAME LOST & CONFUSED. HE LANDED OFF ARPT EVEN THOUGH HE STILL HAD ABOUT 3 HRS FUEL. WX WAS NOT THREATENING AND HE WAS IN RADIO CONTACT WITH MEMPHIS CENTER WHO WAS TRYING TO HELP. THE STUDENT'S CFI THOUGHT THAT THE LANDING WAS THE RESULT OF PANIC AND POOR JUDGEMENT. THE STUDENT PLT FAILED TO SHUT OFF THE SWITCHES & FUEL AFTER THE ACC AND THE ACFT BURNED COMPLETELY.

Brief of Accident (Continued)

File No. - 697

2/25/86

DYERSBURG, TN

A/C Reg. No. N93472

Time (Lc1) - 1008 CST

Occurrence #1 MISCELLANEOUS/OTHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
2. PROPER ASSISTANCE - DISREGARDED - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, ANXIETY/APPREHENSION - PILOT IN COMMAND
4. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

5. PRECAUTIONARY LANDING - ATTEMPTED - PILOT IN COMMAND
6. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

7. OBJECT - TREE(S)
8. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5,6,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 696 3/12/86 MEMPHIS, TN

A/C Reg. No. N877AA

Time (Lc1) - 0717 CST

-----Basic Information-----

Type Operating Certificate	AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage							
Name of Carrier	-AMERICAN AIRLINES, INC.	NONE		Fatal		Injuries			
Type of Operation	-SCHEDULED, DOMESTIC, PASSENGER	Fire	Crew	0	0	Serious	0	Minor	None
Flight Conducted Under	-14 CFR 121	NONE	Pass	0	1		1		7
Accident Occurred During	-CLIMB								61

-----Aircraft Information-----

Make/Model	- BOEING 727-223	Eng Make/Model	- P&W JT8D-9A	ELT Installed/Activated	- UNK/NR
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 3	Stall Warning System	- YES
Max Gross Wt	- 142000	Engine Type	- TURBOJET		
No. of Seats	- 150	Rated Power	- 1450 LBS THRUST		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - PATWAS	Last Departure Point	ON AIRPORT
Method - TELETYPE	MEMPHIS, TN	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	NASHVILLE, TN	MEMPHIS
Wind Dir/Speed - UNK/NR	ATC/Airspace	Runway Ident - 17
Visibility - 7.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 9300/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - IFR	Runway Surface - CONCRETE
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision - NONE		
Precipitation - NONE		
Condition of Light - 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)
ATP	Current - UNK/NR	Total - 11670
SE LAND, ME LAND	Months Since - 3	Make/Model - 5450
	Aircraft Type - B-727	Instrument - UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 8
		Last 30 Days - UNK/NR
		Last 90 Days - 117
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AMERICAN AIRLINES FLIGHT 502 EXPERIENCED A FIRE WARNING LIGHT ILLUMINATION ON NO. 1 ENGINE AS THE AIRCRAFT WAS CLIMBING THROUGH 6000 FEET. THE PILOT DECLARED AN EMERGENCY AND RETURNED TO MEMPHIS. FOLLOWING THE LANDING THE PILOT ORDERED A PASSENGER EMERGENCY EVACUATION. DURING THE EVACUATION THE REAR SLIDE DEFLATED AFTER THE SLIDE MATERIAL WAS PUNCTURED. THE EXAMINATION OF THE MATERIAL DISCLOSED THAT THE PUNCTURE WAS THE RESULT OF A SHOE HEEL. THE EXAMINATION OF THE FIRE WARNING SYSTEM DISCLOSED THAT A DUCT IN THE SYSTEM HAD FAILED. THE INJURY RECEIVED BY THE INJURED PASSENGER RESULTED FROM JUMPING OFF THE LEFT WING SURFACE DURING THE EVACUATION PHASE.

Brief of Accident (Continued)

File No. - 696

3/12/86

MEMPHIS, TN

A/C Reg. No. N877AA

Time (Lcl) - 0717 CST

Occurrence MISCELLANEOUS/OTHER
Phase of Operation CLIMB

Finding(s)

1. FIRE WARNING SYSTEM, POWERPLANT - FAILURE, TOTAL
2. MISC EQPT/FURNISHINGS, SLIDES - FAILURE, TOTAL
3. MISC EQPT/FURNISHINGS, SLIDES - OVERLOAD
4. EMERGENCY PROCEDURE - MISJUDGED - PASSENGER

-----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. - 730 3/22/86 MEMPHIS, TN A/C Reg. No. N9069S Time (Lc1) - UNK/NR

-----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 2	0	0	0
Accident Occurred During	-DESCENT	NONE	Pass 0	0	0	0

-----Aircraft Information-----

Make/Model - ROBINSON R-22	Eng Make/Model - LYCOMING O-320-A2C	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1370	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 150 HP	

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 230/008 KTS</p> <p>Visibility - 15.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point MEMPHIS, TN</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

-----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 - 42</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 5</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 2370</p> <p>Make/Model- 229</p> <p>Instrument- 292</p> <p>Multi-Eng - 5</p> <p>Last 24 Hrs - 2</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 65</p> <p>Rotorcraft - 306</p>
---------------------------------------------------------------------------------------------------------------------	--------------------------------------------------------------------------------------------------------------------------	----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE MANEUVERING OVER AN OPEN FIELD, THE HELICOPTER MAIN ROTOR BLADES CAME IN CONTACT WITH THE TAILBOOM AND THE AIRFRAME SEPARATED IN FLIGHT. THE COMMERCIAL PILOT WAS SEATED IN THE LEFT SEAT, STUDENT IN THE RIGHT. FUEL QUANTITY PRIOR TO TAKEOFF WAS APPROX. 15 GALLONS. DURATION OF FLIGHT TIME PER HOBBS WAS 1.6 HOURS. THERE WAS LITTLE FUEL FOUND AT THE ACCIDENT SITE. THERE WAS NO EVIDENCE OF MECHANICAL FAILURE OR MALFUNCTION.

Brief of Accident (Continued)

File No. - 730

3/22/86

MEMPHIS, TN

A/C Reg. No. N9069S

Time (Lc1) - UNK/NR

Occurrence #1 PROPELLER/ROTOR CONTACT
Phase of Operation MANEUVERING

Finding(s)

1. AIRCRAFT HANDLING - POOR - PILOT IN COMMAND
 2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
 3. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

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) 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. - 769 1/23/86 MCALLEN, TX A/C Reg. No. N20889 Time (Lcl) - 1700 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 172M	Eng Make/Model - CONTINENTAL O-320-EZD	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2200	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 145 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - ACFT RADIO	RANCHO TANCASIV, TX	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	MILLER INTERNATIONAL ARPT
Wind Dir/Speed- 090/009 KTS	ATC/Airspace	Runway Ident - 13
Visibility - UNK/NR	Type of Flight Plan - VFR	Runway Lth/Wid - 7103/ 150
Lowest Sky/Clouds - UNK/NR	Type of Clearance - VFR	Runway Surface - N/A
Lowest Ceiling - UNK/NR	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - N/A
Obstructions to Vision- NONE	FORCED LANDING	
Precipitation - NONE		
Condition of Light - DUSK		

-----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 - UNK/NR	Total - 1244
SE LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 190
		Instrument- 24
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CRASHED INTO TWO TREES DURING A FORCED LANDING AFTER THE ENG LOST PWR. THE PLT WAS IN THE PROCESS OF LNDG AT AN ARPT WHEN THE CONTROLLER ASKED HIM TO MAKE A 360 TURN BECAUSE OF TRAFFIC AND TO USE RWY 13 INSTEAD OF 18. AS THE PLT TURNED RT FOR A NEW BASE LEG THE ENG STOPPED. THE PLT NEVER ADVISED THE TWR OF A LOW FUEL STATE OR ASKED FOR EMERGENCY PRIORITY LNDG. THE PLT WAS UNABLE TO RESTART THE ENG AND LNDG IN A WOODED AREA. THE CRASH RUPTURED THE FUEL LINES BUT THE INVESTIGATION REVEALED NO EVIDENCE OF FUEL SPILLAGE OR FUEL IN ANY OF THE ACFT TANKS.

Brief of Accident (Continued)

File No. - 769

1/23/86

MCALLEN, TX

A/C Reg. No. N20889

Time (Lc1) - 1700 CST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. FLUID, FUEL - EXHAUSTION
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
4. REFUELING - NOT PERFORMED - PILOT IN COMMAND
5. PROCEDURES/DIRECTIVES - NOT UNDERSTOOD - PILOT IN COMMAND
6. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
7. EMERGENCY PROCEDURE - 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)

8. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 770 3/11/86 OZONA, TX

A/C Reg. No. N6479Y

Time (Lcl) - 1410 CST

-----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 -FERRY
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire NONE
Crew Pass

-----Aircraft Information-----

Make/Model - CESSNA T210
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3400
No. of Seats - 6

Eng Make/Model - CONTINENTAL TS10-520
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 300 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- UNK/NR
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
DEL RIO, TX
Destination
MIDLAND, TX

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

OZONA
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL, CFI
SE LAND

Age - 39
Biennial Flight Review
Current - YES
Months Since - 7
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 579	Last 24 Hrs	- UNK/NR
Make/Model-	6	Last 30 Days-	UNK/NR
Instrument-	69	Last 90 Days-	17

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS DAMAGED IN AN OFF-ARPT LNDG AFTER THE ENG QUIT. THE PLT SAID THERE WAS PLENTY OF FUEL ON BOARD THE ACFT WHICH WAS BEING FERRIED TO ITS OWNER AFTER AN ENG CHANGE. THE PLT WAS UNABLE TO RESTART THE ENG WHICH HAD VIBRATED SO THAT THE PLT THOUGHT HE WAS IN TURBULENCE FOR A SHORT TIME BEFORE QUITTING. THE PLT TRIED TO LAND ON A BLACKTOP ROAD BUT ENDED UP OFF THE ROAD IN ROCKS AND BUSHES.

