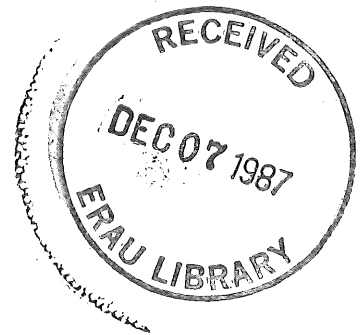


NATIONAL TRANSPORTATION SAFETY BOARD

WASHINGTON, D.C. 20594

AIRCRAFT ACCIDENT REPORTS

**BRIEF FORMAT
U.S. CIVIL AND FOREIGN AVIATION
ISSUE NUMBER 5 OF 1986 ACCIDENTS**



NTSB / AAB-87/07

UNITED STATES GOVERNMENT

TECHNICAL REPORT DOCUMENTATION PAGE

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15. Supplementary Notes					
16. Abstract This publication contains selected aircraft accident reports in Brief Format occurring in U.S. civil and foreign aviation operations during Calendar Year 1986. Approximately 200 General Aviation and Air Carrier accidents contained in this publication represent a random selection. This publication is issued irregularly, normally eighteen times each year. The Brief Format represents the facts, conditions, circumstances and probable cause(s) for each accident. File Numbers: 801 through 1000					
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FOREWORD

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

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

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

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

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

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

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

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DEFINITIONS

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

Aircraft Accidents

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

Fatal Injury

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

Serious Injury

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

Substantial Damage

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

OCCURRENCE

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

Gear Collapsed

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

TYPE OF OPERATING CERTIFICATE/TYPE OF OPERATION

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

1. GENERAL AVIATION

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

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

Personal

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

Business

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

Corporate/Executive Operations

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

Instructional Flying

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

Other Flying

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

2. AIR CARRIER

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

Airframe/Component/System Failure/Malfunction

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

Powerplant - Loss of Power

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

PHASE OF OPERATION

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

CAUSES AND RELATED FACTORS

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

BASIC WEATHER CONDITIONS

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

FILE ORDER LISTING

ISSUE NUMBER 5

CALENDAR YEAR 1986

File Order Listing - Issue No. 5, 1986

File Number	Aircraft Regist.	Date	Location	Make	Aircraft Model	Injury Index	Page
801	4454Y	081386	MELROSE, OH	PIPER	PA-25-235	SERIOUS	306
802	328M	051786	LITTLETON, NC	CESSNA	150M	NONE	238
803	2572C	033186	WAUSEON, OH	PIPER	PA-38-112	NONE	298
804	4003X	052686	EUFAULA, AL	AERO COMMAND	100	SERIOUS	74
807	58KA	040586	FORT PIERCE, FL	BEECH	65-90	SERIOUS	116
808	8253J	070586	PROVO, UT	PIPER	PA-60-601P	NONE	370
809	6952M	082286	DILLON, MT	CESSNA	T210M	MINOR	236
810	7590	080886	DURANGO, CO	SCHWEIZER	SGS 2-33A	NONE	102
811	4596V	052386	JACKSON, MS	CESSNA	172RG	NONE	218
812	78RT	060886	OCALA, FL	RANDY TRED0	MUSTANG II	NONE	124
813	8569S	060286	DARLING, MS	AIR	AT301	NONE	220
814	80273	062886	DELAND, FL	CULVER	V	MINOR	132
815	36LS	081486	FT. LAUDERDALE, FL	PIPER	PA-23-250	NONE	134
816	5456D	060486	BARTOW, FL	CESSNA	172N	NONE	122
817	4043E	052686	DECKER, MT	PIPER	PA-18	MINOR	228
818	9867F	031386	SILVER CITY, NM	CESSNA	401	SERIOUS	266
819	8226W	062386	SYRACUSE, IN	PIPER	PA-28-180	FATAL	172
820	85JC	052486	MATTOON, IL	JERRY COX	GOLDWING	SERIOUS	168
821	3660Y	042986	BRUCEVILLE, IN	AIR TRACTOR	AT301	MINOR	170
822	544E	033086	LUTHERSVILLE, GA	NORTH AMERIC	NA219 (T28	FATAL	136
823	1239U	051786	DOTHAN, AL	CESSNA	T210N	NONE	70
824	112CS	041186	PEDRO, FL	BEAGLE	B206-2	FATAL	118
825	512WW	032386	PHILADELPHIA, PA	AEROSPATIALE	A-STAR-AS-	MINOR	328
826	6603C	061286	JACKSONVILLE, FL	CESSNA	210N	MINOR	126
827	39269	082086	KAMISHAK BAY, AK	CESSNA	U206	NONE	34

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828	219RG	081586	ALEXANDER LODGE, AK	CESSNA	T-210	MINOR	22
829	4856V	081986	KOTLIK, AK	CESSNA	172RGII	NONE	30
830	146T	081886	MCNEIL RIVER, AK	PIPER	PA-18	NONE	26
831	7481K	082086	TWO LAKES, AK	PIPER	PA-20	NONE	32
832	3367R	081786	CARIBOU LAKE, AK	CESSNA	185-F	NONE	24
833	1613M	073086	TETLIN, AK	CESSNA	185E	NONE	18
834	40820	031086	KROTZ SPRINGS, LA	PIPER	PA-28-140	MINOR	186
835	2653	010986	GULF OF MEXICO, LA	BELL	BH206L-1	SERIOUS	184
836	50560	010486	BELLE CHASSE, LA	CESSNA	150J	NONE	182
837	3832E	050186	GOUDEAU, LA	PARTENAVIA	P68C	FATAL	188
838	62421	020786	LODI, CA	HILLER	UH-12E	NONE	88
839	34020	042986	PLACERVILLE, CA	CESSNA	177RG	NONE	96
840	5374V	042786	CASTROVILLE, CA	HILLER	UH12E	MINOR	94
841	50851	031786	LANSING, MI	CESSNA	150J	NONE	204
842	3731T	071386	BENSON, MN	PIPER	PA-28R-201	NONE	210
843	47187	041286	HARRISON, OH	AERONCA	L-3B	SERIOUS	300
844	48885	040586	MOULTRIE, GA	CESSNA	152	SERIOUS	138
845	6650Q	052286	MORSE, LA	GRUMMAN	G164B	NONE	192
846	48585	062486	CHURCH POINT, LA	GRUMMAN	G-164B	NONE	194
847	90945	071186	PORT MOLLER, AK	PIPER	PA-18-150	NONE	14
848	2994Z	082386	NABESNA, AK	PIPER	PA-18	NONE	36
849	400TH	082686	STONEY RIVER, AK	PIPER	PA-32-260	NONE	40
850	4293Z	081286	ROCHEZ MOUTONEE, AK	PIPER	PA-18	SERIOUS	20
851	31285	060986	DESHKA RIVER, AK	BELLANCA	7GCBC	NONE	6
853	CGIJZ	032986	AZTEC, NM	CESSNA	177B	MINOR	268

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854	5340X	020786	FLAGSTAFF, AZ	CESSNA	TU206G	NONE	80
855	51122	022686	CAMARILLO, CA	RYAN AERONAU	ST3KR	NONE	90
856	48600	050286	WICKENBERG, AZ	CESSNA	152	NONE	86
857	5RM	042886	BENSON, AZ	SCHEMPP-HIRT	STANDARD C	NONE	84
858	32JE	032186	SCOTT CITY, KS	JIM ELLIOTT	VP-2	NONE	174
859	80751	040286	AVA, MO	CESSNA	172	NONE	212
860	6167D	032986	LYTTON, IA	PIPER	PA-22-150	SERIOUS	146
861	2578H	041286	ST. LOUIS, MO	ERCOUPE	415-C	NONE	214
862	6FF	070386	DAVENPORT, IA	PIPER	PA-24-250	NONE	152
863	146AF	071386	SALINA, KS	STAINBROOK	AVID FLYER	NONE	176
864	9975J	072786	DAVENPORT, IA	CESSNA	T188C	NONE	154
865	10768	043086	HARRISBURG, NE	CESSNA	150	FATAL	254
866	49DD	050886	BOSSIER CITY, LA	CESSNA	411A	FATAL	190
867	61923	083186	MINEOLA, TX	CESSNA	172M	NONE	362
868	29754	080386	LIBERTY, TX	THORP	211	MINOR	360
869	57DH	081786	OKLAHOMA CITY, OK	HOMEBUILT	SA-100	MINOR	314
870	991X	032686	RED ROCK, OK	SCHWEIZER	G-164A	NONE	310
871	9660N	021686	RANGER, TX	WAYNE MATHEW	GLAS AIR S	NONE	356
872	8109U	060186	FRANKLIN, NC	CESSNA	150M	NONE	242
873	206JB	090486	CLINTON, NC	QUICKIE	Q2	SERIOUS	246
874	52494	081586	GLEN WILLOW, OH	CESSNA	182	NONE	308
875	5582C	082786	DRY CREEK, AK	PIPER	PA-18	NONE	42
876	714PU	041986	GASTON, SC	CESSNA	150M	MINOR	338
876	3015X	041986	GASTON, SC	CESSNA	150F	MINOR	340
877	700CM	010986	JACKSONVILLE, FL	PIPER	PA-31T	FATAL	112

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878	52911	051586	BAY MINETTE, AL	CESSNA	182P	FATAL	68
879	53SP	062086	CLEVELAND, MS	BELL	47G3B1	NONE	222
880	313RM	062586	FT LAUDERDALE, FL	BEECH	76	SERIOUS	128
881	714MT	062886	OPA LOCKA, FL	CESSNA	150M	MINOR	130
882	8856S	083186	DEXTER, NM	CESSNA	150F	MINOR	272
883	8043N	051086	SALT LAKE CITY, UT	PIPER	PA-28B-140	FATAL	364
884	6535Z	061886	STANLEY, ND	PIPER	PA25-235	SERIOUS	250
885	6116N	071886	LAKE CITY, SC	BEECH	A23-24	NONE	344
886	11703	071986	ORANGE BEACH, AL	BELLANCA	7KCAB	NONE	76
887	8140Y	033086	FORT RUCKER, AL	PIPER	PA-28RT-20	SERIOUS	66
888	4825P	062586	LAWRENCEVILLE, GA	CESSNA	P210N	MINOR	140
889	83JW	052486	ATMORE, AL	PITTS	S-1	FATAL	72
890	5227R	082986	ILIAMNA, AK	CESSNA	182	NONE	44
891	70021	082386	TALKEETNA, AK	CESSNA	A-185E	NONE	38
892	1704U	071486	EKUK, AK	CESSNA	207	NONE	16
893	82064	091386	ANCHORAGE, AK	PIPER	PA-18	NONE	56
894	9656P	091586	EUREKA, AK	PIPER	PA-18	NONE	58
895	5907Z	061986	EGEGIK, AK	PIPER	PA-22-108	NONE	10
896	5907Y	090586	FAREWELL, AK	PIPER	PA-18	NONE	48
897	1712P	091386	NAKNEK, AK	PIPER	PA-22	NONE	54
898	20617	091286	TALKEETNA, AK	FAIRCHILD	24-J	NONE	52
899	4906K	012986	KEFLAVIK ICELND, OF	CESSNA	P210N	FATAL	296
900	27301	051686	PALMER, AK	WSK	PZL-M-18	SERIOUS	2
901	5461Y	092186	TUTNA LAKE, AK	PIPER	PA-12	NONE	62
902	86992	091186	BRADLEY LAKE, AK	BELLANCA	8GCBC	NONE	50

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903	67686	062286	BULCHITNA LAKE, AK	DEHAVILLAND	DHC-2	NONE	12
904	7460M	060986	PORT ALSWORTH, AK	CESSNA	175	NONE	8
905	1177E	082986	SUSITNA RIVER, AK	BELLANCA	8KCAB	NONE	46
906	4421Z	092086	WOOD RIVER, AK	PIPER	PA-18-150	NONE	60
907	4371A	092686	PILOT POINT, AK	PIPER	PA-18	NONE	64
908	66468	060986	PARKTON, NC	CESSNA	150M	MINOR	244
909	24847	062686	MEMPHIS, TN	CESSNA	152	MINOR	354
910	5733X	071086	AUGUSTA, GA	BELL	206B	NONE	144
911	57308	062786	COLUMBUS, GA	PIPER	PA-34-200	NONE	142
912	7946V	080586	RIDGELAND, SC	AERO COMMAND	CALLAIR A-	NONE	346
913	9700P	062186	CHESTER, SC	ANDREW D. MO	HP-18	SERIOUS	342
914	6639P	062086	WEST CHESTER, OH	PIPER	PA-24-250	NONE	304
915	94586	042186	AUGUSTA, WI	CESSNA	182	NONE	388
916	2317V	072586	CHARLEVOIX, MI	PIPER	PA-31T1	NONE	206
918	243DH	070186	LINCOLN, NE	FAIRCHILD	SA-227	NONE	256
919	2440H	071886	OAKLEY, KS	STEVENSON	GLASAIR	MINOR	178
920	151RC	072586	RUSSELL, KS	RANDOLPH R.C	KR-2	NONE	180
921	3921V	032386	WATSONVILLE, CA	QUICKIE	II	MINOR	92
922	6606M	070786	SANDY, OR	STINSON	108-3	SERIOUS	318
923	586MS	052886	RENO, NV	MORRIS B. ST	VARIVIGGEN	MINOR	274
924	65141	072486	ISSAQUAH, WA	BLANIK	L-13	NONE	384
925	185M	080386	RENO, NV	CESSNA	185FII	MINOR	282
926	310MT	080686	VANCOUVER, WA	CESSNA	310C	FATAL	386
927	2056	071186	RICHLAND, WA	THORP	T-18	FATAL	382
928	49653	011286	BENNINGTON, VT	CESSNA	152	NONE	374

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929	1468X	010786	BOSTON, MA	PIPER	PA-28R-200	SERIOUS	198
930	108DT	022786	LYNDONVILLE, VT	STINSON	108	MINOR	376
931	1144P	020386	JOHNSTOWN, PA	MOONEY	M20J	MINOR	322
932	777YP	020386	ROCHESTER, NY	PIPER	PA-42-720	NONE	290
933	71770	021686	INDIANA, PA	CESSNA	182M	MINOR	324
934	6267Q	011086	PLAINVILLE, CT	CESSNA	152	NONE	106
935	43543	041486	W. MILFORD, NJ	TAYLORCRAFT	BC12-D	NONE	262
936	4347G	032286	HARTFORD, CT	PIPER	PA-28-161	NONE	110
937	303DW	022486	NASHUA, NH	CESSNA	152	NONE	260
938	999HT	051086	LUDLOW, PA	PIPER	PA-28-180	FATAL	334
939	22796	052086	GLEN CANYON, UT	CESSNA	150-H	SERIOUS	366
940	3109	052886	CASPER, WY	HISPANO AVIA	ME109	NONE	390
941	33W	080486	WATSON, OK	BELL	206B	SERIOUS	312
942	6433Q	033086	LOCKPORT, NY	MOONEY	M20	NONE	292
943	577KA	050786	BILLINGS, MT	SWEARINGEN	SA226AT	FATAL	226
944	19528	062986	INT'L FALLS, MN	CESSNA	150L	MINOR	208
945	98387	051786	LAWRENCEBURG, TN	PIPER	PA-28-140	SERIOUS	352
946	961Z	053186	AKRON, OH	BERNARD DARM	DAPHNE/SDI	FATAL	302
947	51JR	042986	MIDLAND, TX	AVIATION ADV	MUSTANG PS	NONE	358
948	14781	052686	RIVERDALE, MD	BELLANCA	17-30A	FATAL	200
949	11463	053086	UPPER MARLBORO, MD	CESSNA	150L	MINOR	202
950	6718Q	072586	BASTROP, LA	GRUMMAN	G-164A	NONE	196
951	73569	082186	FRENCHGLEN, OR	CESSNA	T207A	FATAL	320
952	84693	060486	SISSETON, SD	AERONCA	7AC	MINOR	348
953	976J	071786	RUIDOSO, NM	GOERTZ BUSHB	MUSTING II	NONE	270

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954	8629L	072286	SISSETON, SD	PIPER	PA-25-260	NONE	350
955	9544R	062286	KIM, CO	BEECH	K35	NONE	100
956	7723Z	062286	COPE, CO	PIPER	PA-25-235	MINOR	98
957	9148A	080986	ELKO, NV	PIPER	PA-38	NONE	284
958	9397N	060586	BOISE, ID	CESSNA	185	NONE	158
959	37487	060186	HOBART BAY, AK	GRUMMAN	G21A	MINOR	4
960	4000A	052986	HAMER, ID	THRUSH	S2R	NONE	156
961	5077V	060786	BEAR TRAP, ID	VARGA	2050A	MINOR	160
962	53177	052486	NYSSA, OR	CESSNA	188B	NONE	316
963	7459E	080786	STIBNITE, ID	CESSNA	210	MINOR	164
964	141V	073086	HAWTHORNE, NV	SCHEMP-HIRTH	NIMBUS III	NONE	280
965	14884	060386	WINNEMUCCA, NV	ROSE PARAKEE	A4C	NONE	276
966	243T	062386	SLOAN, IA	PIPER	PA18	SERIOUS	150
967	6519B	052586	FARGO, ND	MOONEY	M20	NONE	248
968	36489	081686	STANLEY, VA	PIPER	PA 28-161	SERIOUS	372
969	25119	011886	TURIN, NY	LUSCOMBE	8B	NONE	288
970	47355	042086	MATAWAN, NJ	PIPER	PA-28-181	NONE	264
971	9460F	052886	MARSHVILLE, NC	HUGHES	300/269B	MINOR	240
972	5456T	011686	DURHAMVILLE, NY	CESSNA	172	NONE	286
973	82539	061886	TOSTON, MT	PIPER	PA-25-260	NONE	230
974	1739Q	061186	BOUNTIFUL, UT	CESSNA	150L	NONE	368
975	4445D	062386	BRADFORD, PA	BEECHCRAFT	V35B	FATAL	336
976	6661Z	041986	PHOENIX, AZ	PIPER	PA-25-235	NONE	82
977	6007G	020486	NAUGATUCK, CT	CESSNA	150	SERIOUS	108
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982	6009	062686	WAYNESBORO, MS	AMATEUR BUIL	EENIE TWO	SERIOUS	224
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996	45830	081986	PELICAN, AK	LUSCOMBE	8A	FATAL	28
997	4703B	083186	WALLACE, ID	CESSNA	180	FATAL	166
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AIRCRAFT ACCIDENT REPORTS

BRIEF FORMAT

U.S. CIVIL AND FOREIGN AVIATION

ISSUE NUMBER 5 OF 1986 ACCIDENTS

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 900 5/16/86 PALMER,AK A/C Reg. No. N27301 Time (Lcl) - 1309 ADT

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

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

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

Make/Model - WSK PZL-M-18	Eng Make/Model - PZL-KALISZ ASZ621RM18	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 12125	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 969 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	PALMER,AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	PALMER
Wind Dir/Speed- 030/015 KTS	ATC/Airspace	Runway Ident - 33
Visibility - 30.0 SM	Type of Flight Plan - COMPANY (VFR)	Runway Lth/Wid - 5000/ 100
Lowest Sky/Clouds - 20000 FT THIN BKN	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- DUST		
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 - 2027
SE LAND,ME LAND	Months Since - 2	Make/Model- 60
	Aircraft Type - C-172	Instrument- 339
		Multi-Eng - 762
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 233
		Rotorcraft - 20

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AIRCRAFT EXECUTED STEEP LEFT 180 DEGREE TURN ABOUT 50 FEET ABOVE RUNWAY JUST AFTER TAKEOFF. PILOT LOST CONTROL AND CRASHED. TURBULENCE AND WINDSHEAR HAD BEEN REPORTED. WIND SPEED AND DIRECTION WAS VARIABLE.

Brief of Accident (Continued)

File No. - 900

5/16/86

PALMER,AK

A/C Reg. No. N27301

Time (Lcl) - 1309 ADT

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

Finding(s)

1. FLIGHT INTO KNOWN ADVERSE WEATHER - INTENTIONAL - PILOT IN COMMAND
2. WEATHER CONDITION - TURBULENCE
3. WEATHER CONDITION - GUSTS
4. JUDGEMENT - POOR - PILOT IN COMMAND
5. MANEUVER - EXCESSIVE - PILOT IN COMMAND

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

Finding(s)

6. COMPENSATION FOR WIND CONDITIONS - NOT POSSIBLE - PILOT IN COMMAND

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 959 6/01/86 HOBART BAY, AK A/C Reg. No. N37487 Time (Lcl) - 1345 ADT

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

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage						
Name of Carrier	-CHANNEL FLYING INC	SUBSTANTIAL						
Type of Operation	-NON SCHED, DOMESTIC, PASSENGER	Fire	Crew	Fatal	Injuries			
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	Serious	Minor	None	
Accident Occurred During	-LANDING			0	0	1	0	
				0	0	4	0	

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

Make/Model	- GRUMMAN G21A	Eng Make/Model	- P & W R-985	ELT Installed/Activated	- YES-UNK/NR
Landing Gear	- AMPHIBIAN	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 7000	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 8	Rated Power	- 450 HP		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- UNK/NR	Last Departure Point		ON AIRPORT	
Method	- UNK/NR	JUNEAU, AK			
Completeness	- UNK/NR	Destination		Airport Data	
Basic Weather	- VMC	HOBART BAY, AK		ENTRANCE ISLAND SPB	
Wind Dir/Speed	- 120/010 KTS	ATC/Airspace		Runway Ident	- UNK/NR
Visibility	- 40.0 SM	Type of Flight Plan	- COMPANY (VFR)	Runway Lth/Wid	- 5000/ 500
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- NONE	Runway Surface	- WATER
Lowest Ceiling	- 3000 FT OVERCAST	Type Apch/Lndg	- FULL STOP	Runway Status	- WATER-CALM
Obstructions to Vision	- NONE				
Precipitation	- RAIN				
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)	
ATP	Current - UNK/NR	Total - 8255	Last 24 Hrs - 4
ME LAND, SE SEA	Months Since - UNK/NR	Make/Model - 1810	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 360	Last 90 Days - 47
		Multi-Eng - 2015	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT NEGLECTED TO RAISE THE LANDING GEAR AFTER DEPARTING THE AIRPORT. WHILE LANDING ONTO WATER WITH THE GEAR STILL DOWN, THE AIRCRAFT'S NOSE BROKE OFF AND THE AIRCRAFT NOSED OVER INVERTED AND THEN SANK.

Brief of Accident (Continued)

File No. - 959

6/01/86

HOBART BAY, AK

A/C Reg. No. N37487

Time (Lc1) - 1345 ADT

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WHEELS DOWN LANDING IN WATER - INADVERTENT - 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 851 6/09/86 DESHKA RIVER, AK A/C Reg. No. N31285 Time (Lc1) - 1145 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

Make/Model - BELLANCA 7GCBC
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1650
No. of Seats - 3

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 180/005 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - 15000 FT SCATTERED
Lowest Ceiling - 10000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
SAME AS ACC/INC

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - 1000/ 15
Runway Surface - DIRT
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 - 38
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - 7GCBC

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 442 Last 24 Hrs - UNK/NR
Make/Model- 358 Last 30 Days- 10
Instrument- 0 Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED WHILE LANDING AT AN UNIMPROVED AIRSTRIP THE AIRCRAFT'S LEFT MAIN LANDING GEAR STRUCK A BUSH CAUSING THE AIRCRAFT TO GROUND LOOP.

Brief of Accident (Continued)

File No. - 851

6/09/86

DESHKA RIVER, AK

A/C Reg. No. N31285

Time (Lc1) - 1145 ADT

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

Finding(s)

1. TERRAIN CONDITION - HIGH VEGETATION
 2. TERRAIN CONDITION - ROUGH/UNEVEN
 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 4. GROUND LOOP/SWERVE - INTENTIONAL - 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. - 904 6/09/86 PORT ALSWORTH, AK A/C Reg. No. N7460M Time (Lcl) - 1830 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire

NONE

Crew
Pass

Fatal

0

0

Injuries
Serious

0

0

Minor

0

0

None

1

1

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

Make/Model - CESSNA 175
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2350
No. of Seats - 4

Eng Make/Model - CONTINENTAL GO-300A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 175 HP

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

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

Weather Data

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

Itinerary

Last Departure Point
KENAI, AK
Destination
KING SALMON, AK

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 - 41
Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - UNK/NR

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

Total - 123 Last 24 Hrs - 7
Make/Model- 123 Last 30 Days- UNK/NR
Instrument- 1 Last 90 Days- 19

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRPLANE EXPERIENCED AN ENGINE FAILURE WHILE IN CRUISE FLIGHT AND SUBSEQUENTLY OVERRAN THE FORCED LANDING AREA.