Brief of Accident (Continued)

File No. - 770

3/11/86

OZONA, TX

A/C Reg. No. N6479Y

Time (Lc1) - 1410 CST

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

-----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. - 652 3/30/86 DEL RIO, TX

A/C Reg. No. N8423E

Time (Lcl) - 1454 CST

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -MANEUVERING

Aircraft Damage
DESTROYED
Fire NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew		1	0	0	0
Pass		3	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 172N
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2150
No. of Seats - 4

Eng Make/Model - LYCOMING IO-320-H2AD
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 160 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 130/007 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - 3000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
DEL RIO, TX
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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 - 30
Biennial Flight Review
Current - YES
Months Since - 4
Aircraft Type - C-172

Medical Certificate - EXPIRED

		Flight Time (Hours)	
Total	- 1505	Last 24 Hrs	- UNK/NR
Make/Model-	14	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	UNK/NR
Multi-Eng -	1420	Rotorcraft -	UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT WAS DOING AEROBATIC MANEUVERS IN THE CESSNA 172 AIRPLANE WITH THREE PASSENGERS AND A HEAVY LOAD OF FUEL ABOARD. THE MANEUVERS CONSISTED OF BUZZING BOATS ON THE LAKE AT VERY LOW ALTITUDE, AT LEAST ONE COMPLETE AILERON ROLL, SEVERAL VERY ABRUPT PULL-UPS, SEVERAL VERY ABRUPT LEVEL-OFFS AT VERY LOW ALTITUDE, AND SEVERAL HAMMERHEAD TYPE TURNS. THE LAST MANEUVER, WHICH TERMINATED WITH THE ACCIDENT, WAS A STEEP PULLUP AND CLIMB FOLLOWED BY A HAMMERHEAD TURN AND A DELAYED PULLOUT AT THE BOTTOM WHICH RESULTED IN IMPACT WITH THE TERRAIN. THE AIRCRAFT WAS OPERATING IN THE UTILITY CATAGORY OF AIRWORTHINESS ON THE ACCIDENT FLIGHT. FOR THIS CATAGORY, AT THE TIME OF THE ACCIDENT THE AIRCRAFT WAS 323 POUNDS OVER IT'S MAXIMUM ALLOWABLE GROSS WEIGHT AND 3.1 INCHES BEYOND IT'S ALLOWABLE AFT C.G. LIMIT.

Brief of Accident (Continued)

File No. - 652

3/30/86

DEL RIO, TX

A/C Reg. No. N8423E

Time (Lc1) - 1454 CST

Occurrence #1 ABRUPT MANEUVER
Phase of Operation MANEUVERING

Finding(s)

1. AEROBATICS - PERFORMED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

Finding(s)

2. ALTITUDE - MISJUDGED - PILOT IN COMMAND
3. LEVEL OFF - 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

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 703 4/12/86 SEMONOLE, TX A/C Reg. No. N2401Z Time (Lcl) - 0800 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-AERIAL APPLICATION	Fire	0	0	1	0
Flight Conducted Under	-14 CFR 137	Pass	0	0	0	0
Accident Occurred During	-LANDING					

-----Aircraft Information-----

Make/Model	- PIPER PA-36-400	Eng Make/Model	- LYCOMING IO-720-D1CD	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 4800	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 1	Rated Power	- 400 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- 315/008 KTS</p> <p>Visibility - UNK/NR</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - STRAIGHT-IN</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRSTRIP</p> <p>Airport Data</p> <p>Runway Ident - UNK/NR</p> <p>Runway Lth/Wid - 5280 -UNK/NR</p> <p>Runway Surface - DIRT</p> <p>Runway Status - DRY</p>
--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

-----Personnel Information-----

Pilot-In-Command	Age - 39	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 32056
ME LAND	Months Since - 8	Make/Model- 1118
	Aircraft Type - UNK/NR	Instrument- 192
		Multi-Eng - 1519
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 73

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT NOSED OVER DURING LANDING. THE PLT STATED THAT HE LANDED STRAIGHT IN TO THE SOUTH IN A 45 DEGREE TAILWIND. THE LANDING WAS MADE ON A DIRT STRIP AFTER AN AERIAL APPLICATION FLT.

Brief of Accident (Continued)

File No. - 703

4/12/86

SEMONOLE, TX

A/C Reg. No. N2401Z

Time (Lc1) - 0800 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
 2. WEATHER CONDITION - TAILWIND
 3. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 759 4/20/86 GERGETOWN, TX A/C Reg. No. N39943 Time (Lcl) - 1430 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - DESCENT

Aircraft Damage
DESTROYED

Fire
NONE

Crew
Pass

Injuries			
Fatal	Serious	Minor	None
0	2	0	0
0	0	0	0

-----Aircraft Information-----

Make/Model - BABY BIRD Q2-200
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1100
No. of Seats - 2

Eng Make/Model - REVMaster 2100 DL7
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 75 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 270/015 KTS
Visibility - UNK/NR
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
GEORGETOWN, TX
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN
FORCED LANDING

Airport Proximity
ON AIRPORT

Airport Data

GEORGETOWN
Runway Ident - 29
Runway Lth/Wid - 4100/ 150
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
ATP
SE LAND, ME LAND

Age - 47
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 18000
Make/Model- 15
Instrument- 1500
Multi-Eng - 6000
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT LANDED SHORT OF THE RWY AFTER LOSING PARTIAL PWR WHILE MANEUVERING AROUND THE ARPT. THE PLT HAD RADIOED THAT THE ENG WAS DEVELOPING ABOUT 2000 RPM. THE PLT HAD REPORTED THROTTLE PROBLEMS ON PREVIOUS FLT. DUE TO IMPACT DAMAGE IT WAS NOT POSSIBLE TO INSPECT THE ENGINE PROPERLY. THE ACFT HAD CLIPPED THE TOPS OF TREES SOUTH OF THE RWY AND THEN DESCENDED VERY STEEPLY TO A NOSE FIRST CRASH LANDING. THE ACFT MADE GROUND CONTACT 90 FT FROM THE TREE CONTACT POINT AND STOPPED 47 FT AFTER GROUND CONTACT. THE PLT THOUGHT THAT THE MIXTURE CONTROLS CAME PARTIALLY LOOSE ALLOWING THE MIXTURE TO PARTIALLY CLOSE REDUCING THE RPM OF THE ENG.

Brief of Accident (Continued)

File No. - 759

4/20/86

GEROGETOWN, TX

A/C Reg. No. N39943

Time (Lcl) - 1430 CST

Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation MANEUVERING

Finding(s)

1. MIXTURE CONTROL, LINKAGE - LOOSE

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - EMERGENCY

Finding(s)

2. OBJECT - TREE(S)

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 641 5/06/86 ABILENE, TX A/C Reg. No. N9538V Time (Lc1) - 1635 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-INSTRUCTIONAL	Fire	Crew 0	0	0	2
Flight Conducted Under	-14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During	-LANDING					

-----Aircraft Information-----

Make/Model - MOONEY M-10	Eng Make/Model - CONTINENTAL C90-16F	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1400	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 90 HP	

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 220/013 KTS</p> <p>Visibility - 25.0 SM</p> <p>Lowest Sky/Clouds - SCATTERED</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRPORT</p> <p>Airport Data</p> <p style="padding-left: 20px;">ELMDALE AIRPARK</p> <p>Runway Ident - 17</p> <p>Runway Lth/Wid - 3000/ 30</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">COMMERCIAL,CFI</p> <p style="padding-left: 20px;">SE LAND,ME LAND</p>	<p>Age - 55</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - YES</p> <p style="padding-left: 20px;">Months Since - 8</p> <p style="padding-left: 20px;">Aircraft Type - M-10</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total - 11500</td> <td>Last 24 Hrs - 2</td> </tr> <tr> <td>Make/Model- 15</td> <td>Last 30 Days- UNK/NR</td> </tr> <tr> <td>Instrument- UNK/NR</td> <td>Last 90 Days- 129</td> </tr> <tr> <td>Multi-Eng - 7500</td> <td>Rotorcraft - UNK/NR</td> </tr> </table>	Total - 11500	Last 24 Hrs - 2	Make/Model- 15	Last 30 Days- UNK/NR	Instrument- UNK/NR	Last 90 Days- 129	Multi-Eng - 7500	Rotorcraft - UNK/NR
Total - 11500	Last 24 Hrs - 2									
Make/Model- 15	Last 30 Days- UNK/NR									
Instrument- UNK/NR	Last 90 Days- 129									
Multi-Eng - 7500	Rotorcraft - UNK/NR									

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE ON FINAL APPROACH FOR RUNWAY 17 AT ELMDALE AIRPARK, ABILENE, TX, THE STUDENT PILOT LOST CONTROL OF THE AIRCRAFT WHEN HE FLARED THE AIRCRAFT AND IT BEGAN TO DESCEND. THE STUDENT ATTEMPTED TO PULL BACK ON THE WHEEL, CAUSING THE AIRCRAFT TO ENTER A STALL AT APPROXIMATELY FOUR OR FIVE FEET ABOVE THE GROUND. IT WASN'T UNTIL THIS POINT THAT THE INSTRUCTOR TOOK THE CONTROLS. WITHOUT SUFFICIENT AIRSPEED AND ALTITUDE, THE AIRCRAFT COLLIDED WITH THE GROUND, SHORT OF RUNWAY 17.

Brief of Accident (Continued)

File No. - 641

5/06/86

ABILENE, TX

A/C Reg. No. N9538V

Time (Lc1) - 1635 CDT

Occurrence #1 UNDERSHOOT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - POOR - DUAL STUDENT
2. AIRSPEED - NOT MAINTAINED - DUAL STUDENT
3. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND(CFI)
4. DESCENT - NOT CORRECTED - PILOT IN COMMAND(CFI)
5. JUDGEMENT - POOR - PILOT IN COMMAND(CFI)

Occurrence #2 HARD LANDING
Phase of Operation LANDING

Finding(s)

6. REMEDIAL ACTION - NOT PERFORMED - PILOT IN COMMAND(CFI)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,6

Factor(s) relating to this accident is/are finding(s) 1,2,3,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 633 5/28/86 HOWE, TX A/C Reg. No. N8814G Time (Lcl) - 1450 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT		Aircraft Damage	Injuries			
Type of Operation	-CHECK EQUIP	SUBSTANTIAL	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew 1	0	0	0
Accident Occurred During	-DESCENT	NONE	Pass 0	0	0	0

-----Aircraft Information-----

Make/Model	- EAGLE AIRCRAFT CO. EAGLE DW-1	Eng Make/Model	- LYCOMING IO540M1B50	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 5400	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 1	Rated Power	- 300 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	OFF AIRPORT/STRIP
Method	- N/A	
Completeness	- N/A	Airport Data
Basic Weather	- VMC	Runway Ident
Wind Dir/Speed	- CALM	- N/A
Visibility	- 15.0 SM	Runway Lth/Wid
Lowest Sky/Clouds	- CLEAR	- N/A
Lowest Ceiling	- NONE	Runway Surface
Obstructions to Vision	- NONE	- N/A
Precipitation	- NONE	Runway Status
Condition of Light	- DAYLIGHT	

-----Personnel Information-----

Pilot-In-Command	Age - 49	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - NO	Total - 12000	Last 24 Hrs - 0
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model - 50	Last 30 Days - 0
	Aircraft Type - UNK/NR	Instrument - 0	Last 90 Days - 0

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT APPEARED TO STALL DURING A SHARP PULL-UP AND TURN DURING A TEST FLT AFTER A LOW PASS OVER THE AIRSTRIP. THE PLT WAS TESTING THE SPRAY EQUIPMENT AND MADE THE LOW PASS SO THE GROUND OBSERVER COULD SEE THE SPRAY PATTERN. NO MALFUNCTIONS IN EQUIPMENT WERE FOUND DURING A POST-ACC INVESTIGATION. THE ACFT HAD CONTACTED THE GROUND IN A STEEP NOSE DOWN ATTITUDE.

Brief of Accident (Continued)

File No. - 633

5/28/86

HOWE, TX

A/C Reg. No. N8814G

Time (Lc1) - 1450 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND

Phase of Operation MANEUVERING

Finding(s)

1. LOW PASS - PERFORMED - PILOT IN COMMAND
 2. MANEUVER - EXCESSIVE - PILOT IN COMMAND
 3. STALL - INADVERTENT - PILOT IN COMMAND
 4. ALTITUDE - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 778 6/10/86 NEW BRAUNFELS, TX A/C Reg. No. N632X Time (Lc1) - 1730 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage

DESTROYED

Fire
ON GROUND

Injuries				
Fatal	Serious	Minor	None	
Crew 1	0	0	0	
Pass 0	0	0	0	

-----Aircraft Information-----

Make/Model - BENSON B-8M
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 500
No. of Seats - 1

Eng Make/Model - MCCULLOCH 4318A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 90 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- 200/007 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
FNEW BRAUFELS, TX
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

NEW BRAUNFELS
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
STUDENT

Age - 49
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- UNK/NR	Last 24 Hrs	- UNK/NR
Make/Model-	UNK/NR	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	UNK/NR
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CRASHED OUT OF CONTROL AFTER THE ENG STOPPED DURING A LANDING APPROACH, THE ACFT HAD ALMOST COMPLETED THE 1ST PATTERN AROUND THE FIELD WHEN THE ENG STOPPED. INVESTIGATION REVEALED A 1/4 INCH NYLON ROPE WRAPPED AND TIED AROUND THE ROTOR BLADE ABOUT 30 INCHES FROM THE TIP. THIS WAS A PART OF THE ROPE THAT THE PLT HAD USED TO TIE THE ROTOR DOWN WHILE THE ACFT WAS NOT BEING OPERATED. THE ROPE APPEARED TO HAVE SLIPPED DOWN THE BLADE FROM THE HUB AREA.

Brief of Accident (Continued)

File No. - 778

6/10/86

NEW BRAUNFELS, TX

A/C Reg. No. N632X

Time (Lcl) - 1730 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. ROTOR SYSTEM, MAIN ROTOR BLADE - FOREIGN OBJECT
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 760 6/14/86 CEDAR HILL, TX

A/C Reg. No. N23RY

Time (Lcl) - 1829 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Fire	Crew	0	1	0	0
NONE	Pass	0	0	1	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - DESCENT

-----Aircraft Information-----

Make/Model - RUTAN LONG-EZ
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1425
No. of Seats - 2

Eng Make/Model - LYCOMING 235-L2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 115 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 - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
WACO, TX
Destination
ADDISON, TX

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
ATP,CFI
SE LAND, ME LAND

Age - 34
Biennial Flight Review
Current - YES
Months Since - 5
Aircraft Type - DA-50

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 9800
Make/Model- 170
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - 6
Last 30 Days- UNK/NR
Last 90 Days- 280
Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT CRASHED AFTER COLLISION WITH A POWER LINE DURING A FORCED LANDING. THE PLT HAD SWITCHED FUEL TANKS DURING CRUISE AT 3500 FT AND SHORTLY THEREAFTER THE ENG LOST PWR. DURING POST ACC INSPECTION THE FUEL LINE FITTINGS WERE FOUND TO BE ONLY FINGER TIGHT WHERE THEY WERE ATTACHED TO THE SELECTOR VALVE. THE ENG WAS RUN SUCCESSFULLY WITHOUT USE OF THE SELECTOR VALVE AFTER THE ACCIDENT.

Brief of Accident (Continued)

File No. - 760

6/14/86

CEDAR HILL, TX

A/C Reg. No. N23RY

Time (Lcl) - 1829 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FUEL SYSTEM, SELECTOR VALVE - IMPROPER
 2. FUEL SYSTEM, LINE FITTING - LOOSE
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - EMERGENCY

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. - 682 6/23/86 MALONE, TX A/C Reg. No. N9737J Time (Lcl) - 1040 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage DESTROYED		Injuries		
Type of Operation -AERIAL APPLICATION	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 137	NONE	Pass	1	0	0
Accident Occurred During -DESCENT			0	0	0
			0	0	0

-----Aircraft Information-----

Make/Model - CESSNA A188B	Eng Make/Model - CONTINENTAL IO-520-D	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 4000	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 1	Rated Power - 300 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	MALONE, TX	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 090/008 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 41	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 5153
SE LAND,ME LAND	Months Since - UNK/NR	Make/Model- 3000
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 100
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT CRASHED BEFORE BEGINNING A SPRAYING OPERATION AFTER MAKING A LOW PASS OVER THE FIELD TO ALERT A WORKMAN. ACCORDING TO ONE WITNESS, A YOUNG BICYCLIST, THE ACFT WAS TURNING AROUND AND BEGAN "FLOPPING" BEFORE IT DISAPPEARED BEHIND A HILL. THE FIELD WORKMAN DID NOT SEE THE TURN OR THE CRASH. THE ACFT HIT THE GROUND LEFT WING FIRST AND THEN NOSED INTO A LOW EMBANKMENT. THE INITIAL IMPACT POINT WAS ABOUT 200 FT EAST OF THE COTTON FIELD TO BE SPRAYED AND THE FUSELAGE CAME TO REST 110 FT EAST OF THE IMPACT POINT FACING IN A WESTERLY DIRECTION. THE PATHOLOGICAL AND TOXICOLOGICAL REPORT REVEALED NEGATIVE OR INSIGNIFICANT FINDINGS.

Brief of Accident (Continued)

File No. - 682

6/23/86

MALONE, TX

A/C Reg. No. N9737J

Time (Lc1) - 1040 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)
1. UNDETERMINED

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 650 7/13/86 DECKER'S ISLAND, TX A/C Reg. No. N9611Z Time (Lcl) - 1830 CDT

-----Basic Information-----

Type Operating Certificate	-NONE (GENERAL AVIATION)	Aircraft Damage					
		SUBSTANTIAL					
Type of Operation	-PERSONAL	Fire	Crew	Fatal	Injuries		
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	Serious	Minor	None
Accident Occurred During	-TAKEOFF			0	0	0	0
							1

-----Aircraft Information-----

Make/Model	- CESSNA U-206G	Eng Make/Model	- CONTINENTAL TS10-520-M	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	- 6	Rated Power	- 310 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	- 180/015 KTS	ATC/Airspace
Visibility	- 10.0 SM	Type of Flight Plan
Lowest Sky/Clouds	- CLEAR	- NONE
Lowest Ceiling	- NONE	Type of Clearance
Obstructions to Vision	- NONE	- NONE
Precipitation	- NONE	Type Apch/Lndg
Condition of Light	- DAYLIGHT	- NONE

-----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 - 1250	Last 24 Hrs - 1
SE LAND	Months Since - 20	Make/Model - 930	Last 30 Days - UNK/NR
	Aircraft Type - U-206G	Instrument - 51	Last 90 Days - 17

Instrument Rating(s) - NONE

-----Narrative-----

DURING TAKE-OFF THE PILOT DID NOT COMPENSATE FOR A STRONG CROSSWIND AND ALLOWED THE AIRCRAFT TO DRIFT SIDEWAYS WHERE THE MAIN GEAR COLLIDED WITH A FALLEN TREE SEPARATING IT FROM THE AIRCRAFT AND CAUSING THE AIRCRAFT TO VEER AND COLLIDE WITH THE GROUND.

Brief of Accident (Continued)

File No. - 650

7/13/86

DECKER'S ISLAND, TX

A/C Reg. No. N9611Z

Time (Lc1) - 1830 CDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. OBJECT - TREE(S)
 2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
 3. WEATHER CONDITION - CROSSWIND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

4. LANDING GEAR, MAIN GEAR - SEPARATION
 5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 651 7/13/86 DECKER'S ISLAND, TX A/C Reg. No. N8654T Time (Lcl) - 1930 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Aircraft Damage
SUBSTANTIAL
Fire NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew		0	0	0	1
Pass		0	0	0	1

-----Aircraft Information-----

Make/Model - CESSNA 182C
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2650
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470-L
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 230 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 180/020 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
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - UNK/NR
Runway Status - WET
SOFT

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND

Age - 43
Biennial Flight Review
Current - YES
Months Since - 12
Aircraft Type - C-182

Medical Certificate - EXPIRED
Flight Time (Hours)

Total	- 3600	Last 24 Hrs	- 2
Make/Model-	3600	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	15

Instrument Rating(s) - NONE

-----Narrative-----

DURING A BEACH TAKE-OFF RUN OF APPROXIMATELY 200 FEET, THE AIRCRAFT NOSE WHEEL SUNK INTO THE SOFT SAND. THE PILOT TRIED TO ADD POWER AND PULL THE COLUMN BACK, HOWEVER THE AIRCRAFT NOSED OVER INTO AN INVERTED POSITION.