Brief of Accident (Continued)

File No. - 904

6/09/86

PORT ALSWORTH, AK

A/C Reg. No. N7460M

Time (Lc1) - 1830 ADT

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

Finding(s)

1. ENGINE ASSEMBLY, OTHER - FAILURE, TOTAL
2. AIRCRAFT PREFLIGHT - POOR - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE - PILOT IN COMMAND
4. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
5. JUDGEMENT - POOR - PILOT IN COMMAND
6. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - DISREGARDED - PILOT IN COMMAND
7. MAINTENANCE, SERVICE OF AIRCRAFT - POOR - 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)

8. TERRAIN CONDITION - NONE SUITABLE

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 895 6/19/86 EGEGIK,AK A/C Reg. No. N5907Z Time (Lcl) - 1200 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire
NONE

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

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

Make/Model - PIPER PA-22-108
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1240
No. of Seats - 2

Eng Make/Model - LYCOMING 0235-4
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 108 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- 020/005 KTS
Visibility - 90.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 3000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - 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 - 25
Biennial Flight Review
Current - YES
Months Since - 9
Aircraft Type - PA-16

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 1965
Make/Model- 62
Instrument- 0
Last 24 Hrs - 3
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRPLANE EXPERIENCED A POWER FAILURE AND NOSED OVER IN ONE FOOT OF WATER WHILE MAKING AN EMERGENCY LANDING ON A BEACH.

Brief of Accident (Continued)

File No. - 895

6/19/86

EGEGIK,AK

A/C Reg. No. N5907Z

Time (Lc1) - 1200 ADT

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

Finding(s)

1. FUEL SYSTEM,CARBURETOR - DETERIORATED
2. PLANNING-DECISION - POOR - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - WATER,ROUGH

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 903 6/22/86 BULCHITNA LAKE, AK A/C Reg. No. N67686 Time (Lcl) - 1700 ADT

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

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage		Injuries			
Name of Carrier	-ALASKA AIR GUIDES	SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-NON SCHED, DOMESTIC, PAX/CARGO	Fire	Crew	0	0	0	1
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	6
Accident Occurred During	-TAXI						

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

Make/Model	- DEHAVILLAND DHC-2	Eng Make/Model	- P&W 985-ANI	ELT Installed/Activated	- YES/NO
Landing Gear	- FLOAT	Number Engines	- 1	Stall Warning System	- UNK/NR
Max Gross Wt	- 5090	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 450 HP		

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method	- N/A	SAME AS ACC/INC	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	ANCHORAGE, AK	Runway Ident
Wind Dir/Speed	- 130/020 KTS	ATC/Airspace	- N/A
Visibility	- 90.0 SM	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- UNK/NR	Type of Clearance	- N/A
Lowest Ceiling	- 600 FT 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-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL, ATP, CFI	Current	- YES	Total - 12180
SE LAND, ME LAND, SE SEA, ME SEA	Months Since	- 1	Make/Model - 350
	Aircraft Type	- C-206	Instrument - 740
			Multi-Eng - 5980
			Last 24 Hrs - UNK/NR
			Last 30 Days - UNK/NR
			Last 90 Days - 125

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRPLANE STRUCK A WINGTIP ON THE WATER WHILE STEP TAXIING DOWNWIND ATTEMPTING A LEFT TURN.

Brief of Accident (Continued)

File No. - 903

6/22/86

BULCHITNA LAKE, AK

A/C Reg. No. N67686

Time (Lcl) - 1700 ADT

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

Finding(s)

1. TERRAIN CONDITION - WATER, ROUGH
2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
4. INADEQUATE SURVEILLANCE OF OPERATION - COMPANY/OPERATOR MGMT
5. WEATHER EVALUATION - NOT PERFORMED - PILOT IN COMMAND
6. WATER LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
7. AIRCRAFT HANDLING - POOR - PILOT IN COMMAND
8. IMPROPER USE OF PROCEDURE, IMPROPER TRAINING - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 847 7/11/86 PORT MOLLER, AK A/C Reg. No. N90945 Time (Lcl) - 1930 ADT

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

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

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

Make/Model - PIPER PA-18-150	Eng Make/Model - LYCOMING O-320	ELT Installed/Activated - UNK/NR
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
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	UKN, AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	KINGS SALMON BH, AK	Runway Ident - N/A
Wind Dir/Speed- 240/015 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - UNK/NR	Runway Status - N/A
Lowest Ceiling - 1000 FT BROKEN	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

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

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT NOSED OVER ON LANDING ROLLOUT AFTER LANDING ON A BEACH.

Brief of Accident (Continued)

File No. - 847

7/11/86

PORT MOLLER, AK

A/C Reg. No. N90945

Time (Lcl) - 1930 ADT

Occurrence NOSE OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. TERRAIN CONDITION - LOOSE GRAVEL/SANDY
2. PLANNING-DECISION - POOR - PILOT IN COMMAND
3. UNSUITABLE TERRAIN - SELECTED - 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) 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. - 892 7/14/86 EKUK,AK A/C Reg. No. N1704U Time (Lcl) - 1030 ADT

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

Type Operating Certificate	ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-PHILIP L. BINGHAM	SUBSTANTIAL					
Type of Operation	-NON SCHED,DOMESTIC,PASSENGER	Fire	Crew	Fatal	0	Serious	Injuries
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	Minor	None
Accident Occurred During	-LANDING			0	0	0	1
							2

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

Make/Model	- CESSNA 207	Eng Make/Model	- CONTINENTAL IO-520-F-13	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	- 1	Rated Power	- 300 HP		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		OFF AIRPORT/STRIP	
Method	- N/A	DILLINGHAM,AK			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	LOCAL		Runway Ident	- N/A
Wind Dir/Speed	- 070/012 KTS	ATC/Airspace		Runway Lth/Wid	- N/A
Visibility	- 25.0 SM	Type of Flight Plan	- VFR	Runway Surface	- N/A
Lowest Sky/Clouds	- 700 FT SCATTERED	Type of Clearance	- NONE	Runway Status	- N/A
Lowest Ceiling	- 18000 FT BROKEN	Type Apch/Lndg	- NONE		
Obstructions to Vision	- NONE				
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

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

Pilot-In-Command	Age - 31	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 1212	Last 24 Hrs - 6
SE LAND,ME LAND,SE SEA	Months Since - 18	Make/Model - 90	Last 30 Days - 40
	Aircraft Type - CE-207	Instrument - 129	Last 90 Days - 80
		Multi-Eng - 375	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT, DURING THE APPROACH TO LANDING, THE AIRCRAFT STRUCK A TREE STUMP SHORT OF THE APPROACH END OF THE RUNWAY.

Brief of Accident (Continued)

File No. - 892

7/14/86

EKUK,AK

A/C Reg. No. N1704U

Time (Lcl) - 1030 ADT

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

Finding(s)

1. OBJECT - TREE(S)
 2. PLANNED APPROACH - MISJUDGED - PILOT IN COMMAND
 3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 4. PROPER ALTITUDE - NOT ATTAINED - PILOT IN COMMAND
-

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

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 833	7/30/86	TETLIN, AK	A/C Reg. No. N1613M	Time (Lcl) - 1115 ADT
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----Basic Information----

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

----Aircraft Information----

Make/Model - CESSNA 185E	Eng Make/Model - CONTINENTAL IO-520-D	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3300	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 300 HP	

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

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - TELEPHONE</p> <p>Completeness - FULL</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 230/010 KTS</p> <p>Visibility - 40.0 SM</p> <p>Lowest Sky/Clouds - 20000 FT UNK/NR</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 ANCHORAGE, AK</p> <p>Destination SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - VFR</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - GO AROUND</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data TETLIN</p> <p>Runway Ident - 32</p> <p>Runway Lth/Wid - 1700/ 25</p> <p>Runway Surface - DIRT</p> <p>Runway Status - DRY</p>
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----Personnel Information----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND, SE SEA</p>	<p>Age - 47</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 12</p> <p>Aircraft Type - C-185</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 715</p> <p>Make/Model- 170</p> <p>Instrument- 18</p> <p>Multi-Eng - 6</p> <p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 43</p> <p>Rotorcraft - UNK/NR</p>
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Instrument Rating(s) - NONE

----Narrative----

ACFT LEFT RWY AND CRASHED DURING ATTEMPTED GO-AROUND WITH 10 TO 25 KNOT CROSSWIND. PILOT STATED THAT ENGINE DID NOT DEVELOP FULL POWER. EXAMINATION AND TEST RUN OF ENGINE DID NOT REVEAL ANY MECHANICAL FAILURES/MALFUNCTIONS.

Brief of Accident (Continued)

File No. - 833

7/30/86

TETLIN, AK

A/C Reg. No. N1613M

Time (Lcl) - 1115 ADT

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

Finding(s)

1. TERRAIN CONDITION - ROUGH/UNEVEN
 2. WEATHER CONDITION - CROSSWIND
 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

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

Finding(s)

4. GO-AROUND - DELAYED - PILOT IN COMMAND
-

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 850	8/12/86	ROCHEZ MOUTONEE, AK	A/C Reg. No. N4293Z	Time (Lcl) - 1800 ADT
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-----Basic Information-----

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

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

Make/Model - PIPER PA-18	Eng Make/Model - LYCOMING O-320-A2B	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - 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 - 40.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 4000 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 8000 FT BROKEN	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-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 600
SE LAND, SE SEA	Months Since - 14	Make/Model- 600
	Aircraft Type - PA-18	Instrument- 0
		Last 24 Hrs - 2
		Last 30 Days- 15
		Last 90 Days- 30

Instrument Rating(s) - NONE

-----Narrative-----

AFTER DEPARTING THE GRAVEL BAR, THE AIRCRAFT BANKED TO THE LEFT; THE AIRCRAFT STALLED AND CRASHED.

Brief of Accident (Continued)

File No. - 850

8/12/86

ROCHEZ MOUTONEE, AK

A/C Reg. No. N4293Z

Time (Lc1) - 1800 ADT

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

Finding(s)

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 828 8/15/86 ALEXANDER LODGE,AK A/C Reg. No. N219RG Time (Lcl) - 1920 ADT

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

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

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

Make/Model - CESSNA T-210	Eng Make/Model - CONTINENTAL IO-520	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3800	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 310 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	ANCHORAGE,AK	Runway Ident - N/A
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 3000 FT BROKEN	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 40	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - NO	Total - 1346
SE LAND,ME LAND	Months Since - 4	Make/Model- 1264
	Aircraft Type - 210	Instrument- 332
		Multi-Eng - 9
		Last 24 Hrs - 2
		Last 30 Days- 25
		Last 90 Days- 42

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING THE TAKEOFF ROLL ON A DIRT AIRSTRIp THE PILOT LOST DIRECTIONAL CONTROL OF THE AIRCRAFT CAUSING THE AIRCRAFT TO EXIT THE RIGHT SIDE OF THE RUNWAY AND NOSE OVER ON ITS BACK.

Brief of Accident (Continued)

File No. - 828

8/15/86

ALEXANDER LODGE, AK

A/C Reg. No. N219RG

Time (Lcl) - 1920 ADT

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

Finding(s)

1. TERRAIN CONDITION - SOFT
 2. TERRAIN CONDITION - ROUGH/UNEVEN
 3. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
 4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

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

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 832 8/17/86 CARIBOU LAKE, AK A/C Reg. No. N3367R Time (Lcl) - 2000 ADT

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

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-COOK INLET AVIATION, INC.	SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-NON SCHED, DOMESTIC, CARGO	Fire	Crew	0	0	0	1
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	1
Accident Occurred During	-TAKEOFF						

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

Make/Model	- CESSNA 185-F	Eng Make/Model	- CONTINENTAL IO 520-D	ELT Installed/Activated	- YES/YES
Landing Gear	- FLOAT	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3350	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 4	Rated Power	- 300 HP		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		OFF AIRPORT/STRIP	
Method	- N/A	HOMER, AK			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	SAME AS ACC/INC		Runway Ident	- N/A
Wind Dir/Speed	- 180/005 KTS			Runway Lth/Wid	- N/A
Visibility	- 30.0 SM	ATC/Airspace		Runway Surface	- N/A
Lowest Sky/Clouds	- CLEAR	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 - 59	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 25915	Last 24 Hrs - 1
SE LAND, ME LAND, SE SEA, ME SEA	Months Since - 6	Make/Model - 940	Last 30 Days - 10
	Aircraft Type - C-185	Instrument - 51	Last 90 Days - 25
		Multi-Eng - 765	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT SETTLED BACK ON THE WATER AND THE PILOT LOST CONTROL OF THE AIRCRAFT CAUSING IT TO NOSE OVER ON ITS BACK.

Brief of Accident (Continued)

File No. - 832

8/17/86

CARIBOU LAKE, AK

A/C Reg. No. N3367R

Time (Lcl) - 2000 ADT

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
 2. PERFORMANCE DATA - NOT UNDERSTOOD - PILOT IN COMMAND
 3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

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

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 830 8/18/86 MCNEIL RIVER, AK A/C Reg. No. N146T Time (Lcl) - 2100 ADT

-----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 - PIPER PA-18
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1500
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-C1
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 115 HP

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

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

Weather Data

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

Itinerary

Last Departure Point
PORT ALSWORTH, AK
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

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

Age - 32
Biennial Flight Review
Current - NO
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 66
Make/Model- 22
Instrument- 1
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 22

Instrument Rating(s) - NONE

-----Narrative-----

PILOT APPLIED BRAKES TOO FIRMLY; LOST CONTROL ON LANDING AND AIRCRAFT NOSED OVER ON ITS BACK.

Brief of Accident (Continued)

File No. - 830

8/18/86

MCNEIL RIVER, AK

A/C Reg. No. N146T

Time (Lc1) - 2100 ADT

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

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
 2. IMPROPER USE OF PROCEDURE - 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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 996 8/19/86 PELICAN, AK A/C Reg. No. N45830 Time (Lc1) - 1500 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire
NONE

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

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

Make/Model - LUSCOMBE 8A
Landing Gear - FLOAT
Max Gross Wt - 1400
No. of Seats - 2

Eng Make/Model - CONTINENTAL C-90-8F
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 90 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- UNK/NR
Visibility - 10.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 3000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
PELICAN, AK
Destination
HOONAH, AK

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 SEA

Age - 37
Biennial Flight Review
Current - YES
Months Since - 0
Aircraft Type - 8A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total - 191	Last 24 Hrs - 1
Make/Model- 191	Last 30 Days- 26
Instrument- 5	Last 90 Days- 55

Instrument Rating(s) - NONE

-----Narrative-----

AT ABOUT 1500 ADT ON 8/19/86, THE PLT DEPARTED ON A FLT TO HOONAH, AK. WHEN HE DID NOT RETURN, A SEARCH WAS INITIATED. THE ACFT WAS LOCATED AT 1400 ADT ON THE FOLLOWING DAY WHERE IT HAD CRASHED ON RISING MOUNTAINOUS TERRAIN AT AN ELEV OF ABOUT 1740 FT. AN EXAM REVEALED THE ACFT HAD IMPACTED IN A STEEP NOSE DOWN ATTITUDE. THERE WAS VIRTUALLY NO MOVEMENT AFTER IMPACT. THE ACFT WINGS SHOWED A SLIGHT COUNTER-CLOCKWISE TWIST & THE FLOATS & TAIL CONE WERE CANTED TO THE LEFT. A CHECK OF THE PLT'S BLOOD SHOWED A SLIGHT AMOUNT OF ALCOHOL (0.026%); HOWEVER, THE AMOUNT DUE TO PSBL PUTREFACTION WAS NOT VERIFIED.

Brief of Accident (Continued)

File No. - 996

8/19/86

PELICAN, AK

A/C Reg. No. N45830

Time (Lcl) - 1500 ADT

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

Finding(s)

1. TERRAIN CONDITION - HIGH TERRAIN
 2. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
 3. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
 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

Finding(s)

5. TERRAIN CONDITION - MOUNTAINOUS/HILLY
 6. TERRAIN CONDITION - RISING
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 829	8/19/86	KOTLIK, AK	A/C Reg. No. N4856V	Time (Lcl) - 1330 ADT
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-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Injuries			
	SUBSTANTIAL				
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 - CESSNA 172RGII	Eng Make/Model - LYCOMING O-360-F1A6	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2650	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	MOUNT'N VILLAGE, AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	
Wind Dir/Speed- 170/010 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 1000 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 46	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 913
SE LAND, ME LAND	Months Since - 21	Last 24 Hrs - UNK/NR
	Aircraft Type - 152	Last 30 Days- 3
		Last 90 Days- 3
		Multi-Eng - 13

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED ON APPROACH HE SPOTTED WHAT APPEARED TO BE THE AIRPORT FROM SEVERAL MILES OFF. INSTEAD OF LANDING AT THE AIRPORT, HE LANDED AT A GRAVEL BAR. AFTER TOUCHDOWN THE PILOT LOST CONTROL OF THE AIRCRAFT AND THE AIRCRAFT NOSED OVER ON ITS BACK.

Brief of Accident (Continued)

File No. - 829

8/19/86

KOTLIK, AK

A/C Reg. No. N4856V

Time (Lc1) - 1330 ADT

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

Finding(s)

1. TERRAIN CONDITION - ROUGH/UNEVEN
 2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 3. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
 4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 831	8/20/86	TWO LAKES, AK	A/C Reg. No. N7481K	Time (Lcl) - 1030 ADT
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-----Basic Information-----

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

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

Make/Model - PIPER PA-20	Eng Make/Model - LYCOMING O-320 SERIES	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1728	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 130 HP	

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- UNK/NR</p> <p>Visibility - 40.0 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 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 OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 56	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 2317
SE LAND, SE SEA	Months Since - 22	Make/Model- 2248
	Aircraft Type - PA-20	Instrument- 28
		Last 24 Hrs - 3
		Last 30 Days- 70
		Last 90 Days- 146

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT LOST CONTROL OF THE AIRCRAFT ON THE INITIAL CLIMB. THE PILOT STATED THAT AFTER TAKEOFF THE WIND SHIFTED 180 DEGREES.

Brief of Accident (Continued)

File No. - 831

8/20/86

TWO LAKES, AK

A/C Reg. No. N7481K

Time (Lc1) - 1030 ADT

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

Finding(s)

1. WEATHER CONDITION - GUSTS
 2. WIND INFORMATION - NOT UNDERSTOOD - PILOT IN COMMAND
 3. WEATHER CONDITION - UNFAVORABLE WIND
 4. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
 5. AIRSPEED - NOT MAINTAINED - 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) 1,2,3,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 827 8/20/86 KAMISHAK BAY, AK A/C Reg. No. N39269 Time (Lc1) - 0815 ADT

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

Type Operating Certificate	ON-DEMAND AIR TAXI	Aircraft Damage		Injuries			
Name of Carrier	-TIMOTHY J. LAPORTE	SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-NON SCHED, DOMESTIC, PASSENGER	Fire	Crew	0	0	0	1
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	4
Accident Occurred During	-LANDING						

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

Make/Model	- CESSNA U206	Eng Make/Model	- CONTINENTAL IO-520F	ELT Installed/Activated	- YES/YES
Landing Gear	- FLOAT	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3600	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 300 HP		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		OFF AIRPORT/STRIP	
Method	- N/A	ILIAMNA, AK			
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	- 30.0 SM	ATC/Airspace		Runway Surface	- N/A
Lowest Sky/Clouds	- CLEAR	Type of Flight Plan	- VFR	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 - 35	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - YES	Total - 9642	Last 24 Hrs - 2
SE LAND, ME LAND, SE SEA	Months Since - 1	Make/Model - 3000	Last 30 Days - 75
	Aircraft Type - C-206	Instrument - 136	Last 90 Days - 151
		Multi-Eng - 122	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER TOUCHDOWN IN THE BAY, THE PILOT LOST DIRECTIONAL CONTROL OF THE AIRCRAFT CAUSING THE AIRCRAFT TO NOSE OVER ON ITS BACK IN THE WATER.

Brief of Accident (Continued)

File No. - 827

8/20/86

KAMISHAK BAY, AK

A/C Reg. No. N39269

Time (Lcl) - 0815 ADT

Occurrence LOSS OF CONTROL - ON GROUND

Phase of Operation LANDING - ROLL

Finding(s)

1. TERRAIN CONDITION - ROUGH/UNEVEN
 2. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
 3. IMPROPER USE OF PROCEDURE - PILOT IN COMMAND
 4. WIND INFORMATION - NOT OBTAINED - PILOT IN COMMAND
 5. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
 6. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 848 8/23/86 NABESNA, AK A/C Reg. No. N2994Z Time (Lcl) - 0630 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - PIPER PA-18
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1750
No. of Seats - 2

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 20.0 SM
Lowest Sky/Clouds - 7000 FT SCATTERED
Lowest Ceiling - 16000 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
DEVILS MOUNTAIN, AK
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 46

Biennial Flight Review

Current - YES
Months Since - 13
Aircraft Type - PA-18

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	258	Last 24 Hrs	-	1
Make/Model	-	258	Last 30 Days	-	15
Instrument	-	0	Last 90 Days	-	30

Instrument Rating(s) - NONE

-----Narrative-----

DURING THE INITIAL CLIMBOUT THE PILOT STALLED THE AIRCRAFT, LOST CONTROL AND CRASHED OFF THE DEPARTED END OF THE AIRSTRIP. AT THE TIME OF THE ACCIDENT, THE PILOT DEPARTED WITH A TAILWIND.

Brief of Accident (Continued)

File No. - 848

8/23/86

NABESNA, AK

A/C Reg. No. N2994Z

Time (Lc1) - 0630 ADT

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

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
 2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 3. WEATHER CONDITION - TAILWIND
 4. WEATHER EVALUATION - IMPROPER - PILOT IN COMMAND
 5. JUDGEMENT - POOR - PILOT IN COMMAND
 6. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 7. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
-

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 891	8/23/86	TALKEETNA, AK	A/C Reg. No. N70021	Time (Lcl) - 1100 ADT
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-----Basic Information-----

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

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

Make/Model - CESSNA A-185E	Eng Make/Model - CONTINENTAL IO-520	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3300	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 300 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	ANCHORAGE, AK	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	CHICKLOON RIVER, AK	Runway Ident - N/A
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 45	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 780
SE LAND, SE SEA	Months Since - 6	Make/Model- 83
	Aircraft Type - UNK/NR	Instrument- 58
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 25
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT LOST CONTROL UPON LANDING ON A GRAVEL BAR AND NOSED OVER.

Brief of Accident (Continued)

File No. - 891

8/23/86

TALKEETNA, AK

A/C Reg. No. N70021

Time (Lc1) - 1100 ADT

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

Finding(s)

1. TERRAIN CONDITION - LOOSE GRAVEL/SANDY
 2. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
 3. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 849 8/26/86 STONEY RIVER, AK A/C Reg. No. N400TH Time (Lcl) - 1030 ADT

-----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	2

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

Make/Model - PIPER PA-32-260
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3600
No. of Seats - 6

Eng Make/Model - LYCOMING O-540-B4B5
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 260 HP

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

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

Weather Data

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

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - 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, SE SEA

Age - 33
Biennial Flight Review
Current - YES
Months Since - 22
Aircraft Type - PA-32

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 1983
Make/Model- 25
Instrument- 30
Multi-Eng - 1515
Last 24 Hrs - 2
Last 30 Days- 110
Last 90 Days- 233

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT AFTER LIFTOFF HE FAILED TO MAINTAIN AIRSPEED. THE AIRCRAFT STALLED AND CRASHED INTO THE RIVER.

Brief of Accident (Continued)

File No. - 849

8/26/86

STONEY RIVER, AK

A/C Reg. No. N400TH

Time (Lcl) - 1030 ADT

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

Finding(s)

1. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
 2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 3. ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
 4. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
-

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

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 875	8/27/86	DRY CREEK, AK	A/C Reg. No. N5582C	Time (Lcl) - 1030 ADT
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-----Basic Information-----

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

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

Make/Model - PIPER PA-18	Eng Make/Model - LYCOMING O-320	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1750	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 160 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	FAIRBANKS, AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	Runway Ident - N/A
Wind Dir/Speed- 110/010 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 30.0 SM	Type of Flight Plan - COMPANY (VFR)	Runway Surface - N/A
Lowest Sky/Clouds - 3000 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 3500 FT OVERCAST	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)
PRIVATE	Current - YES	Total - 2320
SE LAND, SE SEA	Months Since - 15	Last 24 Hrs - 1
	Aircraft Type - PA-18	Make/Model- 2166
		Instrument- 47
		Last 30 Days- 50
		Last 90 Days- 107

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT HE HAD ADEQUATE CLEARANCE OVER THE TREES DURING THE APPROACH, THE AIRCRAFT JUST SEEMED TO STALL MUSH INTO THE TREE TOPS. THE AIRCRAFT'S AIRSPEED WAS BELOW STALL SPEED.

Brief of Accident (Continued)

File No. - 875

8/27/86

DRY CREEK, AK

A/C Reg. No. N5582C

Time (Lcl) - 1030 ADT

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

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
 2. WIND INFORMATION - NOT IDENTIFIED - PILOT IN COMMAND
 3. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
 4. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 5. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
-

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

Finding(s)

6. OBJECT - TREE(S)
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 890 8/29/86 ILIAMNA, AK A/C Reg. No. N5227R Time (Lcl) - 1700 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	2

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

Make/Model - CESSNA 182	Eng Make/Model - CONTINENTAL IO-520	ELT Installed/Activated - YES/YES
Landing Gear - FLOAT	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3320	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 300 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	Runway Ident - N/A
Wind Dir/Speed- 120/020 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - UNK/NR SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 4500 FT OVERCAST	Type Apch/Lndg - NONE	
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 - 2075
SE LAND, SE SEA	Months Since - 14	Make/Model- 28
	Aircraft Type - CE-180	Instrument- 20
		Multi-Eng - UNK/NR
		Last 24 Hrs - 2
		Last 30 Days- 40
		Last 90 Days- 80
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT HE LOST CONTROL OF THE AIRCRAFT; THE AIRCRAFT STALLED ON TAKEOFF AND THE AIRCRAFT STRUCK THE LAKE AND ROLLED OVER ON THE GRAVEL BAR.

Brief of Accident (Continued)

File No. - 890

8/29/86

ILIAMNA,AK

A/C Reg. No. N5227R

Time (Lcl) - 1700 ADT

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

Finding(s)

1. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
 2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 4. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
-

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

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 905 8/29/86 SUSITNA RIVER, AK A/C Reg. No. N1177E Time (Lcl) - 1215 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

Make/Model - BELLANCA 8KCAB
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1350
No. of Seats - 2

Eng Make/Model - LYCOMING IO-360
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 180 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 - 40.0 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 - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

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

Age - 56
Biennial Flight Review
Current - YES
Months Since - 6
Aircraft Type - PA-18

Medical Certificate - UNK/NR

Flight Time (Hours)	
Total	- 26000
Make/Model	- 510
Instrument	- 150
Multi-Eng	- 20000
Last 24 Hrs	- 2
Last 30 Days	- UNK/NR
Last 90 Days	- 250
Rotorcraft	- 120

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT WAS DEMONSTRATING INVERTED FLIGHT TO THE STUDENT PILOT AND AFTER ONE MINUTE OF FLIGHT IN THAT ATTITUDE THE ENGINE BEGAN TO RUN ROUGH AND THEN FINALLY FAILED. THE PILOT PERFORMED A FORCED LANDING AND DURING THE LANDING ROLL THE AIRPLANE NOSED OVER.

Brief of Accident (Continued)

File No. - 905

8/29/86

SUSITNA RIVER, AK

A/C Reg. No. N1177E

Time (Lc1) - 1215 ADT

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

Finding(s)

1. FLUID, FUEL - EXHAUSTION
 2. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
 3. JUDGEMENT - POOR - PILOT IN COMMAND
 4. FLIGHT MANUALS - NOT UNDERSTOOD - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 896	9/05/86	FAREWELL, AK	A/C Reg. No. N5907Y	Time (Lcl) - 1430 ADT
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----Basic Information----

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

----Aircraft Information----

Make/Model - PIPER PA-18	Eng Make/Model - LYCOMING O-320-A2BTC	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1850	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 160 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	GRAVEL BAR, AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	GRAVEL BAR, AK	
Wind Dir/Speed- 070/010 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 100.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - N/A
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)	
PRIVATE	Current - NO	Total - 800	Last 24 Hrs - 5
SE LAND	Months Since - UNK/NR	Make/Model- 559	Last 30 Days- UNK/NR
	Aircraft Type - CE-150	Instrument- UNK/NR	Last 90 Days- 44
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

----Narrative----

AIRCRAFT LOST CONTROL AND CRASHED WHILE ATTEMPTING TAKEOFF FROM GRAVEL BAR. PILOT ESTIMATED LEFT CROSSWIND TO BE 10 GUSTING TO 30 KNOTS.

Brief of Accident (Continued)

File No. - 896

9/05/86

FAREWELL,AK

A/C Reg. No. N5907Y

Time (Lc1) - 1430 ADT

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

Finding(s)

1. TERRAIN CONDITION - ROUGH/UNEVEN
 2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
 3. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
 4. WEATHER CONDITION - GUSTS
 5. JUDGEMENT - POOR - PILOT IN COMMAND
 6. WEATHER CONDITION - CROSSWIND
 7. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
-

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 902	9/11/86	BRADLEY LAKE, AK	A/C Reg. No. N86992	Time (Lcl) - 1100 ADT
-----Basic Information-----				
Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage SUBSTANTIAL	Injuries	
Type of Operation	-PERSONAL	Fire	Fatal	Serious
Flight Conducted Under	-14 CFR 91	Crew	0	0
Accident Occurred During	-LANDING	Pass	0	0
				Minor
				None
				1
				1
-----Aircraft Information-----				
Make/Model	- BELLANCA 8GCBC	Eng Make/Model	- LYCOMING O-320	ELT Installed/Activated - YES/NO
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System - YES
Max Gross Wt	- 2352	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	OFF AIRPORT/STRIP	
Method	- N/A	HOMER, AK		
Completeness	- N/A	Destination	Airport Data	
Basic Weather	- VMC	SAME AS ACC/INC		
Wind Dir/Speed	- CALM	ATC/Airspace	Runway Ident	- N/A
Visibility	- 50.0 SM	Type of Flight Plan	Runway Lth/Wid	- N/A
Lowest Sky/Clouds	- CLEAR	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 - 45	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT		
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)		
PRIVATE	Current - YES	Total	- 271	Last 24 Hrs - 2
SE LAND	Months Since - 4	Make/Model	- 271	Last 30 Days - 20
	Aircraft Type - 8GCBC	Instrument	- 2	Last 90 Days - 51
Instrument Rating(s) - NONE				
-----Narrative-----				
DURING THE LANDING ROLL THE PILOT LOST DIRECTIONAL CONTROL OF THE AIRCRAFT CAUSING THE AIRCRAFT TO VEEER TO THE RIGHT AND NOSED OVER ON ITS BACK. THE PLT WAS LANDING OFF THE ARPT ON A SAND/GRAVEL BAR AND DUE TO THE ROUGH AND UNEVEN NATURE OF THE TERRAIN WAS UNABLE TO MAINTAIN DIRECTIONAL CONTROL OF THE ACFT.				

Brief of Accident (Continued)

File No. - 902

9/11/86

BRADLEY LAKE, AK

A/C Reg. No. N86992

Time (Lc1) - 1100 ADT

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

Finding(s)

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

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

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

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. - 898 9/12/86 TALKEETNA, AK A/C Reg. No. N20617 Time (Lcl) - 1010 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
UNK/NR

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

Make/Model - FAIRCHILD 24-J
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 3409
No. of Seats - 2

Eng Make/Model - RANGER 200
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 200 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- 360/005 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
WASILLA, 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)
COMMERCIAL, CFI
SE LAND, SE SEA

Age - 26
Biennial Flight Review
Current - YES
Months Since - 15
Aircraft Type - CE-185

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 2699
Make/Model- 30
Instrument- 78
Last 24 Hrs - 4
Last 30 Days- 70
Last 90 Days- 186

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER TOUCHDOWN ON A GRAVEL BAR THE PILOT LOST DIRECTIONAL CONTROL OF THE AIRCRAFT CAUSING THE AIRCRAFT TO GROUND LOOP TO THE LEFT.

Brief of Accident (Continued)

File No. - 898

9/12/86

TALKEETNA, AK

A/C Reg. No. N20617

Time (Lcl) - 1010 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
6. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 897	9/13/86	NAKNEK, AK	A/C Reg. No. N1712P	Time (Lcl) - 1645 ADT
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----Basic Information----

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

----Aircraft Information----

Make/Model - PIPER PA-22	Eng Make/Model - LYCOMING O-320-A2B	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 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	SAME AS ACC/INC	Runway Ident - N/A
Wind Dir/Speed- 180/010 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

----Personnel Information----

Pilot-In-Command	Age - 38	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - NO	Total - 2400
SE LAND	Months Since - 96	Make/Model- 2400
	Aircraft Type - PA-18	Instrument- 0
		Last 24 Hrs - 2
		Last 30 Days- 40
		Last 90 Days- 90

Instrument Rating(s) - NONE

----Narrative----

DURING THE TAXI TO TAKEOFF PHASE A STRONG GUST OF WIND LIFTED THE LEFT WING CAUSING THE AIRPLANE TO FLIP OVER ON ITS BACK.

Brief of Accident (Continued)

File No. - 897

9/13/86

NAKNEK, AK

A/C Reg. No. N1712P

Time (Lcl) - 1645 ADT

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

Finding(s)

1. WEATHER CONDITION - HIGH WIND
 2. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
 3. WEATHER CONDITION - GUSTS
 4. WIND INFORMATION - NOT ATTAINED - PILOT IN COMMAND
 5. WEATHER EVALUATION - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
Phase of Operation TAXI - TO TAKEOFF

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 893	9/13/86	ANCHORAGE, AK	A/C Reg. No. N82064	Time (Lcl) - 1800 ADT
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-----Basic Information-----

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

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

Make/Model - PIPER PA-18	Eng Make/Model - LYCOMING O-320-A2B	ELT Installed/Activated - YES/NO
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	ON AIRPORT
Method - N/A	BIG LAKE, AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	ANCHORAGE, AK	ANCHORAGE
Wind Dir/Speed- 300/005 KTS	ATC/Airspace	Runway Ident - 32
Visibility - 60.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 10496/ 150
Lowest Sky/Clouds - 20000 FT THIN OVC	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
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 - YES	Total - 300
SE LAND, SE SEA	Months Since - 7	Make/Model- 300
	Aircraft Type - PA18150	Instrument- 1
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 23
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

PILOT LOST CONTROL OF AIRCRAFT AFTER TOUCHDOWN ON RUNWAY DUE TO STRONG CROSSWIND GUST, CAUSING RIGHT WING TIP TO HIT GROUND.

Brief of Accident (Continued)

File No. - 893

9/13/86

ANCHORAGE, AK

A/C Reg. No. N82064

Time (Lc1) - 1800 ADT

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

Finding(s)

1. WEATHER CONDITION - GUSTS

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

Finding(s)

2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #3 DRAGGED WING, ROTOR, POD, OR FLOAT
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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 894	9/15/86	EUREKA,AK	A/C Reg. No. N9656P	Time (Lcl) - 1000 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	-TAKEOFF			
-----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		EUREKA,AK		
Completeness - N/A		Destination	Airport Data	
Basic Weather - VMC		EUREKA,AK		
Wind Dir/Speed- 180/003 KTS		ATC/Airspace	Runway Ident - N/A	
Visibility - 60.0 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 - 66	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT		
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)		
COMMERCIAL	Current - YES	Total - 8275	Last 24 Hrs - 6	
SE LAND,ME LAND,SE SEA	Months Since - 6	Make/Model- UNK/NR	Last 30 Days- UNK/NR	
	Aircraft Type - PA-18	Instrument- UNK/NR	Last 90 Days- UNK/NR	
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR	
Instrument Rating(s) - AIRPLANE				
-----Narrative-----				
AIRCRAFT LEFT THE GRAVEL STRIP AND NOSED OVER DUE TO THE REAR SEAT PASSENGER PUSHING ON THE RIGHT REAR RUDDER PEDAL JUST AS THE AIRCRAFT BECAME AIRBORNE.				

Brief of Accident (Continued)

File No. - 894

9/15/86

EUREKA, AK

A/C Reg. No. N9656P

Time (Lcl) - 1000 ADT

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

Finding(s)

1. CONTROL INTERFERENCE - INADVERTENT - PASSENGER

Occurrence #2 NOSE OVER
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 906 9/20/86 WOOD RIVER, AK A/C Reg. No. N4421Z Time (Lcl) - 1800 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire
NONE

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

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

Make/Model - PIPER PA-18-150
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1750
No. of Seats - 2

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

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

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

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 090/005 KTS
Visibility - 5.0 SM
Lowest Sky/Clouds - UNK/NR SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - RAIN
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
SAME AS ACC/INC

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

Airport Proximity
OFF AIRPORT/STRIP

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

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

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

Age - 43
Biennial Flight Review
Current - YES
Months Since - 16
Aircraft Type - PA-18

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 600 Last 24 Hrs - 1
Make/Model- 600 Last 30 Days- 20
Instrument- 1 Last 90 Days- 55

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT AFTER LIFT OFF THE PILOT LOST CONTROL OF THE AIRCRAFT DUE TO THE LEFT CROSSWIND.

Brief of Accident (Continued)

File No. - 906

9/20/86

WOOD RIVER, AK

A/C Reg. No. N4421Z

Time (Lcl) - 1800 ADT

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

Finding(s)

1. WIND INFORMATION - NOT ATTAINED - PILOT IN COMMAND
 2. WEATHER CONDITION - CROSSWIND
 3. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
 4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

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

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 901	9/21/86	TUTNA LAKE, AK	A/C Reg. No. N5461Y	Time (Lcl) - 0945 ADT
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-----Basic Information-----

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

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

Make/Model - PIPER PA-12	Eng Make/Model - LYCOMING O-320	ELT Installed/Activated - YES/YES
Landing Gear - FLOAT	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- 360/010 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 75.0 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 - 32	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 225
SE LAND, SE SEA	Months Since - 15	Make/Model- 145
	Aircraft Type - PA-12	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- 20
		Last 90 Days- 45

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT JUST AFTER LIFT OFF, A LEFT CROSSWIND FORCED THE LEFT WING UP, CAUSING THE RIGHT FLOAT TO STRIKE THE WATER.

Brief of Accident (Continued)

File No. - 901

9/21/86

TUTNA LAKE, AK

A/C Reg. No. N5461Y

Time (Lcl) - 0945 ADT

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
 3. WEATHER CONDITION - GUSTS
 4. ALTITUDE - NOT ATTAINED - PILOT IN COMMAND
 5. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
 6. DIRECTIONAL CONTROL - NOT MAINTAINED - 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) 2,4,5,6

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 907 9/26/86 PILOT POINT, AK A/C Reg. No. N4371A Time (Lcl) - 1830 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL		Fatal	0	0	0
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-18	Eng Make/Model - LYCOMING O-360	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- 090/015 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 500 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 1000 FT OVERCAST	Type Apch/Lndg - UNK/NR	
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 - 1300
SE LAND, ME LAND	Months Since - 16	Make/Model- 400
	Aircraft Type - PA-18	Instrument- 90
		Multi-Eng - 900
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 60

Instrument Rating(s) - AIRPLANE

-----Narrative-----

Brief of Accident (Continued)

File No. - 907

9/26/86

PILOT POINT, AK

A/C Reg. No. N4371A

Time (Lcl) - 1830 ADT

Occurrence #1 LOSS OF CONTROL - ON GROUND

Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
 2. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN

Phase of Operation TAKEOFF - GROUND RUN

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 887 3/30/86 FORT RUCKER,AL A/C Reg. No. N8140Y Time (Lcl) - 2027 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

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

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

Make/Model - PIPER PA-28RT-201T
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2900
No. of Seats - 4

Eng Make/Model - CONTINENTAL TSIO-360-FB
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 200 HP

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 240/002 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - 1500 FT SCATTERED
Lowest Ceiling - 25000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
FORT RUCKER,AL
Destination
DOTHAN,AL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

CAIRNS AAF
Runway Ident - 06
Runway Lth/Wid - 4500/ 150
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 36
Biennial Flight Review
Current - YES
Months Since - 5
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total	- 3883
Last 24 Hrs	- 5
Last 30 Days	- UNK/NR
Last 90 Days	- 300
Rotorcraft	- 1515
Multi-Eng	- 220

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

THE X-C FLT DEPARTED KILLEEN, TX, WITH AN INTERMEDIATE STOP AT ALEXANDRIA, LA. A PASSENGER WAS DISEMBARKED AT CAIRNS AAF AND DURING DEPARTURE FOR DOTHAN, THE AIRCRAFT'S ENGINE SPUTTERED AND LOST POWER. THE AIRCRAFT COLLIDED WITH TREES NEAR THE AIRPORT. PRIOR TO DEPARTURE ONE PILOT STATED THAT FUEL GAUGES INDICATED 3 GAL IN LEFT AND 8 GAL IN RIGHT. LESS THAN 1 GAL WAS DRAINED FROM THE LEFT TANK. THE TACHOMETER INDICATED TOTAL FLIGHT TIME OF 5.01 HOURS. THE ENGINE WAS TESTED AND RAN PROPERLY.

Brief of Accident (Continued)

File No. - 887

3/30/86

FORT RUCKER, AL

A/C Reg. No. N8140Y

Time (Lcl) - 2027 CST

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

Finding(s)

1. FUEL SYSTEM - STARVATION
2. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
3. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

4. OBJECT - TREE(S)

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

Finding(s)

5. TERRAIN CONDITION - GROUND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 878 5/15/86 BAY MINETTE,AL A/C Reg. No. N52911 Time (Lcl) - 0730 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		1	0	0	0
Pass		0	0	0	0

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

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

Eng Make/Model - CONTINENTAL O-47OR
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 230 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - IMC
Wind Dir/Speed-
Visibility - .100 SM
Lowest Sky/Clouds - 2000 FT SCATTERED
Lowest Ceiling - 15000 FT
Obstructions to Vision- FOG
Precipitation - NONE
Condition of Light - DAWN

Itinerary

Last Departure Point
CORDELE,GA
Destination
BAY MINETTE,AL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 58
Biennial Flight Review
Current - UNK/NR
Months Since - 2
Aircraft Type - UNK/NR

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

Total	- 18250	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 TREES DURING A DESCENT. THE PLT WAS ATTEMPTING TO FLY BELOW THE OVERCAST TO DETERMINE HIS LOCATION. THE PLT RADIOED JUST PRIOR TO HIS DESCENT TO ANNOUNCE HIS INTENTIONS TO HIS DESTINATION UNICOM. THERE WERE NO FURTHER COMMUNICATIONS WITH THE FLT.

Brief of Accident (Continued)

File No. - 878

5/15/86

BAY MINETTE, AL

A/C Reg. No. N52911

Time (Lcl) - 0730 CDT

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

Finding(s)

1. OBJECT - TREE(S)
 2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
 3. WEATHER CONDITION - FOG
 4. VFR FLIGHT INTO IMC - ATTEMPTED - PILOT IN COMMAND
 5. JUDGEMENT - POOR - PILOT IN COMMAND
-

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

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 823 5/17/86 DOTHAN,AL A/C Reg. No. N1239U Time (Lcl) - 0800 EDT

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

Type Operating Certificate	NONE (GENERAL AVIATION)	Aircraft Damage					
		SUBSTANTIAL					
Type of Operation	-EXECUTIVE/CORPORATE	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	- CESSNA T210N	Eng Make/Model	- CONTINENTAL TS10-520-AF	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 4000	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 310 HP		

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

Weather Data	Itinerary	Airport Proximity	
Wx Briefing	Last Departure Point	OFF AIRPORT/STRIP	
Method	HOUSTON,MS		
Completeness	Destination	Airport Data	
Basic Weather	SAME AS ACC/INC	DOTHAN	
Wind Dir/Speed		Runway Ident	- N/A
Visibility		Runway Lth/Wid	- N/A
Lowest Sky/Clouds	- 25000 FT SCATTERED	Runway Surface	- DIRT
Lowest Ceiling	- NONE	Runway Status	- DRY
Obstructions to Vision	- NONE		
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 23	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current	- YES	Total - 2100
SE LAND,ME LAND	Months Since	- 2	Make/Model - 50
	Aircraft Type	- UNK/NR	Instrument - 350
			Multi-Eng - 700

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE ON FINAL APPROACH FOR LANDING THE AIRCRAFT LOST TOTAL POWER AND THE PILOT ATTEMPTED A FORCED LANDING ON A ROAD. THE AIRCRAFT LANDED ACROSS THE ROAD AND RAN INTO AN OPEN FIELD. THE PILOT STATED THAT THE AIRCRAFT RAN OUT OF FUEL.

Brief of Accident (Continued)

File No. - 823

5/17/86

DOTHAN,AL

A/C Reg. No. N1239U

Time (Lcl) - 0800 EDT

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. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND
4. REFUELING - NOT PERFORMED - PILOT IN COMMAND
5. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

6. TERRAIN CONDITION - OPEN FIELD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 889 5/24/86 ATMORE,AL A/C Reg. No. N83JW Time (Lcl) - 1635 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire Crew Pass
NONE 0 0

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

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

Eng Make/Model - LYCOMING IO-320-E1A
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 150 HP

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

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

Weather Data

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

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

ATMORE
Runway Ident - N/A
Runway Lth/Wid - 1900-N/A
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 35

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	- 3500
Make/Model-	15
Instrument-	UNK/NR
Multi-Eng	- UNK/NR
Last 24 Hrs	- 3
Last 30 Days-	UNK/NR
Last 90 Days-	UNK/NR
Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT CRASHED ALMOST VERTICALLY FROM APRX 250/300 FT AGL AFTER ROLLING INVERTED AT THE COMPLETION OF A DOUBLE SNAP ROLL TO THE RT. THE ACFT SLOWED DURING THE ROLLS AND APPEARED TO BE TOO SLOW TO CONTROL THE STOPPING OF THE ROLLS. THE ACFT CONTINUED TO ROLL ONTO ITS BACK AND NOSED DOWN TO DESCEND TO GROUND IMPACT. THE ENGINE WAS DEVELOPING FULL POWER THROUGHOUT THE MANEUVER, ACCORDING TO WITNESSES. THE ALT WAS TOO LOW FOR AN EFFECTIVE RECOVERY BEFORE GROUND IMPACT. INVESTIGATION REVEALED NO MALFUNCTIONS OR DEFECTS OF A CONTRIBUTORY NATURE IN THE ACFT.

Brief of Accident (Continued)

File No. - 889

5/24/86

ATMORE,AL

A/C Reg. No. N83JW

Time (Lc1) - 1635 CDT

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

Finding(s)

1. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
 2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 3. MANEUVER - MISJUDGED - PILOT IN COMMAND
-

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

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 804 5/26/86 EUFAULA, AL A/C Reg. No. N4003X Time (Lcl) - 0830 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 - LANDING

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

Make/Model - AERO COMMANDER 100
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2250
No. of Seats - 4

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 140/003 KTS
Visibility - 5.0 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
CORDELE, GA
Destination
BAY MINETTE, AL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 35

Biennial Flight Review

Current - YES
Months Since - 1
Aircraft Type - AC-100

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

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

Instrument Rating(s) - NONE

-----Narrative-----

DURING A DESCENT OF 400-500 FPM AT 120-125 MPH THE WINDSHIELD BLEW INTO THE AIRCRAFT. A PORTION OF THE WINDSHIELD REMAINED ATTACHED TO THE ACFT, FOLDED UP SO AS TO JUT ABOVE THE CABIN ROOF AND ACTED AS A SPOILER. LEVEL FLIGHT COULD NOT BE MAINTAINED DUE TO THE INCREASED DRAG AND A FORCED LANDING WAS MADE IN A PLOWED FIELD. THE PASSENGER REPORTED THAT THERE WAS A PRE-EXISTING CRACK IN THE WINDSHIELD 8 TO 10 INCHES IN LENGTH FROM THE RIGHT CORNER TOWARD THE CENTER. THE ENDS OF THE CRACK WERE STOP DRILLED AND BOLTS INSTALLED IN THE DRILLED HOLES.

Brief of Accident (Continued)

File No. - 804

5/26/86

EUFAULA,AL

A/C Reg. No. N4003X

Time (Lc1) - 0830 CDT

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

Finding(s)

1. WINDOW,FLIGHT COMPARTMENT WINDOW/WINDSHIELD - PREVIOUS DAMAGE
 2. WINDOW,FLIGHT COMPARTMENT WINDOW/WINDSHIELD - FAILURE,TOTAL
 3. AIRCRAFT PREFLIGHT - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

4. LEVEL OFF - NOT POSSIBLE - PILOT IN COMMAND
-

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) 1,2,3

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 886 7/19/86 ORANGE BEACH, AL A/C Reg. No. N11703 Time (Lcl) - 1408 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

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

Eng Make/Model - LYCOMING IO-320-E2A
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 150 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 180/006 KTS
Visibility - 50.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
GULFSHORES, AL
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

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

Age - 22
Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 772 Last 24 Hrs - 7
Make/Model- 321 Last 30 Days- UNK/NR
Instrument- 59 Last 90 Days- 359
Multi-Eng - 33

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A BANNER TOWING FLIGHT ALONG A BEACH, THE AIRCRAFT LOST POWER AND THE PILOT ATTEMPTED A LANDING ON THE BEACH OF A SMALL ISLAND. DURING LANDING ROLL THE AIRCRAFT ROLLED INTO THE WATER AND FLIPPED INVERTED. THE OPERATOR OF THE AIRCRAFT REPORTED THAT THE EXHAUST PIPE SEPARATED FROM THE MUFFLER RESULTING IN A LOSS OF POWER.