Brief of Accident (Continued)

File No. - 651

7/13/86

DECKER'S ISLAND, TX

A/C Reg. No. N8654T

Time (Lcl) - 1930 CDT

Occurrence #1 ON GROUND COLLISION WITH TERRAIN
Phase of Operation - TAKEOFF - GROUND RUN

Finding(s)

1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SOFT
 2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
 3. JUDGEMENT - POOR - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
Phase of Operation TAKEOFF - GROUND RUN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

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. - 654 7/17/86 HOUSTON, TX A/C Reg. No. N6354H Time (Lcl) - 2100 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -EXECUTIVE/CORPORATE	Fire	Crew 0	0	0	2
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	1
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - BEECH B-100	Eng Make/Model - GARRETT TPE-331-6252B	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 10600	Engine Type - TURBOPROP	
No. of Seats - 11	Rated Power - 715 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	PORTLAVACA, TX	HOUSTON INTERCONT'L
Wind Dir/Speed- 140/007 KTS	ATC/Airspace	Runway Ident - 14
Visibility - 15.0 SM	Type of Flight Plan - VFR/IFR	Runway Lth/Wid - 6038/ 100
Lowest Sky/Clouds - 3500 FT SCATTERED	Type of Clearance - VFR	Runway Surface - CONCRETE
Lowest Ceiling - 25000 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DUSK		

-----Personnel Information-----

Pilot-In-Command	Age - 56	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 13745
SE LAND, ME LAND	Months Since - 22	Last 24 Hrs - 5
	Aircraft Type - 500	Make/Model- 1590
		Instrument- 1110
		Multi-Eng - 10005
		Last 30 Days- UNK/NR
		Last 90 Days- 190

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT WAS UNABLE TO GET A GREEN LIGHT FOR THE LEFT MAIN GEAR PRIOR TO LANDING AND FINALLY HAD TO MAKE AN EMERGENCY LANDING ON THE NOSE AND RIGHT MAIN GEAR. THE AIRCRAFT WAS SUBSTANTIALLY DAMAGED WHEN IT VEERED OFF THE RUNWAY ON THE LANDING ROLL OUT. INVESTIGATION OF THE AIRCRAFT AFTER THE ACCIDENT REVEALED A BOLT MISSING FROM THE LEFT MAIN GEAR ACCUATOR TUBE. BOTH THE FAA AND GARRETT MAINTENANCE PERSONNEL WERE UNABLE TO DETERMINE WHY THE BOLT WAS MISSING.

Brief of Accident (Continued)

File No. - 654

7/17/86

HOUSTON, TX

A/C Reg. No. N6354H

Time (Lcl) - 2100 CDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation LANDING

Finding(s)

1. LANDING GEAR, MAIN GEAR - INOPERATIVE
 2. LANDING GEAR, NORMAL RETRACTION/EXTENSION ASSEMBLY - DISCONNECTED
 3. LANDING GEAR, NORMAL RETRACTION/EXTENSION ASSEMBLY - UNDETERMINED
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 649 7/20/86 STAMFORD, TX A/C Reg. No. N4493H Time (Lc1) - 1800 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage SUBSTANTIAL		Injuries			
Type of Operation	-PERSONAL	Fire	Crew	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0	2
Accident Occurred During	-LANDING			0	0	0	0

-----Aircraft Information-----

Make/Model	- CESSNA 305C	Eng Make/Model	- CONTINENTAL O-470-11	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2430	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 213 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method	- N/A	ABILENE, TX	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	STAMFORD
Wind Dir/Speed	- 320/006 KTS	ATC/Airspace	Runway Ident
Visibility	- 30.0 SM	Type of Flight Plan	- 17
Lowest Sky/Clouds	- 40000 FT SCATTERED	Type of Clearance	- 3200/ 160
Lowest Ceiling	- NONE	Type Apch/Lndg	- ASPHALT
Obstructions to Vision	- NONE		Runway Status
Precipitation	- NONE		- DRY
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 58	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total	- 131
SE LAND	Months Since - 1	Make/Model	- 2
	Aircraft Type - 305C	Instrument	- 3
		Last 24 Hrs	- UNK/NR
		Last 30 Days	- UNK/NR
		Last 90 Days	- 40

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS RECEIVING INSTRUCTION ON TOUCH AND GO LANDINGS, IN A TAIL WHEEL EQUIPPED AIRCRAFT, WHEN HE LOST CONTROL ON TOUCHDOWN AND GROUND LOOPED THE AIRCRAFT. THE INSTRUCTOR WAS LATE WITH CORRECTIVE ACTION.

Brief of Accident (Continued)

File No. - 649

7/20/86

STAMFORD, TX

A/C Reg. No. N4493H

Time (Lc1) - 1800 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - DUAL STUDENT
 2. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND(CFI)
 3. GROUND LOOP/SWERVE - INADVERTENT - DUAL STUDENT
 4. DIRECTIONAL CONTROL - NOT CORRECTED - PILOT IN COMMAND(CFI)
-

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) 1,3

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. - 640 7/25/86 BATESVILLE, TX

A/C Reg. No. N99803

Time (Lcl) - 0715 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

	Fatal	Injuries		
		Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

Type of Operation -OTHER WORK USE

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - HUGHES 269C

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 1670

No. of Seats - 3

Eng Make/Model - LYCOMING HIO-360-D1A

Number Engines - 1

Engine Type - RECIP-FUEL INJECTED

Rated Power - 190 HP

ELT Installed/Activated - NO -N/A

Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- CALM

Visibility - 10.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - DIRT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

HELICOPTER

Age - 29

Biennial Flight Review

Current - YES

Months Since - 5

Aircraft Type - 269C

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 2000

Make/Model- 400

Instrument- 0

Last 24 Hrs - 45

Last 30 Days- UNK/NR

Last 90 Days- 80

Rotorcraft - 6500

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT EXPERIENCED A PARTIAL POWER LOSS AT 60 FEET AGL. HE MADE A HARD LANDING IN AN OPEN FIELD CAUSING THE ROTOR BLADES TO SEVERE THE TAIL BOOM ON TOUCHDOWN. ON EXAMINATION OF THE AIRCRAFT FUEL SYSTEM DEBRIS WAS FOUND IN THE FUEL STRAINER, CAUSING FUEL CONTAMINATION AND THUS A POWER LOSS TO THE ENGINE.

Brief of Accident (Continued)

File No. - 640

7/25/86

BATESVILLE, TX

A/C Reg. No. N99803

Time (Lc1) - 0715 CDT

Occurrence #1 LOSS OF POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation MANEUVERING

Finding(s)

1. FUEL SYSTEM, STRAINER - BLOCKED(PARTIAL)
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
3. FLUID, FUEL - CONTAMINATION
4. MAINTENANCE - INADEQUATE - COPILOT

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

5. AUTOROTATION - PERFORMED - PILOT IN COMMAND

Occurrence #3 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

6. 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) 1,3

Factor(s) relating to this accident is/are finding(s) 2,4,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 632 7/26/86 FORT WORTH, TX A/C Reg. No. N5088D Time (Lcl) - 1130 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries
Serious
0
0

Minor
0
1

None
1
0

-----Aircraft Information-----

Make/Model - CESSNA 182A
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2650
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470-L
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 230 LBS THRUST

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- 170/006 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
FORT WORTH, TX
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FULL STOP

Airport Proximity
ON AIRSTRIP

Airport Data

HICKS FIELD
Runway Ident - 14
Runway Lth/Wid - 2600 -UNK/NR
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND, ME LAND

Age - 46
Biennial Flight Review
Current - YES
Months Since - 13
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 1541	Last 24 Hrs	- 2
Make/Model-	62	Last 30 Days-	UNK/NR
Instrument-	198	Last 90 Days-	2
Multi-Eng	- 469		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT TOUCHED DOWN LONG BUT WITH ADEQUATE RUNWAY REMAINING. HOWEVER, HE DELAYED BRAKE APPLICATION AND AS A RESULT WAS STILL GOING TOO FAST TO TURN OFF AT THE END OF THE RUNWAY. COLLISION WITH THE RUNWAY END BARRIER OCCURRED.

Brief of Accident (Continued)

File No. - 632

7/26/86

FORT WORTH, TX

A/C Reg. No. N5088D

Time (Lcl) - 1130 CDT

Occurrence ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

1. BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND
2. JUDGEMENT - POOR - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 761 7/27/86 MCKINNEY, TX A/C Reg. No. N7JA Time (Lcl) - 0900 CDT

-----Basic Information-----

Type Operating Certificate	-NONE (GENERAL AVIATION)	Aircraft Damage						
		SUBSTANTIAL						
Type of Operation	-PERSONAL	Fire	Crew	Fatal	Injuries			
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	Serious	Minor	None	
Accident Occurred During	-LANDING			0	0	0	1	0

-----Aircraft Information-----

Make/Model	- THORPE T18	Eng Make/Model	- LYCOMING O-290-G	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 1600	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 125 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		ON AIRSTRIP	
Method	- N/A	MCKINNEY, TX			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	MCKINNEY, TX		MCKINNEY MUNI	
Wind Dir/Speed	- 180/005 KTS	ATC/Airspace		Runway Ident	- 17
Visibility	- 15.0 SM	Type of Flight Plan	- NONE	Runway Lth/Wid	- 2200/ 100
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- NONE	Runway Surface	- ASPHALT
Lowest Ceiling	- NONE	Type Apch/Lndg	- TOUCH AND GO	Runway Status	- HOLES
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 - 799	Last 24 Hrs - UNK/NR
SE LAND	Months Since - 13	Make/Model - 538	Last 30 Days - UNK/NR
	Aircraft Type - T18	Instrument - 0	Last 90 Days - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS LANDED ON A CLOSED RWY WHERE IT COLLIDED WITH STEEL POSTS EMBEDDED IN THE RWY. THE PLT HAD QUESTIONED A CESSNA PLT WHO MADE A GO-AROUND IN FRONT OF HIM ABOUT THE STATUS OF THE RWY AND WAD ADVISED IT WAS CLOSED. THE PLT SAW THE FLAG & AN "X" BUT LANDED OVER THEM AND COLLIDED WITH THE POSTS.