Brief of Accident (Continued)

File No. - 886

7/19/86

ORANGE BEACH, AL

A/C Reg. No. N11703

Time (Lcl) - 1408 CDT

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

Finding(s)

1. EXHAUST SYSTEM, MANIFOLD - SEPARATION

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

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

Finding(s)

2. TERRAIN CONDITION - SAND BAR
3. TERRAIN CONDITION - WET

-----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. - 980 7/24/86 LEWISVILLE, AR A/C Reg. No. N6997K Time (Lcl) - 1500 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

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

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

Make/Model - GRUMMAN G-164B
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 6000
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 - YES

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 200/008 KTS
Visibility - 5.0 SM
Lowest Sky/Clouds - UNK/NR SCATTERED
Lowest Ceiling - BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
LEWISVILLE, AR
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRSTRIP

Airport Data

PRIVATE
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - GRASS/TURF
Runway Status - WET

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

Pilot-In-Command

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

Age - 33

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 7000	Last 24 Hrs	- UNK/NR
Make/Model-	5000	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	300

Instrument Rating(s) - NONE

-----Narrative-----

THE PIC MADE A LANDING TO A RAIN SOAKED SOD Rwy WHEN THE ACFT'S RIGHT MAIN GEAR FELL INTO A LARGE MUD HOLE DURING THE LANDING ROLL AND THE ACFT FLIPPED INVERTED. THE SUBSEQUENT FLIPPING ACTION SUBSTANTIALLY DAMAGED THE ACFT.

Brief of Accident (Continued)

File No. - 980

7/24/86

LEWISVILLE, AR

A/C Reg. No. N6997K

Time (Lcl) - 1500 CDT

Occurrence NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

1. TERRAIN CONDITION - SOFT
2. TERRAIN CONDITION - WET
3. TERRAIN CONDITION - ROUGH/UNEVEN
4. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
5. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 854 2/07/86 FLAGSTAFF, AZ A/C Reg. No. N5340X Time (Lcl) - 1600 MST

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

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

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

Make/Model	- CESSNA TU206G	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		OFF AIRPORT/STRIP	
Method	- N/A	SCOTTSDALE, AZ			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	UNK/NR		PULLIAM	
Wind Dir/Speed	- 180/009 KTS			Runway Ident	- N/A
Visibility	- 20.0 SM	ATC/Airspace		Runway Lth/Wid	- N/A
Lowest Sky/Clouds	- UNK/NR	Type of Flight Plan	- NONE	Runway Surface	- DIRT
Lowest Ceiling	- NONE	Type of Clearance	- NONE	Runway Status	- DRY
Obstructions to Vision	- NONE	Type Apch/Lndg	- FORCED LANDING		
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

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

Pilot-In-Command	Age - 24	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE, ATP	Current - YES	Total - 1200	Last 24 Hrs - 7
SE LAND, ME LAND	Months Since - 1	Make/Model - 45	Last 30 Days - 75
	Aircraft Type - C-172	Instrument - 78	Last 90 Days - 200
		Multi-Eng - 300	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE RETURNING FROM GRAND CANYON, AZ, 14 CFR 135 SIGHTSEEING FLT TO SCOTTSDALE, AZ, THE PLT REPORTED THE ACFT EXPERIENCED A POWER LOSS; ALL OTHER INSTRUMENT INDICATIONS WERE NORMAL. THE PLT ENRICHED THE MIXTURE AND CHANGED FUEL TANKS BUT TO NO AVAIL. THE PLT ELECTED TO DIVERT TO PULLIAM ARPT (FLG), FLAGSTAFF, AZ. AFTER TURNING THE ACFT TOWARDS FLG SMOKE BEGAN TO ENTER THE CABIN AREA FROM BENEATH THE INST PANEL. AFTER SECURING ALL ELECTRICAL POWER THE SMOKE DIMINISHED MOMENTARILY. SHORTLY THEREAFTER THE ENGINE BEGAN TO LOSE MORE POWER AND THE CABIN BEGAN TO FILL UP WITH SMOKE. THE PILOT ELECTED TO LAND IN AN OPEN FLD. DURING THE LANDING ROLL, THE ACFT STRUCK 3 FENCE LINES AND A DIRT EMBANKMENT. EXAM OF THE ENGINE DSCLSD THE NO. 1 CYLINDER AFT ATTACH EXH STUDS HAD SHEARED OFF AND THE FWD STUDS ATTACH NUTS WERE LOOSE.

Brief of Accident (Continued)

File No. - 854

2/07/86

FLAGSTAFF, AZ

A/C Reg. No. N5340X

Time (Lcl) - 1600 MST

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

Finding(s)

1. EXHAUST SYSTEM, STACK - LOOSE

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

2. OBJECT - FENCE

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

Finding(s)

3. TERRAIN CONDITION - ROUGH/UNEVEN

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

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

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. - 976	4/19/86	PHOENIX, AZ	A/C Reg. No. N6661Z	Time (Lc1) - 1500 MST
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-----Basic Information-----

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

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

Make/Model - PIPER PA-25-235	Eng Make/Model - LYCOMING O-540 SERIES	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2900	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 235 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	PLEASANT VALLEY
Wind Dir/Speed- 120/006 KTS	ATC/Airspace	Runway Ident - 23
Visibility - 60.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4000/ 100
Lowest Sky/Clouds - 250 FT THIN BKN	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 23	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 755
SE LAND	Months Since - 22	Make/Model- 160
	Aircraft Type - UNK/NR	Instrument- 35
		Last 24 Hrs - 1
		Last 30 Days- 11
		Last 90 Days- 80

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH THE GROUND RT WING FIRST AFTER A HIGH SINK RATE DEVELOPED IN A 45 DEGREE INTERCEPT TO FINAL WITH 30 DEGREES OF BANK AND FULL FLAPS. THE PLT FELT THE ACFT SINKING AND ATTEMPTED TO STOP IT WITH POWER AND REDUCED ANGLE OF BANK. HE STATED THAT HE WAS UNABLE TO ARREST THE DESCENT AND "COULD NOT 3PT IT" BEFORE IMPACT. THE PLT HAD JUST BEGUN OPERATIONS AT THIS LOCALITY. THE DENSITY ALT WAS COMPUTED TO BE 3800 FT.

Brief of Accident (Continued)

File No. - 976

4/19/86

PHOENIX,AZ

A/C Reg. No. N6661Z

Time (Lc1) - 1500 MST

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

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
 2. PLANNED APPROACH - MISJUDGED - PILOT IN COMMAND
 3. MANEUVER - NOT CORRECTED - PILOT IN COMMAND
-

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

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 857	4/28/86	BENSON, AZ	A/C Reg. No. N5RM	Time (Lcl) - 1500 MST
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-----Basic Information-----

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

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

Make/Model - SCHEMPP-HIRTH STANDARD CIRRUS	Eng Make/Model - N/A	ELT Installed/Activated - NO -N/A
Landing Gear - UNK/NR	Number Engines - N/A	Stall Warning System - NO
Max Gross Wt - 860	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	WILLCOX, AZ	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	EL TIRO, AZ	
Wind Dir/Speed- 030/006 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 25000 FT THIN BKN	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling -	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - UNK/NR	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1340
SE LAND	Months Since - 5	Make/Model- 281
GLIDER	Aircraft Type - C-172	Instrument- 72
		Last 24 Hrs - 3
		Last 30 Days- 11
		Last 90 Days- 15

Instrument Rating(s) - AIRPLANE

-----Narrative-----

A SCHEMPP-HIRTH STANDARD CIRRUS GLIDER COLLIDED WITH ROCKS ON LANDING ROLL IN AN OPEN FIELD. THE PILOT STATED HE WAS COMPETING IN AN AIR MEET. WHILE ENROUTE HE LOST ALTITUDE AND WAS UNABLE TO REGAIN IT. HE SELECTED AN OPEN FIELD TO LAND IN, BUT DID NOT SEE THE ROCKS UNTIL AFTER THE ON GROUND COLLISION.

Brief of Accident (Continued)

File No. - 857

4/28/86

BENSON,AZ

A/C Reg. No. N5RM

Time (Lcl) - 1500 MST

Occurrence #1 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

1. AIRCRAFT HANDLING - INADEQUATE - PILOT IN COMMAND
 2. ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
 3. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. TERRAIN CONDITION - ROUGH/UNEVEN
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 856	5/02/86	WICKENBERG, AZ	A/C Reg. No. N48600	Time (Lcl) - 1020 MST
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----Basic Information----

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

----Aircraft Information----

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235 SERIES	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 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	MESA, AZ	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	WICKENBURG, AZ	WICKENBURG MUNI
Wind Dir/Speed- 120/005 KTS	ATC/Airspace	Runway Ident - 05
Visibility - 30.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 5050/ 60
Lowest Sky/Clouds - 6000 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 - 38	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 50
	Months Since - N/A	Last 24 Hrs - UNK/NR
	Aircraft Type - N/A	Make/Model- 50
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 50

Instrument Rating(s) - NONE

----Narrative----

A CESSNA 152 VEERED OFF THE RWY AND NOSED OVER WHILE ON A VFR SOLO CROSS COUNTRY TRAINING FLT. THE PLT INDICATED THAT DURING ROLL THE ACFT BEGAN OSCILLATING UP AND DOWN FOR APRX 100 FEET OF TRAVEL DOWN THE RUNWAY. THE ACFT THEN VEERED LEFT OFF THE RUNWAY. THE PLT APPLIED FULL RIGHT RUDDER AND THE ACFT TURNED RIGHT BACK ONTO THE RUNWAY. THE NOSE GEAR THEN COLLAPSED AND THE ACFT NOSED OVER COMING TO REST ON ITS BACK. THE PLT ALSO STATED THAT THE NOSE WHEEL TIRE WAS FLAT AND THAT THE ACFT HAD A HISTORY OF LOW AIR PRESSURE IN THE NOSE WHEEL TIRE. THERE WAS AN APPROXIMATE 5 KT DIRECT CROSSWIND FROM THE LEFT AT THE TIME OF THE ACCIDENT.

Brief of Accident (Continued)

File No. - 856

5/02/86

WICKENBERG,AZ

A/C Reg. No. N48600

Time (Lc1) - 1020 MST

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

Finding(s)

1. LANDING GEAR,TIRE - PRESSURE TOO LOW
 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 3. WEATHER CONDITION - CROSSWIND
 4. RECOVERY FROM BOUNCED LANDING - NOT PERFORMED - PILOT IN COMMAND
 5. IMPROPER USE OF PROCEDURE,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

6. LANDING GEAR,NOSE GEAR ASSEMBLY - OVERLOAD
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 838 2/07/86 LODI, CA A/C Reg. No. N62421 Time (Lcl) - 1420 PST

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

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

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

Make/Model - HILLER UH-12E	Eng Make/Model - LYCOMING VO-540-C2A	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2750	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 305 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 135/003 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 35	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 6800
SE LAND	Months Since - 8	Make/Model- 2500
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 40
		Last 24 Hrs - 4
		Last 30 Days- 15
		Last 90 Days- 35
		Rotorcraft - 6725

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ON AN AERIAL AGRICULTURAL SPRAYING FLIGHT THE ACFT ENGINE LOST TOTAL POWER. THE PLT EXECUTED AN IMMEDIATE AUTOROTATION LANDING. UPON GROUND CONTACT, THE ACFT SKID FOR ABOUT 8 FT UNTIL THE FRONT SKID CONTACTED THE GROUND FURROW AND NOSED OVER CAUSING THE MAIN ROTOR BLADE TO CONTACT THE GROUND AND TAIL BOOM ASSEMBLY. THE PILOT REPORTED THAT HE HAD ABOUT 10 - 12 GALLONS ABOARD FOR THE 5 MINUTE FLIGHT AND THAT HE BELIEVED THE FUEL PUMP BYPASS VALVE MALFUNCTIONED CAUSING THE FUEL TO BE "DUMPED OVERBOARD" VIA THE SYSTEM DRAIN VALVE. INVESTIGATION REVEALED THAT THE ACFT CONTAINED LESS THAN 1/2 PT OF FUEL. THE ENGINE WAS FUNCTIONALLY TESTED AND IT OPERATED NORMALLY.

Brief of Accident (Continued)

File No. - 838

2/07/86

LODI,CA

A/C Reg. No. N62421

Time (Lcl) - 1420 PST

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

Finding(s)

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

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

Finding(s)

5. TERRAIN CONDITION - ROUGH/UNEVEN
-

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Occurrence #4 PROPELLER/ROTOR CONTACT
Phase of Operation LANDING - ROLL

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 855 2/26/86 CAMARILLO, CA A/C Reg. No. N51122 Time (Lcl) - 1455 PST

-----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

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

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

Make/Model - RYAN AERONAUTICAL ST3KR
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1885
No. of Seats - 2

Eng Make/Model - KINNER R-56
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - UNK/NR

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- UNK/NR
Visibility - 6.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
CAMARILLO, CA
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

CAMARILLO
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, ATP, FLT ENG
SE LAND, ME LAND, SE SEA

Age - 45
Biennial Flight Review
Current - YES
Months Since - 4
Aircraft Type - B-747

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total - 14000	Last 24 Hrs - UNK/NR
Make/Model- 1000	Last 30 Days- 60
Instrument- UNK/NR	Last 90 Days- 180
Multi-Eng - 11500	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE OWNER OF THE ACFT REPORTED THAT HE HAD JUST PURCHASED THE AIRCRAFT AND WAS BEING CHECKED OUT AT THE TIME OF THE ACCIDENT. SHORTLY AFTER DEPARTING CMA AND UPON REACHING 1200 FT MSL, THE ENGINE LOST POWER. UNABLE TO MAINTAIN ALTITUDE THE CHECK PILOT ASSUMED COMMAND OF THE ACFT AND LANDED IN AN OPEN FIELD ABOUT 3 MILES NORTH OF THE ARPT. DURING THE LANDING ROLL THE MAIN WHEELS SUNK INTO THE SOFT, WET DIRT AND NOSED OVER ONTO ITS BACK. SUBSEQUENT EXAMINATION OF THE ACFT DSCLSD THE THROTTLE BELLCRANK LINKAGE WAS EXCESSIVELY WORN AND BROKEN. AN ANNUAL INSPECTION WAS PERFORMED ON THE ACFT 10 MONTHS PRIOR TO THE ACCIDENT.

Brief of Accident (Continued)

File No. - 855

2/26/86

CAMARILLO,CA

A/C Reg. No. N51122

Time (Lc1) - 1455 PST

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

Finding(s)

1. THROTTLE/POWER LEVER, LINKAGE - SEPARATION

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

2. OBJECT - FENCE

Occurrence #4 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - WET

-----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. - 921 3/23/86 WATSONVILLE, CA A/C Reg. No. N3921V Time (Lcl) - 1300 PST

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

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

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

Make/Model - QUICKIE II	Eng Make/Model - ONAN B48	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - UNK/NR	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 25 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	MONTEREY PENINSULA
Wind Dir/Speed- 110/008 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - WET
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 62	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - UNK/NR
SE LAND	Months Since - 10	Make/Model- 2
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - 3
		Last 24 Hrs - 0
		Last 30 Days- UNK/NR
		Last 90 Days- 0
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT LANDED IN A WET FIELD OFF THE DEPARTURE END OF THE TAKEOFF RWY AFTER THE ENGINE LOST POWER DURING TAKEOFF. THE ACFT NOSED OVER DURING THE LANDING. THE OWNER REPORTED THAT THE CARB HEAT WAS ON AT THE SCENE OF THE ACCIDENT. THE PLT DOES NOT REMEMBER USING THE CARB HEAT. DURING A POST ACCIDENT RUN-UP THE ACFT ENG OPERATED NORMALLY.

Brief of Accident (Continued)

File No. - 921

3/23/86

WATSONVILLE, CA

A/C Reg. No. N3921V

Time (Lcl) - 1300 PST

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

Finding(s)

1. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND
 2. PROCEDURES/DIRECTIVES - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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. - 840 4/27/86 CASTROVILLE, CA A/C Reg. No. N5374V Time (Lcl) - 0530 PDT

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

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

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

Make/Model	- HILLER UH12E	Eng Make/Model	- ALLISON 250-C20	ELT Installed/Activated	- NO	-N/A
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- NO	
Max Gross Wt	- UNK/NR	Engine Type	- TURBOSHAFT			
No. of Seats	- 3	Rated Power	- 385 HP			

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	CASTROVILLE, CA	OFF AIRPORT/STRIP	
Method	- N/A	Destination	SALINAS, CA	Airport Data	
Completeness	- N/A			SALINAS	
Basic Weather	- VMC	ATC/Airspace		Runway Ident	- N/A
Wind Dir/Speed	- CALM	Type of Flight Plan	- NONE	Runway Lth/Wid	- N/A
Visibility	- 25.0 SM	Type of Clearance	- NONE	Runway Surface	- DIRT
Lowest Sky/Clouds	- 25000 FT THIN BKN	Type Apch/Lndg	- NONE	Runway Status	- DRY
Lowest Ceiling	- NONE				
Obstructions to Vision	- NONE				
Precipitation	- NONE				
Condition of Light	- NIGHT(DARK)				

-----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 - UNK/NR	Last 24 Hrs - UNK/NR
ME LAND	Months Since - 6	Make/Model - 2000	Last 30 Days - UNK/NR
HELICOPTER	Aircraft Type - UH-12E	Instrument - UNK/NR	Last 90 Days - UNK/NR
		Multi-Eng - UNK/NR	Rotorcraft - 4500

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT LANDED HARD AND ROLLED OVER AFTER THE LNDG SKID FAILED IN A FORCED LNDG. THE PLT SAID HE WAS CRUSING AT 500 FT AGL OVER AN OPEN FIELD WHEN HE HEARD A LOUD BANG. THE HELICOPTER BEGAN TO VIBRATE SEVERELY AND SPIRAL TO THE RIGHT. THE PLT LOST GROUND REFERENCE IN THE PRE-DAWN DARKNESS WHEN HE TURNED ON THE LIGHTS. NOT WANTING TO LAND TOO HARD HE ELECTED TO LEAVE THE ENG RUNNING AND NOT AUTO-ROTATE. INVESTIGATION INDICATED THAT ONE TAIL ROTOR BLADE HAD SEPARATED AT THE TENSION TORSION STRAP ATTACH BOLT HOLE. THIS IS THE TRANSITION AREA WHERE THE BLADE ROOT CASTING AND SHEET METAL BLADE SKIN ARE JOINED. THE FRACTURE SURFACE OF THE CASTING APPEARED TO BE OVERLOADED WITH NO APPARENT INDICATION OF FATIGUE. THE OUTBOARD BLADE SECTION SHOWED NO INDICATION OF FOREIGN OBJECT CONTACT. ALL COMPONENTS OF THE HELICOPTER WERE LOCATED IN THE IMPACT AREA EXCEPT ONE TAIL ROTOR BLADE.

Brief of Accident (Continued)

File No. - 840

4/27/86

CASTROVILLE, CA

A/C Reg. No. N5374V

Time (Lcl) - 0530 PDT

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

Finding(s)

1. ROTOR SYSTEM, TAIL ROTOR BLADE - OVERLOAD
 2. ROTOR SYSTEM, TAIL ROTOR BLADE - FAILURE, TOTAL
 3. ROTOR SYSTEM, TAIL ROTOR BLADE - SEPARATION
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

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

Finding(s)

4. LANDING GEAR, MAIN GEAR STRUT - FAILURE, TOTAL
-

----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. - 839 4/29/86 PLACERVILLE, CA A/C Reg. No. N34020 Time (Lcl) - 1530 PDT

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	SO. LAKE TAHOE, CA	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	SAN FRANCISCO, CA	SO. LAKE TAHOE
Wind Dir/Speed- 210/011 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 90.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 25000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - WATER
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - WATER-CALM
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 38	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 409
SE LAND	Months Since - 5	Last 24 Hrs - 2
	Aircraft Type - C-177RG	Make/Model- 12
		Last 30 Days- 22
		Instrument- 4
		Last 90 Days- 24

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ENROUTE TO SAN FRANCISCO, CA THE ENGINE BEGAN TO OVERSPEED & THE PROP GOV CONTROL WAS NOT EFFECTIVE IN ARRESTING/CONTROLLING THE OVERSPEED CONDITION. SHORTLY THEREAFTER THE ENGINE OIL PRESSURE DEPLETED TO ZERO. THE PILOT ELECTED TO LAND IN THE ICE HOUSE RESERVOIR. THE PLT & PAX WERE RESCUED BY LOCAL BOATERS. EXAMINATION OF THE ENGINE DISCLOSED THE GOVERNOR OIL PRESSURE LINE WAS CHAFFING AGAINST THE ENGINE CRANKCASE AND FRACTURED. THE LINE WAS NOT SECURED WITH CLAMPS AS REQUIRED BY THE AVCO LYCOMING MAINTENANCE MANUAL. A 100-HOUR INSPECTION WAS PERFORMED ON THE ACFT THE DAY BEFORE THE ACCIDENT.

Brief of Accident (Continued)

File No. - 839

4/29/86

PLACERVILLE, CA

A/C Reg. No. N34020

Time (Lcl) - 1530 PDT

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

Finding(s)

1. LUBRICATING SYSTEM,OIL LINE - CHAFED
 2. MAINTENANCE,100 HOUR INSPECTION - INADEQUATE - COMPANY MAINTENANCE PSNL
 3. LUBRICATING SYSTEM,OIL LINE - CRACKED
-

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

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

Brief of Accident

File No. - 956 6/22/86 COPE,CO A/C Reg. No. N7723Z Time (Lcl) - 1700 MDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

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

Eng Make/Model - LYCOMING O-540-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- 130/008 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - 11000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 49
Biennial Flight Review
Current - YES
Months Since - 13
Aircraft Type - C-140

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

Total	- 6492	Last 24 Hrs	- 8
Make/Model-	4800	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	151
Multi-Eng -	UNK/NR	Rotorcraft -	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTS THAT THE ENG QUIT DURING A PULL-UP AT THE END OF A SWATH RUN. A FORCED LANDING IN A FIELD STRAIGHT AHEAD WAS ATTEMPTED BUT THE FIELD HAD BEEN CULTIVATED RECENTLY AND WAS SOFT. AFTER A SHORT GROUND ROLL THE GEAR DUG IN AND THE ACFT NOSED OVER. THE PLT SAID THERE WAS 22 GAL OF FUEL ONBOARD AT TAKEOFF AND THE ACFT HAD BEEN AIRBORNE FOR ABOUT 20 MIN. THE WRECKAGE WAS EXAMINED AND THE ENG WAS RUN AND NO EVIDENCE TO EXPLAIN THE REPORTED POWER LOSS WAS FOUND.

Brief of Accident (Continued)

File No. - 956

6/22/86

COPE,CO

A/C Reg. No. N7723Z

Time (Lcl) - 1700 MDT

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

Finding(s)

1. UNDETERMINED

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

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

2. TERRAIN CONDITION - SOFT

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 955 6/22/86 KIM,CO A/C Reg. No. N9544R Time (Lcl) - 1130 MDT

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

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

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

Make/Model - BEECH K35	Eng Make/Model - CONTINENTAL IO-470-C	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2950	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 250 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	FT. MORGAN,CO	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	CLOVIS,NM	
Wind Dir/Speed- UNK/NR	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 - TRAFFIC ADVISORY	Runway Surface - GRASS/TURF
Lowest Ceiling - 1000 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 - 56	Medical Certificate - EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - NO	Total - 375
SE LAND	Months Since - UNK/NR	Make/Model- 305
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 30
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTS THAT HE WAS CRUISING AT 9,500 FT MSL WHEN HE ENCOUNTERED LOW BROKEN CLOUDS. HE DECIDED TO DESCEND BELOW THE CLOUDS TO ASSURE REMAINING VFR. THE PLT SAID HE RETARDED THE THROTTLE AND DESCENDED TO 7,000 FT MSL (1,000 FT AGL). WHEN THE THROTTLE WAS ADVANCED AT 7,000 FT THE ENG QUIT. THE PLT SAID HE SWITCHED FUEL TANKS BUT THE ENG DID NOT RESTART. AN OFF ARPT FORCED LANDING WAS NECESSARY AND THE ACFT LANDED GEAR UP IN ROCKY TERRAIN. THE PLT ALSO SAID THE ENG HAD BEEN LEANED TO BEST CRUISE AT 9,500 FT AND THE MIXTURE WAS NOT ENRICHENED PRIOR TO DESCENT OR DURING THE ATTEMPT TO RESTART THE ENG.

Brief of Accident (Continued)

File No. - 955

6/22/86

KIM,CO

A/C Reg. No. N9544R

Time (Lc1) - .1130 MDT

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

Finding(s)

1. MIXTURE - IMPROPER USE OF - 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)

2. TERRAIN CONDITION - ROUGH/UNEVEN

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 810 8/08/86 DURANGO, CO A/C Reg. No. N7590 Time (Lcl) - 1830 MDT

-----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 - SCHWEIZER SGS 2-33A	Eng Make/Model - N/A	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - N/A	Stall Warning System - NO
Max Gross Wt - 73	Engine Type - N/A	
No. of Seats - 2	Rated Power - N/A	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NWS	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	DURANGO, CO	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	LOCAL	VAL AIR AIRSTRIP
Wind Dir/Speed- 300/007 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 75.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 7000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - 10000 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 - 39	Medical Certificate - NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - UNK/NR
	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
GLIDER	Aircraft Type - UNK/NR	Make/Model- 63
		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 WAS ATTEMPTING TO LAND HIS GLIDER. HE SAID THAT HE WAS UNABLE TO REACH THE AIRPORT AND ELECTED TO LAND IN A NEARBY PASTURE. PRIOR TO TOUCHDOWN HE DISCOVERED SOME CATTLE IN THE FIELD BUT WAS UNABLE TO AVOID A COLLISION WITH ONE OF THE ANIMALS. THE AIRCRAFT WAS SUBSEQUENTLY DAMAGED HOWEVER THE PLT WAS UNINJURED.

Brief of Accident (Continued)

File No. - 810

8/08/86

DURANGO, CO

A/C Reg. No. N7590

Time (Lc1) - 1830 MDT

Occurrence #1 UNDERSHOOT

Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

2. OBJECT - ANIMAL(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. - 985 8/23/86 GREELEY, CO A/C Reg. No. N2790D Time (Lcl) - 0730 MDT

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

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

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

Make/Model - CESSNA 170B	Eng Make/Model - CONTINENTAL C145-2	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2200	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 145 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	GLENWOOD SPRING, CO	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	TROY, MO	GREELEY-WELD CO.
Wind Dir/Speed- 120/012 KTS	ATC/Airspace	Runway Ident - 09
Visibility - 25.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 6200/ 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 - 39	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 118
SE LAND	Months Since - UNK/NR	Make/Model- 118
	Aircraft Type - C-170B	Instrument- 6
		Last 24 Hrs - 4
		Last 30 Days- 4
		Last 90 Days- 4

Instrument Rating(s) - NONE

-----Narrative-----

PLT WAS FERRYING ACFT FROM GLENWOOD SPRINGS, CO TO TROY, MO. ACFT WAS OUT OF ANNUAL (3-84) AND A SPECIAL AIRWORTHINESS CERTIFICATE WAS ISSUED. PLT LIKEWISE HAD NOT FLOWN FOR 2 YEARS. PLT ACCOMPLISHED THE MANDATORY BIENNIAL FLIGHT REVIEW THE DAY BEFORE THE ACCIDENT AND REPORTED LOGGING 4 HRS FLT TIME IN THE 24 HRS PRIOR TO THE ACCIDENT. PLT SAID HE MADE NORMAL APCH TO RWY 09 BUT DURING FLARE REALIZED HE WAS TOO HIGH. ACFT MADE HARD LANDING, BLOWING RIGHT MAIN TIRE. PLT ADDED POWER IN ATTEMPT TO GO AROUND BUT ACFT GROUND LOOPED.

Brief of Accident (Continued)

File No. - 985

8/23/86

GREELEY, CO

A/C Reg. No. N2790D

Time (Lc1) - 0730 MDT

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

Finding(s)

1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - RUNWAY
2. ALTITUDE - EXCESSIVE - PILOT IN COMMAND
3. WEATHER CONDITION - CROSSWIND
4. FLARE - MISJUDGED - PILOT IN COMMAND

Occurrence #2 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation LANDING - ROLL

Finding(s)

5. LANDING GEAR, TIRE - BURST
6. MAINTENANCE, ANNUAL INSPECTION - DELAYED - PILOT IN COMMAND

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

Finding(s)

7. GO-AROUND - ATTEMPTED - PILOT IN COMMAND
8. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
9. IMPROPER DECISION, LACK OF RECENT EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
10. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 934	1/10/86	PLAINVILLE, CT	A/C Reg. No. N6267Q	Time (Lcl) - 1230 EDT
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-----Basic Information-----

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

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

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

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

<p>Weather Data</p> <p>Wx Briefing - NWS</p> <p>Method - UNK/NR</p> <p>Completeness - WEATHER NOT PERTINENT</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 270/008 KTS</p> <p>Visibility - 20.0 SM</p> <p>Lowest Sky/Clouds - 5000 FT SCATTERED</p> <p>Lowest Ceiling - 15000 FT</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point HARTFORD, CT</p> <p>Destination PLAINVILLE, CT</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 ON AIRPORT</p> <p>Airport Data ROBERTSON</p> <p>Runway Ident - 20</p> <p>Runway Lth/Wid - 3116/ 75</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s) STUDENT</p>	<p>Age - 30</p> <p>Biennial Flight Review</p> <p>Current - N/A</p> <p>Months Since - N/A</p> <p>Aircraft Type - N/A</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total - 32</td> <td>Last 24 Hrs - UNK/NR</td> </tr> <tr> <td>Make/Model- 32</td> <td>Last 30 Days- UNK/NR</td> </tr> <tr> <td>Instrument- 0</td> <td>Last 90 Days- 5</td> </tr> </table>	Total - 32	Last 24 Hrs - UNK/NR	Make/Model- 32	Last 30 Days- UNK/NR	Instrument- 0	Last 90 Days- 5
Total - 32	Last 24 Hrs - UNK/NR							
Make/Model- 32	Last 30 Days- UNK/NR							
Instrument- 0	Last 90 Days- 5							

Instrument Rating(s) - NONE

-----Narrative-----

THE PURPOSE OF INSTRUCTIONAL FLIGHT WAS TO PRACTICE SOFT FIELD LANDINGS AND TAKEOFFS, STALL SERIES AND VOR NAVIAGTION. AFTER AIRWORK, THE PILOT FLEW TO ROBERTSON FIELD FOR SHORT AND SOFT FIELD LANDINGS AND TAKEOFFS. DURING FINAL SOFT FIELD TAKEOFF, 10 DEGREES FLAPS WERE APPLIED BACK PRESSURE HELD TO KEEP WEIGHT OFF NOSE. THE AIRPLANE WAS ACCELERATED TO FULL POWER HOWEVER SOME BACK PRESSURE WAS RELEASED TO FLY EFFECT UNTIL REACHING CLIMB SPEED. A GUST OF WIND CAUSED THE AIRCRAFT TO DRIFT TO THE LEFT SIDE OF THE RUNWAY. THE PLANE ROLLED ABOUT 50 FEET, WHEN BRAKING WAS APPLIED, THE AIRCRAFT NOSED DOWNWARD AND FLIPPED INVERTED.

Brief of Accident (Continued)

File No. - 934

1/10/86

PLAINVILLE, CT

A/C Reg. No. N6267Q

Time (Lcl) - 1230 EDT

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

Finding(s)

1. WEATHER CONDITION - GUSTS
2. LIFT-OFF - DELAYED - PILOT IN COMMAND
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

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

Occurrence #3 NOSE OVER
Phase of Operation TAKEOFF - GROUND RUN

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 977	2/04/86	NAUGATUCK, CT	A/C Reg. No. N6007G	Time (Lc1) - 0950 EDT
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-----Basic Information-----

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	HARTFORD, CT	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	MERIDAN, CT	Runway Ident - N/A
Wind Dir/Speed- 050/015 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Surface - CONCRETE
Lowest Sky/Clouds - 5000 FT SCATTERED	Type of Clearance - NONE	Runway Status - DRY
Lowest Ceiling - 3000 FT	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 29	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 7
	Months Since - N/A	Last 24 Hrs - 7
	Aircraft Type - N/A	Make/Model- 7
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 7

Instrument Rating(s) - NONE

-----Narrative-----

A STUDENT PILOT PREFLIGHTED CESSNA 150, DEPARTED THE AIRPORT AND PERFORMED A FEW TOUCH AND GO LANDINGS BEFORE LEAVING THE AREA AND FOLLOWING THE MERRIT PARKWAY IN CONNECTICUT. THE PILOT STATED THAT THE ENGINE WAS NOT RUNNING SMOOTH. THE PILOT LANDED AT CROSS ROADS AIRPORT AND A MECHANIC CHEKED ENGINE. THE MECHANIC SAID IT WAS PROBABLY CARB ICE. HOWEVER, AFTER TAKING OFF AGAIN, THE ENGINE CONTINUED TO RUN ROUGH. WHEN THE ENGINE FINALLY QUIT, THE PILOT ATTEMPTED A LANDING ON A SCHOOL TENNIS COURT. THE PILOT STATED TO A POLICEMAN THAT HE RAN OUT OF FUEL. EXAMINATION OF THE AIRCRAFT SHOWED APPROXIMATELY 1.5 QUARTS OF FUEL REMAINING IN BOTH TANKS. THE PILOT HAD NO KNOWN SOLO EXPERIENCE AND FURTHER STATED THAT THIS FLIGHT WAS NOT AUTHORIZED BY ANY FLIGHT INSTRUCTOR.

Brief of Accident (Continued)

File No. - 977

2/04/86

NAUGATUCK,CT

A/C Reg. No. N6007G

Time (Lcl) - 0950 EDT

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

Finding(s)

1. FLUID,FUEL - EXHAUSTION
2. AIRCRAFT PREFLIGHT - IMPROPER - PILOT IN COMMAND
3. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
4. REFUELING - NOT PERFORMED - PILOT IN COMMAND
5. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
6. IMPROPER USE OF EQUIPMENT/AIRCRAFT, INADEQUATE TRANSITION/UPGRADE TRAINING - PILOT IN COMMAND
7. STOLEN AIRCRAFT/UNAUTHORIZED USE - PERFORMED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

8. OBJECT - FENCE

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 936	3/22/86	HARTFORD, CT	A/C Reg. No. N4347G	Time (Lcl) - 1400 EST
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-----Basic Information-----

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

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

Make/Model - PIPER PA-28-161	Eng Make/Model - LYCOMING O-320-D3G	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2150	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- 005 KTS</p> <p>Visibility - 20.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point WHITE PLAINS, NY</p> <p>Destination HARTFOD, CT</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - VFR</p> <p>Type of Clearance - VFR</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data BRAINARD</p> <p>Runway Ident - 02</p> <p>Runway Lth/Wid - 4418/ 150</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s) STUDENT</p>	<p>Age - 58</p> <p>Biennial Flight Review</p> <p>Current - N/A</p> <p>Months Since - N/A</p> <p>Aircraft Type - N/A</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 104</p> <p>Make/Model- 104</p> <p>Instrument- 0</p> <p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 24</p>
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Instrument Rating(s) - NONE

-----Narrative-----

THE CROSS COUNTRY SOLO FLIGHT WAS TAKING OFF ON RUNWAY 02 AT HARTFORD, CONNECTICUT. THE PILOT PERFORMED A RUNUP AND WAS CLEARED FOR TAKEOFF. THE PILOT ATTEMPTED ROTATION AT ABOUT 60 KIAS, BUT AIRCRAFT DID NOT LIFT OFF. TRIM TAB WAS SET AT NEUTRAL ON RUNUP. AS POWER WAS CUT BY PULLING THROTTLE BACK, THE AIRCRAFT WAS ROLLING TO THE LEFT. BRAKING WAS APPLIED AND THE PLANE'S LEFT WING HIT THE VASI LIGHT COMING TO REST ABOUT 300FT LATER.

Brief of Accident (Continued)

File No. - 936

3/22/86

HARTFORD,CT

A/C Reg. No. N4347G

Time (Lc1) - 1400 EST

Occurrence #1 LOSS OF CONTROL - ON GROUND

Phase of Operation TAKEOFF - GROUND RUN

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH OBJECT

Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

2. OBJECT - AIRPORT FACILITY

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 877	1/09/86	JACKSONVILLE, FL	A/C Reg. No. N700CM	Time (Lcl) - 2126 EST
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-----Basic Information-----

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

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

Make/Model - PIPER PA-31T	Eng Make/Model - P&W PT6A-28	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 6500	Engine Type - TURBOPROP	
No. of Seats - 6	Rated Power - 620 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	HAMPTON, GA	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	JACKSONVILLE, FL	JACKSONVILLE INTL
Wind Dir/Speed- 010/005 KTS	ATC/Airspace	Runway Ident - 07
Visibility - 1.000 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 8000/ 150
Lowest Sky/Clouds - UNK/NR	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - 300 FT OVERCAST	Type Apch/Lndg - ILS-COMPLETE	Runway Status - N/A
Obstructions to Vision- FOG		
Precipitation - RAIN		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 41	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1710
SE LAND, ME LAND	Months Since - 3	Make/Model- 100
	Aircraft Type - PA-31T	Instrument- 167
		Multi-Eng - 910
		Last 24 Hrs - 3
		Last 30 Days- 100
		Last 90 Days- 100

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE BEING VECTORED FOR AN ILS RWY 7 APCH, THE PLT WAS TOLD TO MAINT 3000' & ADVISED HE WAS FLWG A BOEING 727. THE MIN APCH ALT BFR INTERCEPTING THE ILS GLIDE SLOPE (G/S) AT THE FINAL APCH FIX/OUTER MARKER (OM) WAS 1900'. AS THE ACFT WAS APCHG THE OM, THE PLT WAS CLRD FOR THE APCH & WAS HANDED OFF TO THE TWR. AFTER CONTACTING THE TWR, THE PLT WAS TOLD TO DSCND AS PUBLISHED. AT APRX THAT TIME, THE TWR CONTROLLER (CLR) & HIS SUPERVISOR DISCUSSED N700CM'S ALT & PROXIMITY TO THE 727. THE CLR WAS GOING TO DISCONTINUE THE APCH, BUT HIS SUPVR SUGGESTED HE WAIT & SEE IF IT WOULD WORK OUT. SUBSEQUENTLY, N700CM CRASHED INTO TREES APRX 5800' SHORT OF THE RWY WHILE DSCNDG IN A WINGS LVL ATTITUDE. RADAR DATA SHOWED N700CM WAS WELL ABV THE ILS G/S WHEN CLRD FOR THE APCH. ATC PROCEDURES REQD THE ACFT TO BE BLO THE G/S BFR BEING CLRD. ALSO, N700CM WAS APRX 2.57 MI BEHIND THE 727, BUT STAYED WELL ABV THE 727'S FLT PATH (& POSSIBLE WAKE TURBULENCE) UNTIL MOMENTS BFR IMPACT. N700CM ENTERED AN EXCESSIVE RATE OF DSCNT BFR GOING BLO THE G/S.

Brief of Accident (Continued)

File No. - 877

1/09/86

JACKSONVILLE, FL

A/C Reg. No. N700CM

Time (Lc1) - 2126 EST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

1. WEATHER CONDITION - LOW CEILING
2. WEATHER CONDITION - FOG
3. WEATHER CONDITION - RAIN
4. RADAR SEPARATION - INADEQUATE - ATC PERSONNEL(DEP/APCH)
5. INSTRUCTIONS, WRITTEN/VERBAL - IMPROPER - ATC PERSONNEL(DEP/APCH)
6. DESCENT - DELAYED -
7. PLANNED APPROACH - IMPROPER USE OF - PILOT IN COMMAND
8. MISSED APPROACH - NOT ISSUED - ATC PSNL(LCL/GND/CLNC)
9. SUPERVISION - INADEQUATE - ATC PERSONNEL(SUPERVISOR)
10. PROPER GLIDEPATH - NOT ATTAINED - PILOT IN COMMAND
11. MISSED APPROACH - NOT PERFORMED - PILOT IN COMMAND
12. DESCENT - EXCESSIVE - PILOT IN COMMAND
13. OBJECT - TREE(S)
14. DECISION HEIGHT - IMPROPER USE OF - PILOT IN COMMAND

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 7,11,12,14

Factor(s) relating to this accident is/are finding(s) 1,2,3,5,6,9,10,13

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1000	2/14/86	DANIA, FL	A/C Reg. No. N1923E	Time (Lcl) - 1205 EST
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-----Basic Information-----

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

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

Make/Model	- CESSNA 340A	Eng Make/Model	- CONTINENTAL TS10-520NB	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 5975	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 7	Rated Power	- 310 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	- 110/010 KTS	- N/A
Visibility	- 15.0 SM	Runway Lth/Wid
Lowest Sky/Clouds	- 2500 FT SCATTERED	- N/A
Lowest Ceiling	- NONE	Runway Surface
Obstructions to Vision	- NONE	- ASPHALT
Precipitation	- NONE	Runway Status
Condition of Light	- DAYLIGHT	- DRY

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

Pilot-In-Command	Age - 49	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP,CFI	Current - YES	Total - 911
SE LAND,ME LAND	Months Since - 7	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 188
		Multi-Eng - 459
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

SHORTLY AFTER TAKEOFF ON A CHECK-OUT FLIGHT THE AIRCRAFT WAS OBSERVED ON CROSSWIND LEG TO DESCEND UNTIL IMPACT. THERE WAS AN EXTENSIVE POST IMPACT FIRE. WITNESSES HEARD THE AIRCRAFT MAKE A "POOF" TYPE OF NOISE JUST AS THE PILOT RADIOED THE CONTROL TOWER AND STATED THAT HE WAS EXPERIENCING AN EMERGENCY OF UNKNOWN NATURE. THE PAPER AIR FILTER ELEMENT FOR THE LEFT ENGINE EXHIBITED THE PRESENCE OF OIL, AND THE LEFT SIDE OF THE AIRCRAFT HAD EVIDENCE OF OIL SPATTER AND STREAKING.

Brief of Accident (Continued)

File No. - 1000

2/14/86

DANIA, FL

A/C Reg. No. N1923E

Time (Lc1) - 1205 EST

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

Finding(s)
1. LUBRICATING SYSTEM - LEAK

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

Finding(s)
2. EMERGENCY PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, PANIC - PILOT IN COMMAND

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

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

Occurrence #4 FIRE/EXPLOSION
Phase of Operation LANDING - ROLL

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 807	4/05/86	FORT PIERCE, FL	A/C Reg. No. N58KA	Time (Lcl) - 1912 EST
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-----Basic Information-----

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

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

Make/Model - BEECH 65-90	Eng Make/Model - P&W PT6A-20	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 9300	Engine Type - TURBOPROP	
No. of Seats - 8	Rated Power - 579 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	AGUADILLA, PR	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SANFORD, FL	Runway Ident - N/A
Wind Dir/Speed- 080/007 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 7.0 SM	Type of Flight Plan - VFR	Runway Surface - N/A
Lowest Sky/Clouds - 3000 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DUSK		

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

Pilot-In-Command	Age - 39	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - YES	Total - 2700
SE LAND, ME LAND, SE SEA	Months Since - 1	Make/Model - 16
	Aircraft Type - UNK/NR	Instrument - 225
		Multi-Eng - 700
		Last 24 Hrs - 5
		Last 30 Days- UNK/NR
		Last 90 Days- 170

Instrument Rating(s) - AIRPLANE

-----Narrative-----

FLT EXPERIENCED LOSS OF POWER IN BOTH ENGINES DUE TO FUEL STARVATION. THE PILOTS FAILED TO OPERATE FUEL TRANSFER SWITCHES TO TRANSFER FUEL FROM THE WING TANKS INTO THE NACELLE TANKS WHICH FEED THE ENGINES. THE PILOT IN COMMAND HAD 16 TOTAL HOURS IN THE KING AIR AND HAD NOT BEEN TO A GROUND SCHOOL ON THE AIRCRAFT. THE PILOT SEATED IN THE LEFT SEAT HAD JUST RECEIVED HIS MULTIENGINE RATING AND WAS ON THE FLIGHT TO GAIN FLIGHT TIME. THIS PILOT HAD NO PREVIOUS FLIGHT TIME OR SCHOOLING ON THE KING AIR AIRCRAFT.

Brief of Accident (Continued)

File No. - 807

4/05/86

FORT PIERCE, FL

A/C Reg. No. N58KA

Time (Lcl) - 1912 EST

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

Finding(s)

1. FLUID, FUEL - STARVATION
2. CHECKLIST - NOT FOLLOWED - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
4. FLIGHT MANUALS - NOT OBTAINED - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

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

Finding(s)

6. TERRAIN CONDITION - DIRT BANK

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 824 4/11/86 PEDRO, FL

A/C Reg. No. N112CS

Time (Lcl) - 1240 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

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

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

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

Make/Model - BEAGLE B206-2
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 7500
No. of Seats - 8

Eng Make/Model - CONTINENTAL GTS10-520C
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 340 HP

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 310/008 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
HOT SPRINGS, AR

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 57

Biennial Flight Review

Current - YES
Months Since - 2
Aircraft Type - B206-2

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 2800	Last 24 Hrs	- UNK/NR
Make/Model-	500	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	UNK/NR
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

IMMEDIATELY AFTER TAKE-OFF, THE LEFT ENG SEIZED & THE PROP STOPPED DUE TO A CONNECTING ROD FAILURE. WITNESSES REPORTED THAT ABOUT 200 FT ABOVE THE GROUND, THE ACFT ROLLED TO THE LEFT AND COLLIDED WITH A POWERLINE BEFORE CRASHING TO THE GROUND IN A NEAR INVERTED ATTITUDE. THE PLT HAD RECENTLY REMARKED TO ONE OF HIS EMPLOYEES THAT HE HAD NOT DONE WELL ON A RECENT SIMULATED ENG OUT PROCEDURE WITH A FLT INSTRUCTOR.

Brief of Accident (Continued)

File No. - 824

4/11/86

PEDRO, FL

A/C Reg. No. N112CS

Time (Lc1) - 1240 EST

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

Finding(s)

1. ENGINE ASSEMBLY, CONNECTING ROD - FAILURE, TOTAL

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

Finding(s)

2. AIRSPEED(VYSE) - NOT MAINTAINED - PILOT IN COMMAND
3. AIRSPEED(VMC) - NOT MAINTAINED - PILOT IN COMMAND
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND
6. REMEDIAL ACTION - NOT FOLLOWED - PILOT IN COMMAND

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

Finding(s)

7. OBJECT - WIRE, TRANSMISSION

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 999 4/14/86 OCALA, FL A/C Reg. No. N1707G Time (Lcl) - 1425 EST

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

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

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

Make/Model - CESSNA 340	Eng Make/Model - CONTINENTAL TS10-520N	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 5975	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 7	Rated Power - 310 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	GAINESVILLE, FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	OCALA
Wind Dir/Speed- 090/012 KTS	ATC/Airspace	Runway Ident - 36
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5007/ 150
Lowest Sky/Clouds - 25000 FT THIN BKN	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - GO AROUND	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 43	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, ATP, CFI	Current - YES	Total - 7620
SE LAND, ME LAND	Months Since - 11	Make/Model- 68
	Aircraft Type - C-340	Instrument- 1039
		Multi-Eng - 6741
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 100

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE ON A COMBINATION COMPANY BUSINESS AND TRAINING FLIGHT, THE INSTRUCTOR SEATED IN THE RIGHT SEAT OF THE AIRCRAFT COMMANDED THE OTHER PILOT TO EXECUTE A VFR GO-AROUND ON SHORT FINAL. THE OTHER PILOT ADDED POWER TO BOTH ENGINES AND NOTED THAT THE RIGHT ENGINE FAILED TO RESPOND. HE THEN RETARDED BOTH THROTTLES AND THE AIRCRAFT VEERED RIGHT OFF THE RUNWAY. DURING THE LANDING ON THE GRASS THE AIRCRAFT STRUCK A DITCH. EXAMINATION OF THE RIGHT ENGINE AFTER THE ACCIDENT REVEALED NO MECHANICAL MALFUNCTION/FAILURE.

Brief of Accident (Continued)

File No. - 999

4/14/86

OCALA, FL

A/C Reg. No. N1707G

Time (Lc1) - 1425 EST

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

Finding(s)

1. ENGINE ASSEMBLY - UNDETERMINED
-

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

Finding(s)

2. OBJECT - DITCH
 3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
-

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) 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. - 816	6/04/86	BARTOW, FL	A/C Reg. No. N5456D	Time (Lcl) - 1438 EDT
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----Basic Information----

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

----Aircraft Information----

Make/Model - CESSNA 172N	Eng Make/Model - LYCOMING O-320-H2AD	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2150	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 160 HP	

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 090/010 KTS</p> <p>Visibility - 12.0 SM</p> <p>Lowest Sky/Clouds - UNK/NR</p> <p>Lowest Ceiling - 8000 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 BARTON, FL</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN TOUCH AND GO</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data BARTON MUNICIPAL</p> <p>Runway Ident - 09</p> <p>Runway Lth/Wid - 5000/ 150</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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----Personnel Information----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND</p>	<p>Age - 44</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 1</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 92</p> <p>Make/Model- 3</p> <p>Instrument- 0</p> <p>Last 24 Hrs - 1</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 1</p>
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Instrument Rating(s) - NONE

----Narrative----

THE PLT STATED THAT SHE LANDED HARD ON THE NOSE WHEEL AND THE PROP STRUCK THE GROUND, DAMAGING THE STRUCTURE OF THE AIRCRAFT.