Brief of Accident (Continued)

File No. - 761

7/27/86

MCKINNEY, TX

A/C Reg. No. N7JA

Time (Lc1) - 0900 CDT

Occurrence ON GROUND COLLISION WITH OBJECT

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. OBJECT - AIRPORT FACILITY
 2. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
 3. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
 4. UNSAFE/HAZARDOUS CONDITION WARNING - MISJUDGED - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 762 8/09/86 COLLEGE STATION, TX A/C Reg. No. N20EK Time (Lcl) - 1830 CDT

-----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 -APPROACH			0	0	0
					1
					0

-----Aircraft Information-----

Make/Model - MOLINO 0Y PIK-20B	Eng Make/Model - N/A	ELT Installed/Activated - NO -N/A
Landing Gear - SKI/WHEEL	Number Engines - N/A	Stall Warning System - NO
Max Gross Wt - 1050	Engine Type - N/A	
No. of Seats - 1	Rated Power - N/A	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	HEAMPSTEAD, TX	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	WEATHERFORD, TX	EASTERWOOD
Wind Dir/Speed- 150/008 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 4000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - 25000 FT BROKEN	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 60	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1290
SE LAND	Months Since - 17	Make/Model- 40
GLIDER	Aircraft Type - L-13	Instrument- 70
		Multi-Eng - 60
		Last 24 Hrs - 0
		Last 30 Days- 12
		Last 90 Days- 47

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE GLIDER COLLIDED WITH TREES DURING AN OFF ARPT LANDING DUE TO LACK OF LIFT. THE PLT COMPLAINED THAT FLAPS ARE NOT AS EFFICIENT AS SPOILERS FOR APPROACH CONTROL. PLT USED FLAPS AND MUSHED INTO TREES SHORT OF THE INTENDED LANDING AREA.

Brief of Accident (Continued)

File No. - 762

8/09/86

COLLEGE STATION, TX

A/C Reg. No. N20EK

Time (Lc1) - 1830 CDT

Occurrence #1 UNDERSHOOT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
1. PLANNED APPROACH - MISJUDGED - PILOT IN COMMAND
2. DISTANCE - MISJUDGED - PILOT IN COMMAND
3. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 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) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 768 8/09/86 HOUSTON, TX

A/C Reg. No. N3930T

Time (Lcl) - 1400 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Fire	Crew	0	0	0	1
NONE	Pass	0	0	0	1

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

-----Aircraft Information-----

Make/Model - PIPER PA-28-R-180
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2500
No. of Seats - 4

Eng Make/Model - LYCOMING JO-360-BJE
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 180 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 170/003 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 3000 FT SCATTERED
Lowest Ceiling - 12000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
HOUSTON, TX
Destination
HOUSTON, TX

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

WEST HOUSTON
Runway Ident - 15
Runway Lth/Wid - 4000/ 50
Runway Surface - DIRT
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 54

Biennial Flight Review

Current - YES
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	213	Last 24 Hrs -	1
Make/Model-	7		Last 30 Days-	1
Instrument-	9		Last 90 Days-	1

Instrument Rating(s) - NONE

-----Narrative-----

PRIVATE PILOT OF A PIPER PA-28R-180 DEPARTED RUNWAY 15 AT WEST HOUSTON AIRPORT (IWS), HOUSTON, TEXAS. PILOT STATED HE HAD DEPARTED RUNWAY 15 WHEN ENGINE QUIT AT APPROXIMATELY 600 FEET AGL. PILOT EXECUTED A FORCED LANDING APPROXIMATELY 2 MILES OFF THE DEPARTURE END OF RUNWAY. PILOT STATED HE FAILED TO DEACTIVATE THE AUTOMATIC GEAR LOWERING FEATURE OF THE AIRCRAFT WHICH RESULTED IN A FORCED LANDING INTO AN UNIMPROVED AREA WITH ALL THREE LANDING GEARS DOWN AND LOCKED. AIRCRAFT SUSTAINED SUBSTANTIAL DAMAGE. NOSE GEAR SHEARED AND BOTH MAIN GEARS WERE FORCED UPWARD INTO THE WING STRUCTURES. THE PILOT AND ONE PASSENGER ONBOARD THE AIRCRAFT WERE UNINJURED. PILOT STATED HE TOOK ON 27 GALLONS OF LOW LEAD AVIATION FUEL AT WEST HOUSTON AIRPORT AND HAD DRAINED FUEL SAMPLES FROM WING TANK SUMPS AND GASOLATOR AND FOUND NO WATER PRESENT. HOWEVER, INVESTIGATION OF THE AIRCRAFT SUBSEQUENT TO THE ACCIDENT REVEALED SOME WATER PRESENT IN THE GASOLATOR. VISUAL METEOROLOGICAL CONDITIONS PREVAILED AT THE TIME.

Brief of Accident (Continued)

File No. - 768

8/09/86

HOUSTON, TX

A/C Reg. No. N3930T

Time (Lc1) - 1400 CDT

Occurrence #1 LOSS OF POWER
Phase of Operation CLIMB

Finding(s)

1. FUEL SYSTEM, STRAINER - WATER
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
3. REFUELING - IMPROPER - GROUND PERSONNEL
4. IMPROPER USE OF PROCEDURE - GROUND PERSONNEL

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

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. - 679 8/17/86 MATAGORDA IS.,TX A/C Reg. No. N147ED Time (Lcl) - 1230 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	1	2

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire NONE
Crew
Pass

-----Aircraft Information-----

Make/Model - CESSNA U206F
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3600
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-520-F
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 300 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 180/002 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
HOUSTON S.W.,TX
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 - VFR
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL,ATP
SE LAND,ME LAND

Age - UNK/NR
Biennial Flight Review
Current - YES
Months Since - 14
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 2363
Make/Model- 267
Instrument- 172
Multi-Eng - 800
Last 24 Hrs - 3
Last 30 Days- UNK/NR
Last 90 Days- 39

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT WAS MAKING A BEACH LANDING WHEN THE NOSE WHEEL STRUCK AN OBJECT IN THE SAND, CAUSING THE NOSE WHEEL TO COLLAPSE AND THE AIRCRAFT TO NOSE OVER INTO AN INVERTED POSITION.

Brief of Accident (Continued)

File No. - 679

8/17/86

MATAGORDA IS.,TX

A/C Reg. No. N147ED

Time (Lc1) - 1230 CDT

Occurrence #1 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. TERRAIN CONDITION - SOFT
 2. JUDGEMENT - POOR - PILOT IN COMMAND
 3. TERRAIN CONDITION - HIDDEN OBSTRUCTION(S)
 4. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 800 4/12/86 OGDEN,UT

A/C Reg. No. N1721Q

Time (Lcl) - 1630 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
Crew 0	0	1	0
Pass 0	0	0	0

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - CESSNA 207A
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 4000
No. of Seats - 2

Eng Make/Model - ALLISON 250-C20S
Number Engines - 1
Engine Type - TURBOPROP
Rated Power - 420 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL

Basic Weather - VMC

Wind Dir/Speed- 160/010 KTS

Visibility - 40.0 SM

Lowest Sky/Clouds - 7000 FT SCATTERED

Lowest Ceiling - 12000 FT OVERCAST

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

BOISE, ID

Destination

SALT LAKE CITY, UT

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - DIRT

Runway Status - DRY

ICE COVERED

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - VFR FLIGHT FOLLOWING

Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND, ME LAND, SE SEA

Age - 53

Biennial Flight Review

Current - YES

Months Since - 5

Aircraft Type - 55

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 12691

Make/Model- 191

Instrument- 3511

Multi-Eng - 7508

Last 24 Hrs - 6

Last 30 Days- 86

Last 90 Days- 114

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACFT WAS EN ROUTE TO SLC WHERE IT WAS TO BE PUT ON STATIC DISPLAY WITH OTHER ACFT EQUIPPED WITH SOLO-CONVERSIONS (ALLISON 250-C20S TURBOSHAFT ENGINE INSTALLATION). DURING DESCENT THROUGH 12,000 FT INTO SLC AREA ENG FLAMED OUT AND THE PROP AUTO-FEATHERED. PLT RESTARTED ENG BUT WHEN HE TRIED TO ADVANCE POWER ENG SURGED AND QUIT. PLT RESTARTED ENG AND TURNED ON ENG ANTI-ICE. WHEN POWER WAS ADVANCED ENG SURGED AND QUIT. PLT RESTARTED ENG. HE APPLIED ALTERNATE AIR. WHEN POWER WAS ADVANCED ENG SURGED AND POWER DROPPED TO IDLE. PLT TURNED OFF ENG ANTI-ICE AND ALTERNATE AIR, PULLED AUTO FEATHER CIRCUIT BREAKER, SWITCHED START/MOTOR SWITCH TO START, AN TRIED TO ADVANCE POWER. ENG CONTINUED TO SURGE. PLT MADE FORCED LANDING ON MUD FLAT IN GREAT SALT LAKE. DISASSEMBLY/EXAMINATION OR CHECK/TEST ENG, FUEL CONTROL, POWER TURBINE GOVERNOR, AND FUEL REVEALED NO DISCREPANCIES. EXAMINATION OF FUEL FLOW TRANSDUCER REVEALED PARTIAL BLOCKAGE. BLOCKAGE WAS BLOWN OUT AND NEVER FOUND AND COULD NOT BE IDENTIFIED.