Brief of Accident (Continued)

File No. - 816

6/04/86

BARTOW, FL

A/C Reg. No. N5456D

Time (Lcl) - 1438 EDT

Occurrence

HARD LANDING

Phase of Operation

LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - MISJUDGED - PILOT IN COMMAND

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 812	6/08/86	OCALA, FL	A/C Reg. No. N78RT	Time (Lcl) - 1310 EDT
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-----Basic Information-----

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

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

Make/Model - RANDY TREDO MUSTANG II	Eng Make/Model - LYCOMING O-320-A1A	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 1500	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	OCALA, FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	OPA LOCKA, FL	Runway Ident - N/A
Wind Dir/Speed- 280/006 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 10.0 SM	Type of Flight Plan - VFR	Runway Surface - GRASS/TURF
Lowest Sky/Clouds - 2500 FT SCATTERED	Type of Clearance - VFR	Runway Status - DRY
Lowest Ceiling - 25000 FT BROKEN	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 33	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 203
SE LAND	Months Since - 7	Make/Model- 120
	Aircraft Type - UNK/NR	Instrument- 15
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 43

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT JUST AFTER TAKEOFF HE LOST ALL ENGINE POWER AND UPON LANDING IN AN OPEN FIELD THE GEAR COLLAPSED. EXAMINATION OF THE ENG REVEALED THAT THE BUTTERFLY VALVE IN THE CARBURETOR HEAT BOX BROKE OFF AND SLID BACK INTO THE CARBURETOR OPENING AND BLOCKED THE AIRFLOW, CAUSING THE COMPLETE LOSS OF POWER EXPERIENCED BY THE PILOT.

Brief of Accident (Continued)

File No. - 812

6/08/86

OCALA, FL

A/C Reg. No. N78RT

Time (Lc1) - 1310 EDT

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

Finding(s)

1. FUEL SYSTEM, CARBURETOR - BLOCKED(TOTAL)
 2. CARBURETOR HEAT CONTROL, TORQUE BOX - FAILURE, TOTAL
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 GEAR COLLAPSED
Phase of Operation LANDING - ROLL

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 826 6/12/86 JACKSONVILLE, FL A/C Reg. No. N6603C Time (Lcl) - 0622 EDT

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

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

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

Make/Model	- CESSNA 210N	Eng Make/Model	- CONTINENTAL TS10-520-R	ELT Installed/Activated	- YES-UNK/NR
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3800	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 310 HP		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- FSS	Last Departure Point		OFF AIRPORT/STRIP	
Method	- TELEPHONE	TAMPA, FL			
Completeness	- FULL	Destination		Airport Data	
Basic Weather	- VMC	JACKSONVILLE, FL		Runway Ident	- N/A
Wind Dir/Speed	- 240/003 KTS	ATC/Airspace		Runway Lth/Wid	- N/A
Visibility	- 7.0 SM	Type of Flight Plan	- IFR	Runway Surface	- N/A
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- IFR	Runway Status	- N/A
Lowest Ceiling	- 10000 FT BROKEN	Type Apch/Lndg	- NONE		
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 - 3248	Last 24 Hrs - 5
SE LAND, ME LAND	Months Since - 1	Make/Model - 60	Last 30 Days - 60
	Aircraft Type - PA31	Instrument - 719	Last 90 Days - 172
		Multi-Eng - 3168	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ENG FAILED & A FORCED LDG WAS PERFORMED IN A FIELD. DURING THE LDG ROLL-OUT, THE ACFT STRUCK A FENCE. AN ON-SCENE EXAM OF THE ACFT REVEALED A SUBSTANTIAL QUANTITY OF FUEL REMAINING IN THE TANKS AND THERE WAS NO EVIDENCE OF ANY FOREIGN MATTER WITHIN THE FUEL SYSTEM. THE ENG WAS SUBSEQUENTLY TEST RUN ON TWO SEPARATE OCCASIONS & THE ENG PERFORMED NORMALLY. THE REASON FOR THE ENG FAILURE COULD NOT BE DETERMINED.

Brief of Accident (Continued)

File No. - 826

6/12/86

JACKSONVILLE, FL

A/C Reg. No. N6603C

Time (Lc1) - 0622 EDT

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

Finding(s)

1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

2. OBJECT - FENCE

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 880	6/25/86	FT LAUDERDALE, FL	A/C Reg. No. N313RM	Time (Lcl) - 0902 EDT
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----Basic Information----

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

----Aircraft Information----

Make/Model - BEECH 76	Eng Make/Model - LYCOMING O-360-A1G6D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - UNK/NR
Max Gross Wt - 3900	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	CHARLOTTE, NC	FT. LAUDERDALE INT'L
Wind Dir/Speed- 060/004 KTS	ATC/Airspace	Runway Ident - 09
Visibility - 7.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 8018/ 150
Lowest Sky/Clouds - 3000 FT SCATTERED	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

----Personnel Information----

Pilot-In-Command	Age - 53	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - UNK/NR	Total - 354	Last 24 Hrs - UNK/NR
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model- 354	Last 30 Days- UNK/NR
	Aircraft Type - UNK/NR	Instrument- UNK/NR	Last 90 Days- 9
		Multi-Eng - 354	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

----Narrative----

THE PLT STATED THAT JUST AS HE ROTATED THE ACFT FOR TAKEOFF, THE CABIN DOOR POPPED OPEN. THE ACFT THEN STRUCK THE GROUND HARD IN A NOSE DOWN ATTITUDE, SHEARED OFF THE MAIN LANDING GEAR AND SLID TO A STOP ON THE RUNWAY. ACCORDING TO THE EMERGENCY PROCEDURES IN THE ACFT FLIGHT MANUAL, IF THE DOOR COMES UNLATCHED IN FLIGHT IT WILL TRAIL IN AN OPEN POSITION APRX 3 INCHES OPEN, YOU SHOULD THEN RETURN TO THE FIELD AND LAND IN A NORMAL MANNER.

Brief of Accident (Continued)

File No. - 880

6/25/86

FT LAUDERDALE, FL

A/C Reg. No. N313RM

Time (Lcl) - 0902 EDT

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

Finding(s)

1. DOOR, EXTERIOR CREW - OPEN
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION - PILOT IN COMMAND

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

Finding(s)

4. TERRAIN CONDITION - RUNWAY

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 881	6/28/86	OPA LOCKA, FL	A/C Reg. No. N714MT	Time (Lcl) - 1255 EDT
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-----Basic Information-----

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

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

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

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 080/004 KTS</p> <p>Visibility - 7.0 SM</p> <p>Lowest Sky/Clouds - UNK/NR</p> <p>Lowest Ceiling - 2000 FT BROKEN</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point SAME AS ACC/INC</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data OPALOCKA</p> <p>Runway Ident - 09</p> <p>Runway Lth/Wid - 3503/ 100</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>ATP,CFI</p> <p>SE LAND,ME LAND</p>	<p>Age - 26</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 3</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 5950</p> <p>Make/Model- 1570</p> <p>Instrument- 215</p> <p>Multi-Eng - 1800</p> <p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 170</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE INSTRUCTOR PLT STATED THAT ON TAKEOFF JUST AS HE TURNED HIS CROSSWIND LEG, THE ENGINE LOST POWER AND HE TURNED BACK TO THE AIRPORT, LANDED SHORT OF THE RUNWAY AND THE AIRCRAFT FLIPPED OVER AND CAME TO REST INVERTED. POST CRASH EXAMINATION OF THE ENGINE REVEALED NO DISCREPANCIES, THEREFORE NO DETERMINATION COULD BE MADE AS TO THE NATURE OF THE MALFUNCTION OF THE ENGINE AS DESCRIBED BY THE PILOT.

Brief of Accident (Continued)

File No. - 881

6/28/86

OPA LOCKA, FL

A/C Reg. No. N714MT

Time (Lcl) - 1255 EDT

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

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

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

Finding(s)
2. TERRAIN CONDITION - GROUND

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 814 6/28/86 DELAND, FL A/C Reg. No. N80273 Time (Lcl) - 0730 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

Make/Model - CULVER V
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1600
No. of Seats - 2

Eng Make/Model - CONTINENTAL C85
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 85 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- 280/003 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
SANFORD, FL
Destination
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity
ON AIRSTRIP

Airport Data

PINE LAKES
Runway Ident - 36
Runway Lth/Wid - 2000 -UNK/NR
Runway Surface - GRASS/TURF
Runway Status - DRY

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

Pilot-In-Command

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

Age - 61

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	- 280	Last 24 Hrs	- UNK/NR
Make/Model-	40	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT ON HIS LANDING APCH HE REDUCED THE POWER TOO SOON, THE ACFT STALLED AND COLLIDED WITH TREES AND CRASHED 150 FEET SHORT OF THE RUNWAY.

Brief of Accident (Continued)

File No. - 814

6/28/86

DELAND,FL

A/C Reg. No. N80273

Time (Lc1) - 0730 EDT

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

Finding(s)

1. OBJECT - TREE(S)
2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
3. PROPER GLIDEPATH - NOT MAINTAINED - PILOT IN COMMAND

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

Finding(s)

4. TERRAIN CONDITION - GROUND

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 815 8/14/86 FT.LAUDERDALE,FL A/C Reg. No. N36LS Time (Lcl) - 1726 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 - PIPER PA-23-250
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5200
No. of Seats - 6

Eng Make/Model - LYCOMING IO-540-C4B5
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 250 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 130/010 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
SAME AS ACC/INC
Destination
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

FT. LAUDERDALE EXECUTIVE
Runway Ident - 26
Runway Lth/Wid - 6000/ 100
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL
SE LAND,ME LAND,SE SEA,ME SEA

Age - 34

Biennial Flight Review

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

Medical Certificate - EXPIRED

Flight Time (Hours)

Total	-	3000	Last 24 Hrs	-	1
Make/Model	-	710	Last 30 Days	-	UNK/NR
Instrument	-	800	Last 90 Days	-	6
Multi-Eng	-	1000			

Instrument Rating(s) - AIRPLANE

-----Narrative-----

FLT EXPERIENCED LOSS OF POWER IN THE LEFT ENGINE SHORTLY AFTER TAKEOFF DUE TO CORROSION BLOCKING THE MAIN JET IN THE FUEL CONTROL UNIT. THE PILOT FEATHERED THE ENGINE AND RETURNED FOR A LANDING. WHILE ON SHORT FINAL HE REMEMBERED HE WOULD HAVE TO MANUALLY EXTEND THE LANDING GEAR DUE TO THE GEAR HYDRAULIC PUMP BEING INSTALLED ON THE LEFT ENGINE. WHEN HE COMPLETED EXTENDING THE LANDING GEAR THE AIRCRAFT WAS HALF WAY DOWN THE RUNWAY AND THE PILOT ATTEMPTED A GO AROUND WITH THE GEAR DOWN AND ONLY ONE ENGINE OPERATING. ALTITUDE AND AIRSPEED COULD NOT BE MAINTAINED AND THE PILOT ATTEMPTED A LANDING ON THE TAXI WAY OF AN ADJACENT RUNWAY. THE AIRCRAFT TOUCHED DOWN HARD AND THE AIRCRAFT RAN OFF THE LEFT SIDE OF THE TAXI WAY INTO A DITCH.

Brief of Accident (Continued)

File No. - 815

8/14/86

FT.LAUDERDALE,FL

A/C Reg. No. N36LS

Time (Lc1) - 1726 EDT

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

Finding(s)

1. FUEL SYSTEM,FUEL CONTROL - BLOCKED(PARTIAL)
2. MAINTENANCE,INSPECTION OF AIRCRAFT - IMPROPER - OTHER MAINTENANCE PSNL

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

Finding(s)

3. JUDGEMENT - POOR - PILOT IN COMMAND
4. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
5. CHECKLIST - NOT FOLLOWED - PILOT IN COMMAND
6. GO-AROUND - ATTEMPTED - PILOT IN COMMAND
7. CLIMB - NOT POSSIBLE - PILOT IN COMMAND

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 822	3/30/86	LUTHERSVILLE, GA	A/C Reg. No. N544E	Time (Lc1) - 1530 EST
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----Basic Information----

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

----Aircraft Information----

Make/Model - NORTH AMERICAN NA219 (T28B)	Eng Make/Model - WRIGHT R-1820-86	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 8094	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 1425 HP	

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 270/006 KTS</p> <p>Visibility - 15.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point LUTHERSVILLE, GA</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>FLYING N</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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----Personnel Information----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s) COMMERCIAL,FLT ENG SE LAND,ME 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-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 5000</p> <p>Make/Model- UNK/NR</p> <p>Instrument- UNK/NR</p> <p>Multi-Eng - UNK/NR</p> <p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 100</p> <p>Rotorcraft - UNK/NR</p>
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Instrument Rating(s) - AIRPLANE

----Narrative----

AFTER TAKEOFF THE ACFT WAS OBSERVED TO CLIMB STRAIGHT OUT TO AN ALT OF ABOUT 500-700 FT. IT THEN TURNED TO A NORTHERLY HEADING. AFTER A SHORT TIME ON THE NORTHERLY HDG, THE ACFT WAS OBSERVED TO INITIATE A LEFT AILERON OR BARREL ROLL, DISH OUT AND END UP ON AN EASTERLY HDG IN A STEEP DIVE. THE ACFT WENT FROM SIGHT OF THESE WITNESSES BEHIND THE TREE LINE STILL IN A DIVE. THEY STATED THAT THE ROLL MANEUVER WAS INITIATED AT A HEIGHT OF 500-700 FT. WITNESSES AT THE CRASH SITE STATED THAT THEY FIRST SAW THE AIRCRAFT AT A LOW ALT IN A DESCENT WITH THE ENGINE RUNNING "REAL LOUD". IT STRUCK TREES AND A UTILITY POLE AND PARTS STARTED COMING OFF. BOTH OCCUPANTS WERE PROFESSIONAL AIR CARRIER AIR CREW EMPLOYEES. AND IT COULD NOT BE DETERMINED WHICH OCCUPANT WAS THE SOLE MANIPULATOR OF THE FLIGHT CONTROLS DURING THE ACCIDENT SEQUENCE.

Brief of Accident (Continued)

File No. - 822

3/30/86

LUTHERSVILLE,GA

A/C Reg. No. N544E

Time (Lcl) - 1530 EST

Occurrence #1 ABRUPT MANEUVER
Phase of Operation MANEUVERING

Finding(s)

1. AEROBATICS - ATTEMPTED - PILOT IN COMMAND
2. ALTITUDE - INADEQUATE - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND

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

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

Finding(s)

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 844 4/05/86 MOULTRIE,GA A/C Reg. No. N48885 Time (Lcl) - 1600 EST

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

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

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

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 112 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	MOULTRIE,GA	
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 - 20.0 SM	ATC/Airspace	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	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 - 29	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 147
SE LAND	Months Since - 8	Make/Model - 147
	Aircraft Type - C-152	Instrument - 2
		Last 24 Hrs - 1
		Last 30 Days - UNK/NR
		Last 90 Days - 11

Instrument Rating(s) - NONE

-----Narrative-----

A DEPUTY SHERIFF RENTED AN ACFT TO ASSIST THE SHERIFF'S DEPT WITH A GROUND SEARCH FOR AN ESCAPED PRISONER. WITNESSES OBSERVED THE ACFT FLYING LOW AND SLOW OVER THE AREA WHEN IT MADE A PARTIAL TURN AND PITCH DOWN INTO THE TREES. THERE WERE NO INDICATIONS OF MECHANICAL DIFFICULTIES.

Brief of Accident (Continued)

File No. - 844

4/05/86

MOULTRIE, GA

A/C Reg. No. N48885

Time (Lc1) - 1600 EST

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

Finding(s)

1. STALL - INADVERTENT - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND

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

Finding(s)

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. - 888 6/25/86 LAWRENCEVILLE,GA A/C Reg. No. N4825P Time (Lc1) - 1745 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

Make/Model - CESSNA P210N
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 4000
No. of Seats - 6

Eng Make/Model - CONTINENTAL TS10-520-P
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 310 HP

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

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

Weather Data

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

Wind Dir/Speed- 010/007 KTS
Visibility - 12.0 SM
Lowest Sky/Clouds - 7000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
BALTIMORE,MD
Destination
ATLANTA,GA

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

GWINETTE CO.
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - ASPHALT
Runway Status - N/A

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

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

Age - 23
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 1532 Last 24 Hrs - 3
Make/Model- 63 Last 30 Days- UNK/NR
Instrument- 100 Last 90 Days- 175
Multi-Eng - 47 Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS DAMAGED DURING A FORCED LNDG ON A HIWAY AFTER THE ENGINE QUIT. THE FLT WAS NEARING ITS DESTINATION ON A VFR X-COUNTRY WHEN THE ENGINE LOST POWER. THE ACFT FUEL TANK SELECTOR WAS ON THE RT TANK FOR 2 HRS BEFORE AND DURING THE EMERGENCY. AFTER THE ACCIDENT FUEL LEAKED FROM THE LEFT FUEL TANK THROUGHOUT THE EXAMINATION OF THE WRECKAGE. THE PLT SAID THAT HE BELIEVED THE ACCIDENT COULD HAVE BEEN PREVENTED IF HE HAD SWITCHED TANKS PRIOR TO THE LOSS OF POWER.

Brief of Accident (Continued)

File No. - 888

6/25/86

LAWRENCEVILLE,GA

A/C Reg. No. N4825P

Time (Lcl) - 1745 EDT

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

Finding(s)

1. FLUID,FUEL - STARVATION
2. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
3. FUEL SYSTEM,SELECTOR VALVE - NOT SWITCHED
4. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

5. TERRAIN CONDITION - DIRT BANK

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 911	6/27/86	COLUMBUS, GA	A/C Reg. No. N57308	Time (Lcl) - 1850 EDT
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-----Basic Information-----

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

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

Make/Model - PIPER PA-34-200	Eng Make/Model - CONTINENTAL IO 360-C1E6	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 4000	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 200 HP	

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

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - TELEPHONE</p> <p>Completeness - FULL</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 005/010 KTS</p> <p>Visibility - 4.000 SM</p> <p>Lowest Sky/Clouds - 2500 FT SCATTERED</p> <p>Lowest Ceiling - 4500 FT OVERCAST</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point VENICE, FL</p> <p>Destination CLEVELAND, TN</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - IFR</p> <p>Type of Clearance - IFR</p> <p>Type Apch/Lndg - TRAFFIC PATTERN</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data COLUMBUS</p> <p>Runway Ident - 12</p> <p>Runway Lth/Wid - 3999/ 150</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s) COMMERCIAL SE LAND, ME LAND</p>	<p>Age - 35</p> <p>Biennial Flight Review Current - YES</p> <p>Months Since - 18</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 - 1769</td> <td>Last 24 Hrs - 3</td> </tr> <tr> <td>Make/Model- 28</td> <td>Last 30 Days- UNK/NR</td> </tr> <tr> <td>Instrument- 66</td> <td>Last 90 Days- 63</td> </tr> <tr> <td>Multi-Eng - 140</td> <td></td> </tr> </table>	Total - 1769	Last 24 Hrs - 3	Make/Model- 28	Last 30 Days- UNK/NR	Instrument- 66	Last 90 Days- 63	Multi-Eng - 140	
Total - 1769	Last 24 Hrs - 3									
Make/Model- 28	Last 30 Days- UNK/NR									
Instrument- 66	Last 90 Days- 63									
Multi-Eng - 140										

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE FLIGHT DEPARTED VENICE, FL ENROUTE TO CLEVELAND, TN. THE PLT RELATED THAT HE ELECTED TO MAKE AN UNSCHEDULED LANDING AT THE COLUMBUS AIRPORT, COLUMBUS, GA DUE TO THUNDERSTORM ACTIVITY IN THE AREA. THE AIRCRAFT REPORTEDLY ENCOUNTERED WIND SHEAR, LANDED LONG, AND RAN OFF THE END OF THE RUNWAY.

Brief of Accident (Continued)

File No. - 911

6/27/86

COLUMBUS,GA

A/C Reg. No. N57308

Time (Lc1) - 1850 EDT

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

Finding(s)

1. TERRAIN CONDITION - GROUND
 2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
 3. WEATHER CONDITION - THUNDERSTORM
 4. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
 5. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
 6. ALL AVAILABLE RUNWAY - NOT USED - PILOT IN COMMAND
-

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 910 7/10/86 AUGUSTA,GA A/C Reg. No. N5733X Time (Lcl) - 2110 EDT

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

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

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

Make/Model	- BELL 206B	Eng Make/Model	- ALLISON 250-C20	ELT Installed/Activated	- NO	-N/A
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- NO	
Max Gross Wt	- 3200	Engine Type	- TURBOSHAFT			
No. of Seats	- 4	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	AUGUSTA,GA	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	
Wind Dir/Speed	- 270/010 KTS	ATC/Airspace	Runway Ident
Visibility	- 5.0 SM	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- 2000 FT SCATTERED	Type of Clearance	- N/A
Lowest Ceiling	- BROKEN	Type Apch/Lndg	- GRASS/TURF
Obstructions to Vision	- NONE		Runway Status
Precipitation	- NONE		- DRY
Condition of Light	- NIGHT(DARK)		

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

Pilot-In-Command	Age - 38	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL,CFI	Current	- YES	Total
	Months Since	- 1	- 3811
HELICOPTER	Aircraft Type	- 206B	Make/Model
			- 305
			Instrument
			- 326
			Multi-Eng
			- 82
			Last 24 Hrs
			- 1
			Last 30 Days
			- UNK/NR
			Last 90 Days
			- 150
			Rotorcraft
			- 3650

Instrument Rating(s) - HELICOPTER

-----Narrative-----

DURING TAKEOFF FROM AN EMERGENCY LANDING ZONE, THE AIRCRAFT COLLIDED WITH POWER LINES AND MADE A PRECAUTIONARY LANDING ON THE MEDIAN BETWEEN THE HIGHWAY. THE HELICOPTER WAS OPERATING AS AN EMERGENCY MEDICAL SERVICES HELICOPTER AND THE PILOT WAS RESPONDING TO A CALL TO PICK UP AN AUTOMOBILE ACCIDENT VICTIM.

Brief of Accident (Continued)

File No. - 910

7/10/86

AUGUSTA, GA

A/C Reg. No. N5733X

Time (Lcl) - 2110 EDT

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

Finding(s)

1. OBJECT - WIRE, TRANSMISSION
2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
3. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
4. JUDGEMENT - POOR - PILOT IN COMMAND

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

Finding(s)

5. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 860	3/29/86	LYTTON, IA	A/C Reg. No. N6167D	Time (Lc1) - 1700 CST
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-----Basic Information-----

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

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

Make/Model - PIPER PA-22-150	Eng Make/Model - LYCOMING O-320-A1A	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1950	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 320/010 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 25000 FT THIN BKN	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE		SOFT
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 49	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 339
SE LAND	Months Since - 18	Last 24 Hrs - UNK/NR
	Aircraft Type - PA22150	Make/Model- 156
		Instrument- 5
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS DEPARTING FROM A 2,500 FT LONG, GRASS, FARM STRIP. THE PLT SAID HE NOTICED AFTER TAKE OFF THAT THE ENG WAS NOT DEVELOPING FULL POWER AND HE COULD NOT MAINTAIN ALT. HE ATTEMPTED TO LAND IN AN ADJACENT FLD, BUT THE GROUND WAS SOFT AND THE ACFT NOSED OVER DURING THE LANDING ROLL. INVESTIGATION REVEALED NO EVIDENCE OF A MECHANICAL FAILURE/MALFUNCTION. THE ACFT WAS LAST FUELED FROM A FARM TANK ABOUT 6 MONTHS BEFORE THE ACCIDENT.

Brief of Accident (Continued)

File No. - 860

3/29/86

LYTTON,IA

A/C Reg. No. N6167D

Time (Lcl) - 1700 CST

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

Finding(s)

1. FLUID,FUEL - IMPROPER
 2. AIRCRAFT SERVICE - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - SOFT
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 981	5/29/86	LENOX, IA	A/C Reg. No. N7029Z	Time (Lcl) - 1430 CDT
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-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage	Injuries		
	DESTROYED	Fatal	Serious	Minor
Type of Operation -AERIAL APPLICATION	Fire	1	0	0
Flight Conducted Under -14 CFR 137	ON GROUND	Crew	0	0
Accident Occurred During -TAKEOFF		Pass	0	0

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

Make/Model - PIPER PA-25-235	Eng Make/Model - LYCOMING O-540	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 - 235 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	LENOX, IA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	LENOX
Wind Dir/Speed- VARIABLE/005 KTS	ATC/Airspace	Runway Ident - 36
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 1950/ 125
Lowest Sky/Clouds - UNK/NR	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 - 33	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - UNK/NR
SE LAND	Months Since - UNK/NR	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH A FENCE DURING A TAKEOFF WITH A FULL LOAD OF CHEMICAL PESTICIDE. COLLISION WITH THE GROUND RESULTED IN A FIRE. THE PLT, WHO WAS SERIOUSLY BURNED AND LATER DIED, STATED ON HIS WAY TO THE HOSPITAL THAT HE ATTEMPTED TO DUMP THE ACFT LOAD BUT GRABBED THE FLAP HANDLE BY MISTAKE WHICH EXTENDED FULL FLAPS. THIS WAS THE PLTS THIRD AG OPERATION ACCIDENT, ONE PREVIOUSLY INVOLVED AN ABORTED TAKEOFF AND CRASH OFF THE END OF A RWY. THE RWY IN USE ON THE DAY OF THIS ACCIDENT WAS GRASS APRX ONE TO TWO FT DEEP OVER ALL BUT A 300 FT SECTION OF MOWED AREA IN MID FIELD THAT WAS USED BY LOCAL FLYERS OF RADIO CONTROLLED MODEL ACFT. THE DENSITY ALT WAS COMPUTED TO BE 2200 FT AND THERE WAS THUNDERSTORM ACTIVITY IN THE AREA NORTH OF THE ARPT AND ABOUT TWO MILES SOUTH OF THE RWY. THE PLTS FLT TIME WAS NOT REPORTED AND HIS LOG BOOKS WERE NOT LOCATED.

Brief of Accident (Continued)

File No. - 981

5/29/86

LENOX, IA

A/C Reg. No. N7029Z

Time (Lcl) - 1430 CDT

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

Finding(s)

1. TERRAIN CONDITION - HIGH VEGETATION
 2. PROPER CLIMB RATE - NOT ATTAINED - PILOT IN COMMAND
 3. WEATHER CONDITION - HIGH DENSITY ALTITUDE
 4. CLEARANCE - NOT OBTAINED - PILOT IN COMMAND
 5. EMERGENCY PROCEDURE - INACCURATE - PILOT IN COMMAND
 6. LOWERING OF FLAPS - INADVERTENT - PILOT IN COMMAND
 7. LOAD JETTISON - NOT ATTAINED - PILOT IN COMMAND
 8. OBJECT - FENCE
-

-----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) 1,3,5,6,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 966 6/23/86 SLOAN,IA A/C Reg. No. N243T Time (Lcl) - 2030 CDT

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

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

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

Make/Model - PIPER PA18	Eng Make/Model - LYCOMING O-235-C1	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1474	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 115 HP	

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

Weather Data	Itinerary	Airport Proximity ON AIRSTRIP
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point SLOAN,IA	
Method - N/A	Destination	Airport Data
Completeness - N/A	SERGEANT BLUFF,IA	SLOAN
Basic Weather - VMC	ATC/Airspace	Runway Ident - 36
Wind Dir/Speed- 360/005 KTS	Type of Flight Plan - NONE	Runway Lth/Wid - 1800/ 60
Visibility - 10.0 SM	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Sky/Clouds - CLEAR	Type Apch/Lndg - NONE	Runway Status - HIGH VEGETATION
Lowest Ceiling - NONE		
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DUSK		

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

Pilot-In-Command	Age - 27	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP,CFI	Current - YES	Total - 4500
ME LAND	Months Since - 5	Make/Model- 200
	Aircraft Type - 90	Instrument- 700
		Multi-Eng - 2000
		Last 24 Hrs - 1
		Last 30 Days- 20
		Last 90 Days- 40
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT STALLED DURING A LOW ALT STEEP TURN IMMEDIATELY AFTER TAKEOFF. THE ACFT COLLIDED WITH THE GROUND APRX 300 FT EAST OF THE RWY. NO MALFUNCTIONS IN EQUIPMENT WERE FOUND. THE PLT STATED THAT HE WAS TURNING STEEPLY TO AVOID ANOTHER ACFT. STATEMENTS OF TWO WITNESSES DO NOT BEAR OUT THE COLLISION HAZARD. THE PLT DID AGREE THAT THE STALL RESULTED FROM THE STEEP TURN.

Brief of Accident (Continued)

File No. - 966

6/23/86

SLOAN, IA

A/C Reg. No. N243T

Time (Lc1) - 2030 CDT

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

Finding(s)

1. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
 2. MANEUVER - EXCESSIVE - PILOT IN COMMAND
 3. STALL - UNCONTROLLED - PILOT IN COMMAND
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 862	7/03/86	DAVENPORT, IA	A/C Reg. No. N6FF	Time (Lcl) - 1403 CDT
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-----Basic Information-----

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

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

Make/Model - PIPER PA-24-250	Eng Make/Model - LYCOMING O-540-A1A5	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2900	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 250 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	MEDINA, OH	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	MUNICIPAL
Wind Dir/Speed- 135/010 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 25.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FORCED LANDING	
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)
ATP, CFI	Current - YES	Total - 28000
SE LAND, ME LAND, SE SEA	Months Since - 13	Make/Model- 25
	Aircraft Type - C-150	Instrument- 5300
		Multi-Eng - 18000
		Last 24 Hrs - 8
		Last 30 Days- UNK/NR
		Last 90 Days- 8

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE OWNER OF THE AIRPLANE HAD NOT FLOWN SINCE 1980 AND WAS RECEIVING INSTRUCTION TO BECOME CURRENT AND WAS TO RECEIVE A BFR ON THIS TRIP ALSO. THE AIRPLANE HAD BEEN REBUILT AFTER A FORCED LANDING AND ALSO HAD JUST RECEIVED AN ANNUAL INSPECTION. THE AIRPLANE HAD BEEN DELIVERED BY THE FLIGHT INSTRUCTOR. EVERYTHING WAS NORMAL ON THIS FLIGHT UNTIL THE LANDING GEAR HANDLE WAS PLACED TO EXTEND. WHEN THE GEAR DID NOT EXTEND, A GO-AROUND WAS MADE AND GEAR WAS EXTENDED AFTER THE CIRCUIT BREAKERS WERE PUSHED IN. ON TURN TO FINAL, THE ENGINE QUIT AND AIRPLANE MADE A FORCED LANDING SHORT OF THE RUNWAY. INSPECTION REVEALED TANKS EMPTY, TANKS COLLAPSED UPWARD TO THE EXTENT THE FUEL QUANTITY SENDERS WERE INDICATING THERE WAS STILL FUEL IN TANKS. INSECTS WERE FOUND IN PLUGGED FUEL TANK VENTS.

Brief of Accident (Continued)

File No. - 862

7/03/86

DAVENPORT, IA

A/C Reg. No. N6FF

Time (Lcl) - 1403 CDT

Occurrence #1 LOSS OF POWER
Phase of Operation APPROACH - VFR PATTERN - BASE TO FINAL

Finding(s)

1. FLUID, FUEL - EXHAUSTION
2. FUEL SYSTEM, VENT - BLOCKED (TOTAL)
3. MAINTENANCE, INSPECTION OF AIRCRAFT - INADEQUATE - OTHER MAINTENANCE PNL
4. ENGINE INSTRUMENTS, FUEL QUANTITY GAGE - FALSE INDICATION
5. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND

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

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

Finding(s)

6. OBJECT - FENCE

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 864	7/27/86	DAVENPORT, IA	A/C Reg. No. N9975J	Time (Lcl) - 1500 CDT
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----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 T188C	Eng Make/Model - CONTINENTAL TSI0520	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2500	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 1	Rated Power - 310 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	BENNETT, IA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 180/010 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

----Personnel Information----

Pilot-In-Command	Age - 40	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 4966
SE LAND	Months Since - 2	Make/Model- 1955
	Aircraft Type - CE-210	Instrument- 50
		Multi-Eng - 2
		Last 24 Hrs - 10
		Last 30 Days- UNK/NR
		Last 90 Days- 240

Instrument Rating(s) - NONE

----Narrative----

THE AG PILOT WAS SPRAYING A FIELD WHEN HE IMPACTED POWERLINES WHICH REMOVED THE UPPER ONE-THIRD OF THE VERTICAL STAB AND RUDDER. ON LANDING HE GROUNDLOOPED AND COLLAPSED THE RIGHT MAIN GEAR.

Brief of Accident (Continued)

File No. - 864

7/27/86

DAVENPORT, IA

A/C Reg. No. N9975J

Time (Lcl) - 1500 CDT

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

Finding(s)

1. OBJECT - WIRE, TRANSMISSION
 2. CLEARANCE - NOT ATTAINED - PILOT IN COMMAND
-

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

Finding(s)

3. VERTICAL STABILIZER SURFACE - SEPARATION
 4. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
 5. FLT CONTROL SYST, RUDDER CONTROL - SEPARATION
-

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 960	5/29/86	HAMER, ID	A/C Reg. No. N4000A	Time (Lcl) - 1145 MDT
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-----Basic Information-----

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

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

Make/Model - THRUSH S2R	Eng Make/Model - P & W R-1340-AN1	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 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	BIG GRASSE, ID	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - N/A
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - HIGH VEGETATION
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 38	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - YES	Total - 4949
SE LAND	Months Since - 1	Make/Model- 74
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 45
		Last 24 Hrs - 10
		Last 30 Days- UNK/NR
		Last 90 Days- 74
		Rotorcraft - 99

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING AERIAL APPLICATION THE ENGINE CEASED OPERATING AND A SMALL FIRE ERUPTED. DURING FORCED LANDING THE LANDING GEAR WAS TORN OFF AND THE FUSELAGE BECAME TWISTED. AFTER LANDING, THE FIRE CONTINUED FOR A SHORT PERIOD OF TIME. POSTACCIDENT ENG TEARDOWN REVEALED THAT A ROD BOLT PIN HAD SHEARED.

Brief of Accident (Continued)

File No. - 960

5/29/86

HAMER, ID

A/C Reg. No. N4000A

Time (Lcl) - 1145 MDT

Occurrence #1 FIRE
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)
1. UNDETERMINED

Occurrence #2 LOSS OF POWER
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)
2. ENGINE ASSEMBLY, OTHER - FAILURE, TOTAL
3. ENGINE ASSEMBLY, PUSH ROD - DISCONNECTED

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 958	6/05/86	BOISE, ID	A/C Reg. No. N9397N	Time (Lcl) - 1630 MDT
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-----Basic Information-----

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

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

Make/Model - CESSNA 185	Eng Make/Model - CONTINENTAL IO-520-D	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3350	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 300 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - UNK/NR	ELKO, NV	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	BOISE, ID	BOISE AIR TERMINAL
Wind Dir/Speed- 090/014 KTS	ATC/Airspace	Runway Ident - 28
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 9763/ 190
Lowest Sky/Clouds - 6000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 20000 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 - 47	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 6432
SE LAND, ME LAND	Months Since - 6	Make/Model- 10
	Aircraft Type - UNK/NR	Instrument- 400
		Multi-Eng - 2908
		Last 24 Hrs - 4
		Last 30 Days- UNK/NR
		Last 90 Days- 51

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING ROLLOUT AFTER LANDING, THE PILOT WAS ASKED BY THE TOWER TO EXPEDITE CLEARING THE RUNWAY DUE TO LANDING TRAFFIC. AS THE AIRCRAFT HAD SLOWED, THE PILOT ATTEMPTED A TURNOUT WHEN A GROUNDLOOP OCCURRED. A GUST OF WIND PRECIPITATED THE GROUNDLOOP. THE WIND AT THE TIME WAS REPORTED TO BE FROM 070 AT 8 KNOTS GUSTING TO 12 KNOTS.

Brief of Accident (Continued)

File No. - 958

6/05/86

BOISE, ID

A/C Reg. No. N9397N

Time (Lcl) - 1630 MDT

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

Finding(s)

1. WEATHER CONDITION - GUSTS
 2. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
-

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 961	6/07/86	BEAR TRAP, ID	A/C Reg. No. N5077V	Time (Lcl) - 1210 MDT
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-----Basic Information-----

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

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

Make/Model - VARGA 2050A	Eng Make/Model - LYCOMING O-320-A2C	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1817	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - UNK/NR	IDAHO FALLS, ID	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	TWIN FALLS, ID	BEAR TRAP AIRSTRIP
Wind Dir/Speed- 260/009 KTS	ATC/Airspace	Runway Ident - 24
Visibility - 75.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 2300/ 130
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - NONE	Type Apch/Lndg - SIMULATED FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 35	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 1570
SE LAND,ME LAND	Months Since - 4	Make/Model- 45
	Aircraft Type - UNK/NR	Instrument- 140
		Multi-Eng - 220
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 130

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A SIMULATED FORCED LANDING THE INSTRUCTOR PILOT ALLOWED THE STUDENT TO ENTER INTO A STALL WHILE TURNING FROM BASE TO FINAL. ALTHOUGH THE INSTRUCTOR ATTEMPTED TO CORRECT THE STUDENT'S MISTAKES HE ALLOWED THE STUDENT TO GO TOO FAR WITH THE TASK BEFORE MAKING THE CORRECTION. THE INSTRUCTOR WAS ABLE TO CORRECT THE AIRCRAFT AND LEVEL THE WINGS BUT WAS UNABLE TO KEEP THE AIRCRAFT FROM STRIKING THE GROUND HARD DUE TO THE LOW ALTITUDE IN WHICH THE STALL OCCURRED. AFTER STRIKING THE GROUND THE AIRCRAFT'S NOSE GEAR SEPARATED FROM THE AIRCRAFT AND IT THEN NOSED OVER INVERTED.

Brief of Accident (Continued)

File No. - 961

6/07/86

BEAR TRAP, ID

A/C Reg. No. N5077V

Time (Lc1) - 1210 MDT

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

Finding(s)

1. STALL - INADVERTENT - PILOT IN COMMAND(CFI)
 2. SUPERVISION - IMPROPER - PILOT IN COMMAND(CFI)
 3. INSTRUCTIONS, WRITTEN/VERBAL - NOT UNDERSTOOD - DUAL STUDENT
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Occurrence #4 NOSE OVER
Phase of Operation LANDING - ROLL

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 989 6/13/86 BOISE, ID A/C Reg. No. N5208N Time (Lcl) - 1126 MDT

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

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

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

Make/Model - NAVION A	Eng Make/Model - CONTINENTAL IO-520-BA	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2750	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 300 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	CALDWELL, ID	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	BOISE, ID	
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - N/A
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - 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 - 40	Medical Certificate - EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 363
SE LAND	Months Since - 14	Make/Model- 207
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 28
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT ELECTED TO LAND ONTO A ROAD TO PICK UP A PASSENGER. THE PILOT FAILED TO MAINTAIN ADEQUATE CLEARANCE FROM A WIRE FENCE TO THE RIGHT OF THE ROAD AND CAUGHT THE RIGHT WING.

Brief of Accident (Continued)

File No. - 989

6/13/86

BOISE, ID

A/C Reg. No. N5208N

Time (Lcl) - 1126 MDT

Occurrence ON GROUND COLLISION WITH OBJECT
Phase of Operation TAXI - FROM LANDING

Finding(s)

1. OBJECT - FENCE
 2. 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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 963	8/07/86	STIBNITE, ID	A/C Reg. No. N7459E	Time (Lcl) - 1220 MDT
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-----Basic Information-----

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

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

Make/Model - CESSNA 210	Eng Make/Model - CONTINENTAL IO-470-E	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2900	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 260 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	MOOSE CREEK, ID	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	INDIAN CREEK, ID	INDIAN CREEK USFS
Wind Dir/Speed- 180/003 KTS	ATC/Airspace	Runway Ident - 04
Visibility - 45.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5000/ 100
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRAVEL
Lowest Ceiling - 7000 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 - 44	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 615
SE LAND	Months Since - 17	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 172
		Instrument- 8
		Last 30 Days- UNK/NR
		Last 90 Days- 20
		Rotorcraft - UNK/NR

Multi-Eng - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT EXECUTED A STEEP, REDUCED POWER DESCENT INTO THE DESTINATION AIRSTRIp. HE THEN REPORTED THAT WHEN HE ATTEMPTED TO REDUCE THE RATE OF DESCENT WITH A POWER APPLICATION, THE ENGINE DID NOT RESPOND. THERE WAS NO EVIDENCE OF ANY MECHANICAL MALFUNCTION WITH THE POWERPLANT AND THERE WAS NO INDICATION THAT THE PILOT HAD APPLIED POWER NOR CLEARED THE ENGINE DURING THE DESCENT. THE LONG, POWER OFF DESCENT IS BELIEVED TO HAVE COLD SOAKED THE ENGINE RESULTING IN POOR ENGINE RESPONSE DURING THE RETURN OF POWER. THE PILOT'S FAILURE TO INSURE SUFFICIENT ALTITUDE AT THE COMMENCEMENT OF THE APPROACH AND/OR RAISE THE GEAR AFTER THE POWER LOSS RESULTED IN THE AIRCRAFT LANDING SHORT OF THE INTENDED RUNWAY. HIS UNFAMILIARITY WITH THE AIRSTRIp AND ITS ASSOCIATED MOUNTAINOUS TERRAIN AS WELL AS THE HIGH DENSITY ALTITUDE CONDITIONS CONTRIBUTED TO THE AIRCRAFT LANDING SHORT.

Brief of Accident (Continued)

File No. - 963

8/07/86

STIBNITE, ID

A/C Reg. No. N7459E

Time (Lc1) - 1220 MDT

Occurrence #1 LOSS OF POWER
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
1. THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND

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

Finding(s)
2. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
3. IMPROPER DECISION, LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND
4. TERRAIN CONDITION - MOUNTAINOUS/HILLY
5. WEATHER CONDITION - HIGH DENSITY ALTITUDE

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

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

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. - 997 8/31/86 WALLACE, ID A/C Reg. No. N4703B Time (Lcl) - 1400 PDT

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

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

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

Make/Model - CESSNA 180	Eng Make/Model - CONTINENTAL O-470-K	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 - 230 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	SEATTLE, WA	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	HAMILTON, MT	
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - N/A
Visibility - 4.000 SM	Type of Flight Plan - VFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - UNK/NR	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- FOG		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 65	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 2700
SE LAND	Months Since - 22	Last 24 Hrs - 2
GLIDER	Aircraft Type - C-180	Make/Model- UNK/NR
		Last 30 Days- 8
		Instrument- UNK/NR
		Last 90 Days- 25
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

PLT RECEIVED WX BRIEF, ADVISED VFR FOR PROPOSED FLT. PLT FILED VFR FLT PLAN AND DEPARTED. WRECKAGE LOCATED 2 DAYS LATER AT CREST OF MOUNTAIN PASS.

Brief of Accident (Continued)

File No. - 997

8/31/86

WALLACE, ID

A/C Reg. No. N4703B

Time (Lc1) - 1400 PDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation CRUISE

Finding(s)

1. VFR FLIGHT INTO IMC - ATTEMPTED - PILOT IN COMMAND
 2. PREFLIGHT BRIEFING SERVICE - DISREGARDED - PILOT IN COMMAND
 3. IN FLIGHT BRIEFING SERVICE - NOT USED - PILOT IN COMMAND
 4. WEATHER CONDITION - CLOUDS
 5. WEATHER CONDITION - FOG
 6. WEATHER CONDITION - OBSCURATION
 7. TERRAIN CONDITION - MOUNTAINOUS/HILLY
-

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 820 5/24/86 MATTOON,IL A/C Reg. No. N85JC Time (Lcl) - 1815 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - JERRY COX GOLDWING
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 545
No. of Seats - 1

Eng Make/Model - BOMBARDIER ROTAX
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 47 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- 060/010 KTS
Visibility - 5.0 SM
Lowest Sky/Clouds - 4000 FT SCATTERED
Lowest Ceiling - 8000 FT OVERCAST
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
MATTOON,IL
Destination
MATTOON,IL

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 - 50
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - 152

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

Total	- 111	Last 24 Hrs -	1
Make/Model-	33	Last 30 Days-	UNK/NR
Instrument-	3	Last 90 Days-	10

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS CIRCLING A RACETRACK AT A RELATIVELY LOW ALT, DESCRIBED AS BETWEEN 800-1500 FT AGL, WITH THE ENG THROTTLED BACK. DURING A SUBSEQUENT STEEP BANK TO THE LEFT WHILE ACCELERATING THE LEFT WING FAILED AND THE ACFT CRASHED INTO THE TREES.

Brief of Accident (Continued)

File No. - 820

5/24/86

MATTOON, IL

A/C Reg. No. N85JC

Time (Lc1) - 1815 CDT

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

Finding(s)

1. THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND
 2. ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
 3. MANEUVER - EXCESSIVE - PILOT IN COMMAND
 4. WING - OVERLOAD
-

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

Finding(s)

5. OBJECT - TREE(S)
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 821 4/29/86 BRUCEVILLE, IN A/C Reg. No. N3660Y Time (Lcl) - 1010 EST

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

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

Aircraft Damage

DESTROYED

Fire
NONE

Crew 0
Pass 0

Fatal 0
0

Injuries

Serious 0
Minor 1
0

None 0
0

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

Make/Model - AIR TRACTOR AT301
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 5000
No. of Seats - 1

Eng Make/Model - P & W R1340-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- CALM
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
VINCENNES, IN
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 34
Biennial Flight Review
Current - YES
Months Since - 12
Aircraft Type - J3

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

Total - 4600 Last 24 Hrs - 5
Make/Model- 1400 Last 30 Days- UNK/NR
Instrument- 125 Last 90 Days- 60
Multi-Eng - 500 Rotorcraft - 500

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH TREES DURING A PULL-UP AT THE END OF A SWATH RUN. DURING THE COLLISION THE RT WING TIP SEPARATED FROM THE ACFT AND THE ACFT ROLLED HITTING THE GROUND WITH THE RT WING FIRST WHICH STARTED A CARTWHEEL. INVESTIGATION REVEALED THAT THE ACFT WAS 216 LBS OVER GROSS WEIGHT AT THE TIME OF THE ACCIDENT. THE PLT SAID HE INCORRECTLY JUDGED THE ROLLING TERRAIN WHICH HE FOUND HE COULD NOT OUTCLIMB.

Brief of Accident (Continued)

File No. - 821

4/29/86

BRUCEVILLE, IN

A/C Reg. No. N3660Y

Time (Lc1) - 1010 EST

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

Finding(s)

1. AIRCRAFT PERFORMANCE, CLIMB CAPABILITY - EXCEEDED
2. OBJECT - TREE(S)
3. IN-FLIGHT PLANNING/DECISION - INACCURATE - PILOT IN COMMAND
4. CLIMB - MISJUDGED - PILOT IN COMMAND
5. TERRAIN CONDITION - UPHILL
6. AIRCRAFT WEIGHT AND BALANCE - IMPROPER - PILOT IN COMMAND

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 819 6/23/86 SYRACUSE, IN A/C Reg. No. N8226W Time (Lcl) - 0836 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire NONE

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

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

Make/Model - PIPER PA-28-180
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2400
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A3A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 10.0 SM
Lowest Sky/Clouds - 2500 FT THIN BKN
Lowest Ceiling - 2500 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
GOSHEN, IN
Destination
MT. COMFORT, IN

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 - 63
Biennial Flight Review
Current - YES
Months Since - 7
Aircraft Type - PA28180

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 397 Last 24 Hrs - 1
Make/Model- 397 Last 30 Days- 15
Instrument- 10 Last 90 Days- 25

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CRASHED INTO A LAKE WHILE MAKING A FAREWELL LOW PASS AT FRIENDS ON THE LAKESHORE. HE CAME OVER THE LAKE TOWARD HIS FRIENDS AT SUCH A LOW ALT THAT HE HAD TO PULL UP TO GET OVER THE TREES. HE COMMENCED A STEEP RT TURN WHICH PROGRESSED INTO A DESCENT WITH THE ACFT RT WING CONTACTING THE WATER, BEGINNING THE CRASH SEQUENCE.