Brief of Accident (Continued)

File No. - 800

4/12/86

OGDEN,UT

A/C Reg. No. N1721Q

Time (Lc1) - 1630 MST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation DESCENT - NORMAL

Finding(s)

1. FLUID,FUEL - STARVATION
 2. FUEL SYSTEM,LINE - BLOCKED(PARTIAL)
 3. FUEL SYSTEM,LINE - FOREIGN OBJECT
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

4. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - NONE SUITABLE
 5. TERRAIN CONDITION - SOFT
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 727 5/11/86 SALT LAKE CITY, UT A/C Reg. No. N53345 Time (Lcl) - 0930 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -INSTRUCTIONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -STANDING

Aircraft Damage

DESTROYED

Fire

ON GROUND

Crew 0
Pass 0

Fatal

0
0

Injuries

Serious Minor

0 0
0 0

None

2
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 - 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- UNK/NR

Visibility - UNK/NR

Lowest Sky/Clouds - UNK/NR

Lowest Ceiling - UNK/NR

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

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

SALT LAKE CITY INT'L

Runway Ident - UNK/NR

Runway Lth/Wid - UNK/NR

Runway Surface - UNK/NR

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,CFI

SE LAND,ME LAND

Age - 37

Biennial Flight Review

Current - YES

Months Since - 4

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 1698

Make/Model- 432

Instrument- UNK/NR

Multi-Eng - 333

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACFT CARBURETOR HAD BEEN REMOVED FOR MAINTENANCE AND SIGN POSTED IN ACFT TO THIS EFFECT. STUDENT PLT CALLED TO SCHEDULE ACFT AND WAS PUT IN ANOTHER ACFT. SCHEDULER SAID PLT WAS TOLD ACFT WAS OUT OF SERVICE BUT PLT CLAIMED HE DID NOT HEAR THIS. PLT MET FLT INSTRUCTOR AND ATTEMPTED TO START ENG. AFTER THREE ATTEMPTS ENG CAUGHT FIRE. PLT AND INSTRUCTOR SAID THERE WAS NO SIGN IN ACFT WARNING OF CARBURETOR REMOVAL.

Brief of Accident (Continued)

File No. - 727

5/11/86

SALT LAKE CITY, UT

A/C Reg. No. N53345

Time (Lc1) - 0930 MDT

Occurrence

FIRE

Phase of Operation

STANDING - STARTING ENGINE(S)

Finding(s)

1. FUEL SYSTEM, CARBURETOR - DISCONNECTED
 2. MAINTENANCE, INSTALLATION - NOT PERFORMED - OTHER MAINTENANCE PSNL
 3. IMPROPER DECISION, INFORMATION INSUFFICIENT - PILOT IN COMMAND
 4. INADEQUATE CERTIFICATION/APPROVAL, AIRCRAFT - COMPANY/OPERATOR MGMT
 5. FLUID, FUEL - FIRE
 6. DISPATCH PROCEDURES - NOT UNDERSTOOD - DUAL STUDENT
 7. DOCUMENTATION - INADEQUATE - OTHER MAINTENANCE PSNL
-

-----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. - 724 6/06/86 VERNAL,UT A/C Reg. No. N8078M Time (Lcl) - 0740 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -AERIAL OBSERVATION
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
DESTROYED
Fire
ON GROUND

	Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 182P
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2950
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470-S
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 230 HP

ELT Installed/Activated - YES-UNK/NR
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- CALM
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
GRAND JUNCTION,CO
Destination
ROCK SPRINGS,WY

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 - 33
Biennial Flight Review
Current - YES
Months Since - 11
Aircraft Type - PA-34

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

	Flight Time (Hours)	
Total	- 6615	Last 24 Hrs - 8
Make/Model-	1000	Last 30 Days- UNK/NR
Instrument-	500	Last 90 Days- 401
Multi-Eng -	2500	Rotorcraft - 100

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE FLYING A PIPELINE PATROL FLT 1,000 FEET AGL IN MOUNTAINOUS TERRAIN, THE PLT ENCOUNTERED A DOWNDRAFT WINDSHEAR WHICH RESULTED IN AN UNCONTROLLABLE 2,000 FPM ACFT DESCENT FROM WHICH THE PLT WAS NOT ABLE TO RECOVER. THE ACFT IMPACTED IN ROUGH TERRAIN AND WAS DESTROYED BY FIRE. THE PLT SUFFERED MINOR INJURIES IN THE CRASH.

Brief of Accident (Continued)

File No. - 724

6/06/86

VERNAL,UT

A/C Reg. No. N8078M

Time (Lc1) - 0740 MDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CLIMB

Finding(s)

1. WEATHER CONDITION - WINDSHEAR
2. TERRAIN CONDITION - MOUNTAINOUS/HILLY

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 793 7/03/86 TOOELE,UT A/C Reg. No. N5552E Time (Lcl) - 1020 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL

Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

-----Aircraft Information-----

Make/Model - CESSNA 172N
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2150
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A4M
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 150/015 KTS
Visibility - 40.0 SM
Lowest Sky/Clouds - 8500 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SALT LAKE CITY,UT
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

TOOELE VALLEY
Runway Ident - 16
Runway Lth/Wid - 5500/ 75
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 36
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - C-150

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 53
Make/Model- 2
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - 1
Last 30 Days- 5
Last 90 Days- 12
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

AFTER SUCCESSIVE AIRCRAFT BOUNCES DURING A TOUCHDOWN PHASE OF LANDING, THE PILOT LOST CONTROL. THE AIRCRAFT DEPARTED THE SIDE OF THE RUNWAY INTO AN AREA OF SOFT TERRAIN. THE LANDING GEAR NOSE WHEEL SANK INTO THE GROUND AND THE AIRCRAFT NOSED OVER INTO AN INVERTED POSITION. THE PILOT AND ONE PASSENGER ABOARD WERE NOT INJURED.

Brief of Accident (Continued)

File No. - 793

7/03/86

T00ELE,UT

A/C Reg. No. N5552E

Time (Lcl) - 1020 MDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND
 2. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
-

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. RECOVERY FROM BOUNCED LANDING - NOT PERFORMED - PILOT IN COMMAND
-

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 732 6/05/86 VIRGINIA BEACH,VA A/C Reg. No. N7797V Time (Lc1) - 1030 EDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	1	0
0	0	0	0

Type of Operation -AERIAL APPLICATION

Flight Conducted Under -14 CFR 137

Accident Occurred During -LANDING

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - AYRES S2R
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 6000
No. of Seats - 1

Eng Make/Model - P & W 1340-AN1
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 600 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 190/008 KTS

Visibility - 5.0 SM

Lowest Sky/Clouds - 3000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- HAZE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

PUNGO,VA

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

Age - 40

Biennial Flight Review

Current - YES

Months Since - 9

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 5000

Make/Model- 1200

Instrument- 300

Multi-Eng - 1500

Last 24 Hrs - 1

Last 30 Days- UNK/NR

Last 90 Days- 75

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS DITCHED AFTER A LOSS OF POWER DURING TAKEOFF. PLT WAS UNABLE TO MAINTAIN ALT & DUMPED LIQUID FERTILIZER LOAD PRIOR TO LANDING. AFTER DITCHING IN A SHALLOW CANAL THE ACFT NOSED OVER. POST ACCIDENT INVESTIGATION REVEALED A CRACKED CYLINDER IN THE ACFT ENGINE.

Brief of Accident (Continued)

File No. - 732

6/05/86

VIRGINIA BEACH,VA

A/C Reg. No. N7797V

Time (Lc1) - 1030 EDT

Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. ENGINE ASSEMBLY,CYLINDER - CRACKED
 2. LOAD JETTISON - INITIATED - PILOT IN COMMAND
 3. CLIMB - NOT POSSIBLE - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 DITCHING
Phase of Operation LANDING - FLARE/TOUCHDOWN

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) 1,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 754 6/30/86 MONTPELIER STA.,VA A/C Reg. No. N75006 Time (Lcl) - 1420 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew		0	0	0	1
Pass		0	0	0	1

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - PIPER PA-28R-200
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2500
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360-C1C
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- 060/005 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - SCATTERED
Lowest Ceiling - BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
CHARLOTTESVILLE,VA
Destination
ORANGE,VA

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL,CFI
SE LAND,ME LAND

Age - 33
Biennial Flight Review
Current - YES
Months Since - 14
Aircraft Type - PA44180

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 1517
Make/Model- 190
Instrument- 103
Multi-Eng - 17
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH 2 FENCES DURING AN OFF ARPT FORCED LANDING AFTER A PWR LOSS. POST ACC ENG INSPECTION SHOWED INTERNAL FAILURE OF THE ENG. #2 CONNECTING ROD BOLT FAILED IN FATIGUE THROUGH 40 PERCENT OF THE DIAMETER. THE REMAINDER FAILED IN TENSION. THE PLT HAD NOTED AN OIL PRESSURE LOSS PRIOR TO THE ENG FAILURE. THE ENG OIL SUPPLY WAS FULL. ENG TOTAL TIME WAS 3640.63 HRS.

Brief of Accident (Continued)

File No. - 754

6/30/86

MONTPELIER STA.,VA

A/C Reg. No. N75006

Time (Lc1) - 1420 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FLUID,OIL - NO PRESSURE
2. ENGINE ASSEMBLY,CONNECTING ROD - FATIGUE
3. 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 - ROLL

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 713 7/27/86 NEWPORT NEWS, VA A/C Reg. No. N45CX Time (Lcl) - 1359 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		Injuries			
		DESTROYED		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire		1	0	0	0
Flight Conducted Under	-14 CFR 91	ON GROUND	Crew	0	0	0	0
Accident Occurred During	-TAKEOFF		Pass				

-----Aircraft Information-----

Make/Model	- QUICKIE Q200	Eng Make/Model	- CONTINENTAL O-200A	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 1250	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 100 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method	- N/A	NEWPORT NEWS, VA	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	NEWPORT NEWS, VA	PATRICK HENRY
Wind Dir/Speed	- 180/008 KTS	ATC/Airspace	Runway Ident
Visibility	- 7.0 SM	Type of Flight Plan	- 20
Lowest Sky/Clouds	- 3000 FT THIN OVC	Type of Clearance	- 6525/ 150
Lowest Ceiling	- NONE	Type Apch/Lndg	- CONCRETE
Obstructions to Vision	- NONE		Runway Status
Precipitation	- NONE		- DRY
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)	
COMMERCIAL	Current	- 2187	Last 24 Hrs - UNK/NR
SE LAND, ME LAND	Months Since	- UNK/NR	Last 30 Days- UNK/NR
	Aircraft Type	- UNK/NR	Last 90 Days- UNK/NR
		Instrument-	
		Multi-Eng -	293

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WENT OUT OF CONTROL AND CRASHED FROM APRX 100 AGL AFTER TAKEOFF. THE ACFT WAS ON A TEST FLT AND AFTER THE CRASH THE PLT SAID THAT THE ACFT WAS PULLING TO THE RT DURING TAKEOFF SO HE REDUCED POWER. THE ACFT CONTINUED TO PULL RT BEFORE NOSING DOWN TO GROUND IMPACT. FIRE DAMAGE DESTROYED THE ACFT WHICH HINDERED THE INVESTIGATION.

Brief of Accident (Continued)

File No. - 713

7/27/86

NEWPORT NEWS, VA

A/C Reg. No. N45CX

Time (Lc1) - 1359 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. UNDETERMINED
 2. STALL - UNCONTROLLED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 752 4/08/86 EAST WENATCHEE, WA A/C Reg. No. N42496 Time (Lcl) - 2010 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
DESTROYED
Fire
NONE

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-28-180
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2450
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A4A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - ACFT RADIO
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 280/015 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
WENATCHEE, WA
Destination
SPOKANE, WA

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

PANGBORN FIELD
Runway Ident - 29
Runway Lth/Wid - 5499/ 150
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 60
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - PA-28

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT	
Flight Time (Hours)	
Total - 715	Last 24 Hrs - UNK/NR
Make/Model- UNK/NR	Last 30 Days- UNK/NR
Instrument- 0	Last 90 Days- UNK/NR
Multi-eng - 0	Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT DEPARTED ARPT IN BOTTOM OF COLUMBIA RIVER GORGE ON NIGHT VFR FLT TO SPOKANE, WA. FIVE TO SIX MIN AFTER DEPARTURE ACFT IMPACTED TERRAIN ON LIP OF CANYON WALL. PLTS REPORTED MODERATE TO SEVERE TURBULENCE NEAR THE BLUFF LINE BEFORE AND AFTER CRASH. THE ACFT IMPACTED IN A STEEP NOSE DOWN ATTITUDE AND EXPLODED ON IMPACT.

Brief of Accident (Continued)

File No. - 752

4/08/86

EAST WENATCHEE,WA

A/C Reg. No. N42496

Time (Lc1) - 2010 PST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. WEATHER CONDITION - TURBULENCE
2. LIGHT CONDITION - NIGHT
3. TERRAIN CONDITION - MOUNTAINOUS/HILLY
4. WEATHER EVALUATION - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

5. STALL/SPIN - UNCONTROLLED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5

Factor(s) relating to this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 776 5/10/86 SUNNYSIDE,WA A/C Reg. No. N4841B Time (Lcl) - 1130 PDT

-----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	1	0
			0	0	0	0

-----Aircraft Information-----

Make/Model - BEECHCRAFT A23-24	Eng Make/Model - LYCOMING IO-360-A2B	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 - 6	Rated Power - 200 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SUNNYSIDE,WA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	SUNNYSIDE
Wind Dir/Speed- 270/003 KTS	ATC/Airspace	Runway Ident - 25
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3400/ 60
Lowest Sky/Clouds - 10000 FT	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 10000 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 - 64	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 80
	Months Since - N/A	Last 24 Hrs - 2
	Aircraft Type - N/A	Make/Model- 72
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 17

Instrument Rating(s) - NONE

-----Narrative-----

AFTER COMPLETING SEVERAL TOUCH AND GOES, THE PILOT LOST CONTROL OF THE AIRCRAFT ON LANDING ROLLOUT DUE TO A LIGHT GUSTING CROSSWIND. THE PILOT WAS UNABLE TO AVOID DEPARTING THE RUNWAY TO THE LEFT STRIKING A FOUR FOOT EMBANKMENT COLLAPSING THE NOSE GEAR.

Brief of Accident (Continued)

File No. - 776

5/10/86

SUNNYSIDE, WA

A/C Reg. No. N4841B

Time (Lcl) - 1130 PDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. WEATHER CONDITION - GUSTS
 3. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - DIRT BANK
-

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) 1,2,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 773 5/25/86 RAYMOND, WA A/C Reg. No. N6471M Time (Lcl) - 1210 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NQNE	Pass 0	0	0	1
Accident Occurred During -LANDING					

-----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 - 1600	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	MANZANITA, OR	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	GREY ARMY FIELD, WA	WILLAPA HARBOR AIRPORT
Wind Dir/Speed- 270/015 KTS	ATC/Airspace	Runway Ident - 11
Visibility - 10.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 3000/ 55
Lowest Sky/Clouds - 3000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling -	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- FOG		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 24	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 132
SE LAND	Months Since - 1	Make/Model- 35
	Aircraft Type - UNK/NR	Instrument- 3
		Multi-Eng - UNK/NR
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 9
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT CHOSE TO LAND AT AN ALTERNATE AIRPORT TO AWAIT IMPROVING WEATHER. DURING A GUSTY CROSSWIND, LOSS OF DIRECTIONAL CONTROL OCCURRED DURING LANDING FLARE. THE AIRCRAFT DEPARTED THE RUNWAY TO THE LEFT AND NOSED OVER INVERTED.

Brief of Accident (Continued)

File No. - 773

5/25/86

RAYMOND, WA

A/C Reg. No. N6471M

Time (Lc1) - 1210 PDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - HIGH WIND
2. WEATHER CONDITION - GUSTS
3. WEATHER CONDITION - CROSSWIND
4. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4

Factor(s) relating to this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 749 7/27/86 SNOHOMISH, WA A/C Reg. No. N6509L Time (Lcl) - 1815 PDT

-----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	0	0
Accident Occurred During	-TAKEOFF					

-----Aircraft Information-----

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235-M	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 - 110 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- 300/006 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 - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>SNOHOMISH, WA</p> <p>Destination</p> <p>LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p>ON AIRPORT</p> <p>Airport Data</p> <p>HARVEY FIELD</p> <p>Runway Ident - 14</p> <p>Runway Lth/Wid - 2660/ 60</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

-----Personnel Information-----

Pilot-In-Command	Age - 33	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 16
	Months Since - N/A	Last 24 Hrs - 1
	Aircraft Type - N/A	Make/Model- 16
		Last 30 Days- UNK/NR
		Instrument- 1
		Last 90 Days- 16

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT WAS ATTEMPTING TO DEPART WITH A QUARTERING TAILWIND. THE AIRCRAFT WAS VEERING TO THE LEFT OF THE CENTERLINE AND THE PILOT ROTATED PREMATURELY. THE AIRCRAFT SETTLED BACK TO THE GROUND TO THE LEFT OF THE RUNWAY ONTO UNEVEN TERRAIN. AT THE TIME OF THE ACCIDENT THE PILOT WAS FATIGUED AND HAS LESS THAN ONE HOUR OF SOLO FLIGHT TIME.

Brief of Accident (Continued)

File No. - 749

7/27/86

SNOHOMISH, WA

A/C Reg. No. N6509L

Time (Lcl) - 1815 PDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - TAILWIND
2. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, FATIGUE - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - INITIAL CLIMB

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

Factor(s) relating to this accident is/are finding(s) 1,2,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 693 3/01/86 MILWAUKEE, WI A/C Reg. No. N80167 Time (Lcl) - 1516 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

Injuries

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

DESTROYED
Fire
ON GROUND

	Fatal	Serious	Minor	None
Crew	0	1	0	0
Pass	0	3	0	0

-----Aircraft Information-----

Make/Model - CESSNA 172M
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2300
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E2D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 240/010 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
UNK/NR

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 47

Biennial Flight Review

Current - NO
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - EXPIRED

Flight Time (Hours)

Total	- UNK/NR	Last 24 Hrs	- UNK/NR
Make/Model	- UNK/NR	Last 30 Days	- UNK/NR
Instrument	- UNK/NR	Last 90 Days	- UNK/NR
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT WAS APPROXIMATELY 180 LBS OVER MAX RECOMMENDED TAKEOFF GROSS WEIGHT AND USED ALMOST ALL OF A 3560 FOOT RUNWAY TO TAKE OFF. THE PILOT STATED THAT AFTER LIFTOFF THE AIRCRAFT WOULD NOT TURN LEFT AND BEGAN TO TURN RIGHT ON ITS OWN. HE CLIMBED TO APPROX 150 FEET AND BEGAN TO SETTLE BACK TOWARD THE GROUND IN THIS CONTINUOUS RIGHT TURN. HE THEN STRUCK A UTILITY POLE THEN THE GROUND. AN ENGINE TEARDOWN REVEALED NOTHING THAT WOULD HAVE CAUSED AN INFIGHT ENGINE PROBLEM. THE PILOT WAS FLYING ON AN EXPIRED MEDICAL CERTIFICATION AND DID NOT HAVE A BIENNIAL FLIGHT REVIEW WITHIN THE LAST 24 MONTHS. IN ADDITION, THE AIRCRAFT HAD NOT HAD AN ANNUAL INSPECTION SINCE 1981.

Brief of Accident (Continued)

File No. - 693

3/01/86

MILWAUKEE, WI

A/C Reg. No. N80167

Time (Lc1) - 1516 CST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

1. OBJECT - UTILITY POLE
 2. AIRCRAFT WEIGHT AND BALANCE - DISREGARDED - PILOT IN COMMAND
 3. IMPROPER USE OF PROCEDURE, COMPLACENCY - PILOT IN COMMAND
 4. PERFORMANCE DATA - DISREGARDED - PILOT IN COMMAND
 5. IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
 6. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
 7. JUDGEMENT - POOR - 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) 3,5,6,7

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. - 691 3/28/86 MIDDLETON,WI A/C Reg. No. N20866 Time (Lcl) - 1530 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	2

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire Crew 0
NONE Pass 0

-----Aircraft Information-----

Make/Model - CESSNA 172MM
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2300
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E2D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - PATWAS
Method - TELETYPE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 220/022 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 27000 FT THIN BKN
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
DELAVAL, WI
Destination
MIDDLETON, WI

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - STRAIGHT-IN
FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

MOREY AIRPORT
Runway Ident - 31
Runway Lth/Wid - 2975/ 40
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 31

Biennial Flight Review

Current - YES
Months Since - 16
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 94	Last 24 Hrs	- 1
Make/Model-	40	Last 30 Days-	UNK/NR
Instrument-	3	Last 90 Days-	2

Instrument Rating(s) - NONE

-----Narrative-----

THE 94 HOUR PRIVATE PILOT WAS ATTEMPTING A LANDING WITH A CROSSWIND COMPONENT OF 90 DEGREES AND A WIND VELOCITY OF 15 TO 18 KTS GUSTING TO 22 KTS WHEN HE TOUCHED DOWN WITH THE RIGHT MAIN GEAR & 2 FEET OFF THE RIGHT SIDE OF THE RUNWAY. THE RIGHT MAIN GEAR CAME DOWN IN STANDING WATER OFF THE RUNWAY WITH THE AIRCRAFT VEERING RIGHT AND NOSING OVER AND COMING TO REST ON ITS BACK IN 8 TO 12 INCHES OF WATER.

Brief of Accident (Continued)

File No. - 691

3/28/86

MIDDLETON,WI

A/C Reg. No. N20866

Time (Lcl) - 1530 CST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
4. WEATHER CONDITION - GUSTS
5. WIND INFORMATION - IMPROPER USE OF - PILOT IN COMMAND
6. COMPENSATION FOR WIND CONDITIONS - NOT ATTAINED - PILOT IN COMMAND
7. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 7

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 657 2/01/86 AFTON,WY A/C Reg. No. N4238Z Time (Lcl) - 1545 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -MANEUVERING

Aircraft Damage

SUBSTANTIAL

Fire

NONE

Fatal

0

Crew

0

Pass

0

Injuries

Serious

0

Minor

1

None

0

0

-----Aircraft Information-----

Make/Model - PIPER PA-18-150
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1625
No. of Seats - 2

Eng Make/Model - LYCOMING O-320-A2A

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- 270/008 KTS

Visibility - 40.0 SM

Lowest Sky/Clouds - UNK/NR

Lowest Ceiling - 6000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

AFTON,WY

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - SNOW

Runway Status - SNOW - CRUSTED

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 - 38

Biennial Flight Review

Current - YES

Months Since - UNK/NR

Aircraft Type - C-172

Medical Certificate - NON-VALID MEDICAL

Flight Time (Hours)

Total - 310 Last 24 Hrs - 1

Make/Model- 200 Last 30 Days- UNK/NR

Instrument- 13 Last 90 Days- 20

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED HE HAD DESCENDED TO OBSERVE WILDLIFE. WHEN HE ATTEMPTED TO ADD PWR HE DISCOVERED THE ENG HAD QUIT. THE PLT INDICATED THE ACFT WHEEL CONTACTED THE DEEP SNOW AT A MODERATE RATE OF HORIZONTAL SPEED WHILE HE WAS TRYING TO RESTART THE ENG.

Brief of Accident (Continued)

File No. - 657

2/01/86

AFTON,WY

A/C Reg. No. N4238Z

Time (Lcl) - 1545 MST

Occurrence #1 LOSS OF POWER
Phase of Operation MANEUVERING

Finding(s)

1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
2. BUZZING - PERFORMED - PILOT IN COMMAND
3. AIRCRAFT HANDLING - INATTENTIVE - PILOT IN COMMAND
4. JUDGEMENT - POOR - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

Finding(s)

5. TERRAIN CONDITION - SNOW COVERED
6. PULL-UP - DELAYED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,6

Factor(s) relating to this accident is/are finding(s) 1

Brief of Accident

File No. - 714 4/09/86 JAY EM,WY A/C Reg. No. N6535N Time (Lc1) - 0930 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage

DESTROYED

Fire

ON GROUND

Fatal

1

Crew

Pass

2

Injuries

Serious

0

Minor

0

None

0

0

-----Aircraft Information-----

Make/Model - CESSNA T-210N
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 4000
No. of Seats - 6

Eng Make/Model - CONTINENTAL TSIO-520-R
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 310 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - IN PERSON
Completeness - UNK/NR
Basic Weather - IMC
Wind Dir/Speed- 150/030 KTS
Visibility - 1.000 SM
Lowest Sky/Clouds -
Lowest Ceiling - 300 FT OVERCAST
Obstructions to Vision- FOG
Precipitation - RAIN
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

WORLAND,WY

Destination

ALLIANCE,NE

ATC/Airspace

Type of Flight Plan - VFR

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND

Age - 51

Biennial Flight Review

Current - YES

Months Since - 12

Aircraft Type - T-210

Medical Certificate - EXPIRED

Flight Time (Hours)

Total - UNK/NR

Make/Model- UNK/NR

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE NON-INSTRUMENT RATED PLT TOOK OFF ON A VFR FLT INTO AN AREA OF FORECAST ADVERSE WX. RADAR TRACK OF THE ACFT AT 9,700 FEET MSL WAS LOST IN THE VICINITY OF THE ACCIDENT SITE AT 0930 MST, 4/9/86. THE ACFT WRECKAGE WAS LOCATED AT 1155 MST, 4/10/86 AND WAS SCATTERED OVER AN AREA 2,000 FEET LONG. THE CABIN AND COCKPIT WERE DESTROYED BY A POST IMPACT FIRE. THE PLT AND TWO PASSENGERS WERE FATALLY INJURED IN THE ACCIDENT.

Brief of Accident (Continued)

File No. - 714

4/09/86

JAY EM,WY

A/C Reg. No. N6535N

Time (Lc1) - 0930 MST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE

Finding(s)

1. WEATHER CONDITION - CLOUDS
 2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
 3. WEATHER CONDITION - RAIN
 4. VFR FLIGHT INTO IMC - ATTEMPTED - PILOT IN COMMAND
 5. WEATHER CONDITION - ICING CONDITIONS
 6. WEATHER CONDITION - TURBULENCE(THUNDERSTORMS)
-

Occurrence #2 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
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) 2,4

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. - 662 6/21/86 BOSLER,WY A/C Reg. No. N79221 Time (Lc1) - 0800 MDT

-----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 - TAKEOFF

Fire NONE
Crew
Pass

-----Aircraft Information-----

Make/Model - CESSNA 172K
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2500
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A4A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 250/005 KTS
Visibility - 40.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
BILLINGS,MT

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 - 51
Biennial Flight Review
Current - YES
Months Since - 6
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 794
Make/Model- 794
Instrument- 0
Last 24 Hrs - 8
Last 30 Days- UNK/NR
Last 90 Days- 63

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE PLT, THE ACFT HAD JUST BECOME AIRBORNE WHEN IT ENCOUNTERED A GUST OF WIND WHILE SIMULTANEOUSLY CROSSING A GULLY, LOST LIFT & DESCENDED UNTIL GROUND CONTACT. THE PLT ALSO INDICATED THERE WAS A "DENSITY ALTITUDE PROBLEM." THE DENSITY ALTITUDE WAS CALCULATED TO BE ABOUT 9,100 FT.

Brief of Accident (Continued)

File No. - 662

6/21/86

BOSLER, WY

A/C Reg. No. N79221

Time (Lc1) - 0800 MDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - GUSTS
 2. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
 3. TERRAIN CONDITION - DITCH
 4. WEATHER CONDITION - HIGH DENSITY ALTITUDE
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

5. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 796 7/20/86 SUNDANCE, WY A/C Reg. No. N99ORE Time (Lcl) - 1145 MDT

-----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 -DESCENT			0	0	0
					1
					0

-----Aircraft Information-----

Make/Model - ROTEC PANTHER II PLUS	Eng Make/Model - ROTEC 532	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 484	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	SUNDANCE, WY	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 47	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1070
SE LAND	Months Since - 24	Make/Model- 1
	Aircraft Type - C-182TR	Instrument- 81
		Multi-Eng - UNK/NR
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 6
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT SAID THAT ON THE FIRST FLIGHT OF N99ORE, THE VEHICLE REVEALED SOME UNDESIRABLE FLT CONTROL CHARACTERISTICS. HE SAID THAT AFTER LANDING HE INSTALLED BOTH DOORS AND THEN ATTEMPTED ANOTHER TAKE OFF. IT WAS SHORTLY AFTER TAKE OFF THAT THE PLT LOST CONTROL OF THE VEHICLE AND COLLIDED WITH THE GROUND. THE VEHICLE WAS SUBSTANTIALLY DAMAGED HOWEVER, THE PILOT WAS UNINJURED.

Brief of Accident (Continued)

File No. - 796

7/20/86

SUNDANCE, WY

A/C Reg. No. N990RE

Time (Lcl) - 1145 MDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB
1. ALTITUDE - UNCONTROLLED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)
2. TERRAIN CONDITION - OPEN FIELD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 688 7/24/86 RAWLINS,WY A/C Reg. No. N21LT Time (Lc1) - 1443 MDT

-----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	- TROUTMAN QUICKIE Q2	Eng Make/Model	- REVMaster 2100D	ELT Installed/Activated	- YES/YES
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 1000	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 65 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 250/020 KTS</p> <p>Visibility - 50.0 SM</p> <p>Lowest Sky/Clouds - 2000 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 PROVO,UT</p> <p>Destination RAWLINS,WY</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FULL STOP</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data RAWLINS MUNICIPAL</p> <p>Runway Ident - 22</p> <p>Runway Lth/Wid - 7000/ 100</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

-----Personnel Information-----

Pilot-In-Command	Age - 53	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 433
SE LAND	Months Since - 5	Last 24 Hrs - 6
	Aircraft Type - Q2	Make/Model- 303
		Instrument- 5
		Last 30 Days- UNK/NR
		Last 90 Days- 33

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT, FLYING A HOMEBUILT QUICKIE Q2, ATTEMPTED A LDG ON RWY 22 WITH WINDS OF 20K, GUSTING TO 30K OUT OF 250 DEGREES. AFTER TOUCHDOWN THE ACFT WEATHER VANED INTO THE WIND. THE ACFT LEFT THE RWY, FLIPPED OVER AND WAS SUBSTANTIALLY DAMAGED.

Brief of Accident (Continued)

File No. - 688

7/24/86

RAWLINS,WY

A/C Reg. No. N21LT

Time (Lc1) - 1443 MDT

Occurrence LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 3. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
 4. JUDGEMENT - POOR - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

Factor(s) relating to this accident is/are finding(s) 1

EMBRY-RIDDLE AERO.U. DAYTONA BEACH



3 1745 00065 7463

NTSB/AAB-87/06
Brief Format U.S. Civil and Foreign
Aviation, Calendar Year 1986 - Issue
Number 4

U.S. DEPARTMENT OF COMMERCE
National Technical Information Service
Springfield, Va 22161

OFFICIAL BUSINESS
Penalty for Private Use, \$300

AN EQUAL OPPORTUNITY EMPLOYER

POSTAGE AND FEES PAID
U S DEPARTMENT OF COMMERCE
COM-211

SPECIAL FOURTH-CLASS RATE
BOOK