Brief of Accident (Continued)

File No. - 819

6/23/86

SYRACUSE, IN

A/C Reg. No. N8226W

Time (Lcl) - 0836 EST

Occurrence #1 DRAGGED WING, ROTOR, POD, OR FLOAT
Phase of Operation MANEUVERING

Finding(s)

1. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
2. LOW PASS - PERFORMED - PILOT IN COMMAND
3. MANEUVER - EXCESSIVE - PILOT IN COMMAND
4. ALTITUDE - INADEQUATE - PILOT IN COMMAND
5. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
6. IMPROPER USE OF EQUIPMENT/AIRCRAFT, VISUAL/AURAL PERCEPTION - PILOT IN COMMAND

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 858	3/21/86	SCOTT CITY, KS	A/C Reg. No. N32JE	Time (Lcl) - 1615 CST
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-----Basic Information-----

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

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

Make/Model - JIM ELLIOTT VP-2	Eng Make/Model - VOLKSWAGEN 1,834 CC	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 780	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 37 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- 160/013 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 - SOFT
Lowest Ceiling - NONE	Type Apch/Lndg - PRECAUTIONARY LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 38	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 88
SE LAND	Months Since - 7	Make/Model- UNK/NR
	Aircraft Type - BE-23	Instrument- 4
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 3
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS MAKING HIS FIRST FLT IN THE ACFT WHICH IS POWERED BY A VOLKSWAGON, 1,834 CC ENG. THE ACFT BECAME AIRBORNE FROM A HARD SURFACE RWY AND CLIMBED TO ABOUT 100 FT AGL. THE PLT SAID THE CONTROLS FELT MUSHY AND WHEN HE ATTEMPTED TO CLIMB THE AIRSPEED DECREASED. HE ATTEMPTED TO RETURN TO THE ARPT BUT BECAME CONCERNED THAT THE ACFT WOULD STALL SO HE LANDED IN A WHEATFIELD. THE FLD WAS SOFT AND THE R MLG BROKE. ENG RPM DURING THE FLT WAS IN THE GREEN, ABOUT 3,100, AS IT SHOULD HAVE BEEN. THE PREVIOUS OWNER SAID THAT 5 INCHES OF THE PROPELLER HAD BEEN CUT OFF IN ORDER TO INCREASE ENGINE RPM.

Brief of Accident (Continued)

File No. - 858

3/21/86

SCOTT CITY,KS

A/C Reg. No. N32JE

Time (Lcl) - 1615 CST

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

Finding(s)

1. TERRAIN CONDITION - SOFT
2. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
3. AIRCRAFT PERFORMANCE, CLIMB CAPABILITY - LACK OF
4. PERFORMANCE DATA - NOT UNDERSTOOD - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 863 7/13/86 SALINA,KS A/C Reg. No. N146AF Time (Lcl) - 1900 CDT

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

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

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

Make/Model - STAINBROOK AVID FLYER	Eng Make/Model - CUYUNA UL 430 RR	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 - 43 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	SALINA,KS	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 130/014 KTS	ATC/Airspace	Runway Ident - 36
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2500 -UNK/NR
Lowest Sky/Clouds - 4000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - 25000 FT OVERCAST	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 46	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 700
SE LAND	Months Since - 22	Make/Model- 65
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 12

Instrument Rating(s) - NONE

-----Narrative-----

THE PIC HAD BEEN PRACTICING TOUCH AND GO LANDINGS AT A PRIVATE AIR STRIP. AT 50 FEET AGL THE PIC STATED THE ENGINE QUIT AND HE DESCENDED INTO THE GROUND OFF THE RWY. POST ACCIDENT INSPECTION OF THE ENG REVEALED THAT THE PROPELLER REDUCTION GEARING HAD BROKEN AND NO THRUST WAS AVAILABLE TO CONTINUE THE TAKEOFF. THE PIC STATED HE HAD TROUBLE WITH THIS TYPE OF PROPELLER GEAR REDUCTION SYSTEM BEFORE.

Brief of Accident (Continued)

File No. - 863

7/13/86

SALINA,KS

A/C Reg. No. N146AF

Time (Lcl) - 1900 CDT.

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

Finding(s)

1. PROPELLER SYSTEM/ACCESSORIES,PLANETARY GEAR - BINDING(MECHANICAL)

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

2. STALL - INADVERTENT - PILOT IN COMMAND

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 919 7/18/86 OAKLEY, KS A/C Reg. No. N2440H Time (Lc1) - 0830 CDT

-----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

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

Make/Model - STEVENSON GLASAIR
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1100
No. of Seats - 2

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 270/010 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
OAKLEY, KS
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRSTRIP

Airport Data

PVT STRIP
Runway Ident - 09
Runway Lth/Wid - 1200/ 100
Runway Surface - GRASS/TURF
Runway Status - DRY

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

Pilot-In-Command

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

Age - 63

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 150	Last 24 Hrs - UNK/NR
Make/Model- 150	Last 30 Days- UNK/NR
Instrument- 0	Last 90 Days- 25

Instrument Rating(s) - NONE

-----Narrative-----

THE PIC STATED THAT HE HAD NOT VISUALLY CHECKED THE ACFT'S 4 GALLON HEADER TANK PRIOR TO ATTEMPTING TAKEOFF. DURING THE TAKEOFF THE ENG WOULD NOT PRODUCE FULL POWER. THE TAKEOFF WAS ABORTED AND THE PIC INSPECTED THE ENG FOR A MECHANICAL PBLM. AFTER THE INSPECTION A SECOND ATTEMPT TO TAKEOFF WAS MADE. THE TAKEOFF WAS UNSUCCESSFUL AND ENDED IN SUBSTANTIAL DAMAGE TO THE ACFT. A POST-ACCIDENT INSPECTION OF THE ACFT WAS MADE AND IT WAS DISCOVERED THAT NO FUEL WAS PRESENT IN THE HEADER TANK THAT SUPPLIES FUEL TO THE CARBUERTOR. THE PIC STATED HE SHOULD PERFORM A CLOSER PRE-FLIGHT INSPECTION OF HIS ACFT.

Brief of Accident (Continued)

File No. - 919

7/18/86

OAKLEY,KS

A/C Reg. No. N2440H

Time (Lc1) - 0830 CDT

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

Finding(s)

1. FLUID,FUEL - STARVATION
2. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND

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

Finding(s)

3. TERRAIN CONDITION - DIRT BANK
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. ABORT - NOT PERFORMED - PILOT IN COMMAND

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 920	7/25/86	RUSSELL,KS	A/C Reg. No. N151RC	Time (Lc1) - 1230 CDT
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-----Basic Information-----

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

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

Make/Model - RANDOLPH R.CLARK KR-2	Eng Make/Model - HAPI VW	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - UNK/NR	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - UNK/NR	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	UNK/NR	
Wind Dir/Speed- 360/005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - PRECAUTIONARY LANDING	Runway Status - HIGH VEGETATION
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 41	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 155
SE LAND	Months Since - 2	Make/Model- UNK/NR
	Aircraft Type - 172	Instrument- 5
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 1
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT HAD JUST COMPLETED SOME ADJUSTMENTS TO THE CARBURETOR AND WAS MAKING A HIGH-SPEED TAXI TEST WHEN HE BECAME AIRBORNE. HE APPLIED MORE POWER TO AVOID STALLING AND IMMEDIATELY THEREAFTER, THE ENGINE STARTED RUNNING ROUGH. HE THEN DECIDED TO MAKE A PRECAUTIONARY LANDING AND LANDED HARD IN A MILO FIELD JUST BEYOND THE FENCE AT THE END OF THE RUNWAY.

Brief of Accident (Continued)

File No. - 920

7/25/86

RUSSELL,KS

A/C Reg. No. N151RC

Time (Lcl) - 1230 CDT

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

Finding(s)

1. LIFT-OFF - INADVERTENT - PILOT IN COMMAND
 2. FUEL SYSTEM,CARBURETOR - INCORRECT
-

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

Finding(s)

3. PRECAUTIONARY LANDING - ATTEMPTED - PILOT IN COMMAND
-

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

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

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. - 836 1/04/86 BELLE CHASSE, LA A/C Reg. No. N50560 Time (Lcl) - 1555 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

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

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - IMC
Wind Dir/Speed- UNK/NR
Visibility - .250 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 800 FT BROKEN
Obstructions to Vision- FOG
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SLIDELL, LA
Destination
LOCAL

ATC/Airspace

Type of Flight Plan -
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)
STUDENT

Age - 53
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 - 100
Make/Model- 50
Instrument- 0
Last 24 Hrs - 1
Last 30 Days- 7
Last 90 Days- 12

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT NOSED OVER DURING A FORCED LANDING FOLLOWING A LOSS OF POWER. THE FLT WAS BEGUN AN HOUR BEFORE THE ACC WITH THE INTENTION OF STAYING IN LOCAL AREA. THE WX WAS MINIMAL VMC AT THE TIME OF TAKEOFF AND SUDDENLY BECAME IMC WHEN FOG ROLLED IN. THE PLT WAS UNABLE TO LOCATE THE DEPARTURE ARPT AND AFTER SEVERAL LOW PASSES AT VARIOUS PLACES TRYING TO LAND THE ACFT RAN OUT OF FUEL. THE FORCED LNDG WAS MADE IN THE YARD OF AN INDUSTRIAL AREA WHERE THE NOSE GEAR DUG IN AND THE ACFT NOSED OVER.

Brief of Accident (Continued)

File No. - 836

1/04/86

BELLE CHASSE, LA

A/C Reg. No. N50560

Time (Lc1) - 1555 CST

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

Finding(s)

1. WEATHER CONDITION - FOG
2. WEATHER EVALUATION - INACCURATE - PILOT IN COMMAND
3. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
4. VFR FLIGHT INTO IMC - INADVERTENT - PILOT IN COMMAND
5. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND

Occurrence #2 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation MANEUVERING

Finding(s)

6. FLUID, FUEL - EXHAUSTION
7. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
8. REFUELING - NOT PERFORMED - PILOT IN COMMAND

Occurrence #3 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #4 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

9. TERRAIN CONDITION - SOFT

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5,7,8

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 835 1/09/86 GULF OF MEXICO, LA A/C Reg. No. N2653 Time (Lcl) - 1357 CST

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

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

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

Make/Model - BELL BH206L-1	Eng Make/Model - ALLISON 250-C28B	ELT Installed/Activated - YES/NO
Landing Gear - EMERGENCY FLOAT	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 4150	Engine Type - TURBOSHAFT	
No. of Seats - 5	Rated Power - 420 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	SAME AS ACC/INC	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	Runway Ident - N/A
Wind Dir/Speed- 030/035 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 5.0 SM	Type of Flight Plan - COMPANY (VFR)	Runway Surface - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 800 FT BROKEN	Type Apch/Lndg - NONE	
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 37	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 9245
SE LAND, ME LAND	Months Since - 1	Make/Model- 4273
HELICOPTER	Aircraft Type - BH206	Instrument- 182
		Multi-Eng - 63
		Last 24 Hrs - 3
		Last 30 Days- 44
		Last 90 Days- 125
		Rotorcraft - 9030

Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

THE ACFT DESCENDED INTO THE GULF OF MEXICO FROM A 100 FT AGL HOVER AFTER THE PLT LOST YAW CONTROL DOWNWIND OF AN OFFSHORE OIL PLATFORM IN 35 KT WINDS. AS THE ACFT CAME TO A HOVER IT BEGAN A TURN TO THE RIGHT EVEN THOUGH IT WAS HEADED INTO THE WIND. FULL LEFT PEDAL DID NOT STOP THE SPIN ACCORDING TO THE PILOT WHO TRIED TO FLY AWAY RATHER THAN AUTOROTATE INTO 10 FT SEAS. THE ACFT CONTINUED TO SPIN AND THEN LOST ALT TO WATER CONTACT WHERE IT ROLLED AND STARTED TO SINK. THE PILOT ESCAPED THROUGH THE BROKEN WINDSHIELD.

Brief of Accident (Continued)

File No. - 835

1/09/86

GULF OF MEXICO, LA

A/C Reg. No. N2653

Time (Lcl) - 1357 CST

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

Finding(s)

1. WEATHER CONDITION - HIGH WIND
2. COMPENSATION FOR WIND CONDITIONS - MISJUDGED - PILOT IN COMMAND
3. JUDGEMENT - INACCURATE - PILOT IN COMMAND
4. TAIL ROTOR - REDUCED - PILOT IN COMMAND
5. DESCENT - UNCONTROLLED - PILOT IN COMMAND

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

Finding(s)

6. TERRAIN CONDITION - WATER, ROUGH

-----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. - 834 3/10/86 KROTZ SPRINGS, LA A/C Reg. No. N40820 Time (Lcl) - 2215 CST

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

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

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

Make/Model - PIPER PA-28-140	Eng Make/Model - LYCOMING O-320-E3D	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2150	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	GULF SHORES, AL	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	OPELOUSAS, LA	Runway Ident - N/A
Wind Dir/Speed- 180/005 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 7.0 SM	Type of Flight Plan - IFR	Runway Surface - N/A
Lowest Sky/Clouds - 2300 FT SCATTERED	Type of Clearance - IFR	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - NIGHT(BRIGHT)		

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

Pilot-In-Command	Age - 45	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 5847
SE LAND, ME LAND, SE SEA	Months Since - 15	Make/Model- 500
	Aircraft Type - PA34200	Instrument- 707
		Multi-Eng - 1700
		Last 24 Hrs - 5
		Last 30 Days- 20
		Last 90 Days- 68

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT CRASHED INTO A ROAD SIGN DURING A FORCED LANDING ON A HIWAY FOLLOWING FUEL EXHAUSTION. THE PLT HAD MADE A X-COUNTRY FLT AND ONLY ADDED TEN GALS OF FUEL FOR THE RETURN TRIP. HIS ESTIMATE OF FUEL REMAINING WAS INACCURATE PARTLY BECAUSE THE CARBURETOR WAS IMPROPERLY ADJUSTED AND LEAKED UNDER PRESSURE. PAST FUEL RECORDS SHOWED FUEL CONSUMPTION RANGED BETWEEN 9 & 12.5 GALS/HR. POST-ACC INVEST REVEALED THAT BOTH WING TANKS WERE EMPTY AS WERE THE FUEL FILTER AND CARBURETOR FLOAT CHAMBER.

Brief of Accident (Continued)

File No. - 834

3/10/86

KROTZ SPRINGS, LA

A/C Reg. No. N40820

Time (Lc1) - 2215 CST

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

Finding(s)

1. FLUID, FUEL - EXHAUSTION
 2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 3. REFUELING - INADEQUATE - PILOT IN COMMAND
 4. FUEL SYSTEM, CARBURETOR - IMPROPER
 5. FUEL SYSTEM, CARBURETOR - LEAK
 6. MAINTENANCE - IMPROPER - 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)

7. OBJECT - UTILITY POLE
-

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) 1,2,3

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. - 837 5/01/86 GOUDEAU, LA A/C Reg. No. N3832E Time (Lcl) - 0820 CDT

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

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

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

Make/Model	- PARTENAVIA P68C	Eng Make/Model	- LYCOMING IO-360-A1B6	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 4000	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 7	Rated Power	- 200 HP		

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

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - TELEPHONE</p> <p>Completeness - FULL</p> <p>Basic Weather - IMC</p> <p>Wind Dir/Speed- 170/006 KTS</p> <p>Visibility - 3.000 SM</p> <p>Lowest Sky/Clouds - UNK/NR</p> <p>Lowest Ceiling - 700 FT BROKEN</p> <p>Obstructions to Vision- FOG</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point BATON ROUGE, LA</p> <p>Destination BUNKIE, LA</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - COMPANY (VFR)</p> <p>Type of Clearance - VFR</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>ATP</p> <p>SE LAND, ME LAND</p>	<p>Age - 54</p> <p>Biennial Flight Review</p> <p>Current - UNK/NR</p> <p>Months Since - UNK/NR</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 8200</p> <p>Make/Model- UNK/NR</p> <p>Instrument- UNK/NR</p> <p>Multi-Eng - UNK/NR</p> <p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- UNK/NR</p> <p>Rotorcraft - UNK/NR</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT RECEIVED A WEATHER BRIEFING INDICATING IMC CONDITIONS EXISTED AT THE POINT OF DEPARTURE AND AT REPORTING STATIONS NEAR THE POINT OF THE FIRST INTENDED LANDING. (THERE WAS NO REPORTING STATIONS AT THE AIRPORT OF INTENDED LANDING). WEATHER CONDITIONS CHANGED TO VMC AT THE DEPARTURE POINT AND THE PILOT WAS CLEARED FOR TAKEOFF ON A SPECIAL VFR DEPARTURE. THE PILOT CONTINUED VFR FLIGHT FOR ABOUT 55 STATUTE MILES AND COLLIDED WITH A 500 FOOT RADIO ANTENNA AT A POINT ABOUT 350 FEET ABOVE THE GROUND. THE ANTENNA WAS ON A DIRECT LINE BETWEEN THE POINTS OF DEPARTURE AND INTENDED LANDING. THE PILOT REPORTEDLY WAS NAVIGATING BY LORAN RADIO. WITNESSES REPORTED THE UPPER HALF OF THE IMPACTED ANTENNA WAS OBSCURED BY FOG WHEN THE ACCIDENT OCCURRED. WITNESSES REPORTED THE VISIBILITY TO BE ABOUT ONE MILE.

Brief of Accident (Continued)

File No. - 837

5/01/86

GOUDEAU, LA

A/C Reg. No. N3832E

Time (Lc1) - 0820 CDT

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

Finding(s)

1. VFR FLIGHT INTO IMC - INTENTIONAL - PILOT IN COMMAND
 2. WEATHER CONDITION - FOG
 3. LIGHT CONDITION - DAYLIGHT
-

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

Finding(s)

4. OBJECT - ELECT TOWER(MARKED)
 5. OBJECT - GUY WIRE
-

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

Finding(s)

6. TERRAIN CONDITION - OPEN FIELD
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 866	5/08/86	BOSSIER CITY, LA	A/C Reg. No. N49DD	Time (Lcl) - 1540 CDT
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-----Basic Information-----

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

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

Make/Model - CESSNA 411A	Eng Make/Model - CONTINENTAL TGSIO-520-CR	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 - 6	Rated Power - 340 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- 160/013 KTS</p> <p>Visibility - 7.0 SM</p> <p>Lowest Sky/Clouds - 3000 FT SCATTERED</p> <p>Lowest Ceiling - 25000 FT BROKEN</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point - SHREVEPORT, LA</p> <p>Destination - BATON ROUGE, LA</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - IFR</p> <p>Type of Clearance - IFR</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p>OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND, ME LAND</p>	<p>Age - 50</p> <p>Biennial Flight Review</p> <p>Current - UNK/NR</p> <p>Months Since - UNK/NR</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 1554</p> <p>Make/Model- 164</p> <p>Instrument- 76</p> <p>Multi-Eng - 969</p> <p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- 8</p> <p>Last 90 Days- 21</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT REPORTEDLY DID AN UNUSUAL AMOUNT OF ENGINE RUN-UP BEFORE PULLING ONTO THE RUNWAY. HE THEN PERFORMED ANOTHER RUN-UP BEFORE DEPARTING. THIS IS EVIDENCE THAT HE WAS AWARE OF A PROBLEM WITH HIS AIRCRAFT. THE ENGINE(S) WERE POPPING AND PUFFING BLACK SMOKE DURING THE GROUND RUN. YET, THE TAKEOFF WAS CONTINUED. THE POPPING AND SMOKE PUFFING CONTINUED AFTER LIFTOFF. A NOTICEABLE LOSS OF AIRSPEED OCCURRED DURING THE CLIMBOUT. THE AIRCRAFT STARTED THE THIRD ROLL (INTO THE BAD ENGINE) BEFORE FINALLY GOING INVERTED. THE AIRCRAFT'S ALLOWABLE GROSS WEIGHT WAS EXCEEDED BY AT LEAST 205 POUNDS AT TAKEOFF, HOWEVER, THE CENTER OF GRAVITY REMAINED WITHIN IT'S SPECIFIED LIMITS. INTERNAL EXAMINATION OF THE RIGHT ENGINE EXHIBITED EVIDENCE THAT IT HAD OPERATED AT SOMETIME ON A MIXTURE OF GASOLINE AND JET FUEL.

Brief of Accident (Continued)

File No. - 866

5/08/86

BOSSIER CITY, LA

A/C Reg. No. N49DD

Time (Lc1) - 1540 CDT

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

Finding(s)

1. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - INTENTIONAL - PILOT IN COMMAND
 2. ENGINE ASSEMBLY, PISTON - BURNED
 3. FLUID, FUEL GRADE - IMPROPER
-

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

Finding(s)

4. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
-

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

Occurrence #4 FIRE
Phase of Operation OTHER

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 845	5/22/86	MORSE, LA	A/C Reg. No. N6650Q	Time (Lcl) - 0930 CDT
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-----Basic Information-----

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

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

Make/Model - GRUMMAN G164B	Eng Make/Model - P&W R985	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 - 450 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 170/012 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 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 - 33	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2400
SE LAND, ME LAND	Months Since - 4	Make/Model- 2160
	Aircraft Type - C-172	Instrument- 36
		Multi-Eng - 4
		Last 24 Hrs - 10
		Last 30 Days- 100
		Last 90 Days- 332

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT SETTLED INTO POWER LINES AND STALLED INTO THE GROUND DURING A SPRAY OPERATION. THE PLT HAD TURNED DOWNWIND TO LINE UP FOR HIS SPRAY RUN. THE ACFT STARTED DESCENDING AND EVEN THOUGH POWER WAS APPLIED AS LOAD WAS JETTISONED THE ACFTS TAIL WHEEL SNAGGED A POWERLINE. THE ACFT STALLED AND CONTACTED THE GROUND IN A NOSE LOW ATTITUDE.

Brief of Accident (Continued)

File No. - 845

5/22/86

MORSE,LA

A/C Reg. No. N6650Q

Time (Lc1) - 0930 CDT

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

Finding(s)

1. AIRCRAFT HANDLING - MISJUDGED - PILOT IN COMMAND
2. ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
3. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

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

Finding(s)

4. OBJECT - WIRE,TRANSMISSION
5. STALL - UNCONTROLLED - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 846	6/24/86	CHURCH POINT, LA	A/C Reg. No. N48585	Time (Lcl) - 0950 CDT
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-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage	Injuries		
	SUBSTANTIAL			
Type of Operation - AERIAL APPLICATION	Fire	Fatal	Serious	Minor
Flight Conducted Under - 14 CFR 137	NONE	Crew 0	0	0
Accident Occurred During - TAKEOFF		Pass 0	0	0
			None	1
				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 - 7200	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 450 HP	

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

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

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

Pilot-In-Command	Age - 63	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 25000
SE LAND, ME LAND	Months Since - 4	Make/Model- UNK/NR
	Aircraft Type - G164B	Instrument- 2000
		Multi-Eng - 2500
		Last 24 Hrs - 6
		Last 30 Days- UNK/NR
		Last 90 Days- 317

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFTS LEFT WINGTIP CAUGHT IN WEEDS DURING TAKEOFF AND THE ACFT WAS PULLED LEFT. THE PLT HAD TURNED TO AVOID A WET SPOT ON THE AIRSTRIP AND CONTACTED THE HIGH WEEDS THEN SWERVED INTO A RICE LEVEE.

Brief of Accident (Continued)

File No. - 846

6/24/86

CHURCH POINT, LA

A/C Reg. No. N48585

Time (Lcl) - 0950 CDT

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

Finding(s)

1. AIRCRAFT HANDLING - MISJUDGED - PILOT IN COMMAND
 2. MANEUVER - EXCESSIVE - PILOT IN COMMAND
 3. TERRAIN CONDITION - HIGH VEGETATION
 4. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
 5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

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

Finding(s)

6. TERRAIN CONDITION - DIRT BANK
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 950	7/25/86	BASTROP, LA	A/C Reg. No. N6718Q	Time (Lcl) - 0830 CDT
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-----Basic Information-----

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

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

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

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- CALM</p> <p>Visibility - 10.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point SAME AS ACC/INC</p> <p>Destination SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FORCED LANDING</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL</p> <p>SE LAND</p>	<p>Age - 32</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 19</p> <p>Aircraft Type - C-172</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 4275</p> <p>Make/Model- 2325</p> <p>Instrument- 39</p> <p>Multi-Eng - UNK/NR</p> <p>Last 24 Hrs - 4</p> <p>Last 30 Days- 80</p> <p>Last 90 Days- 237</p> <p>Rotorcraft - UNK/NR</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT CAME TO REST INVERTED WITH THE ENGINE UNDER WATER AFTER A POWER LOSS AND FORCED LANDING. THE PLT STATED THAT HE STARTED LOSING POWER IN THE TURN TO LINE UP FOR HIS FIRST AERIAL APPLICATION RUN. THE ACFT SETTLED TO GROUND IMPACT IN A LANDING ATTITUDE DESPITE FULL THROTTLE AND JETTISON OF LOAD. THE LEFT LANDING GEAR BROKE OFF ON AN EMBANKMENT AND THE ACFT NOSED OVER INTO A WATER FILLED DITCH. SINCE THE ENGINE WAS SUBMERGED FOR SEVERAL DAYS NO ENGINE TEARDOWN WAS ACCOMPLISHED. NO MALFUNCTIONS WERE FOUND DURING THE ON-SITE INVESTIGATION. THERE WERE NO WITNESSES TO THE ACCIDENT.

Brief of Accident (Continued)

File No. - 950

7/25/86

BASTROP, LA

A/C Reg. No. N6718Q

Time (Lc1) - 0830 CDT

Occurrence #1 LOSS OF POWER
Phase of Operation MANEUVERING

Finding(s)

1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

2. LOAD JETTISON - INITIATED - PILOT IN COMMAND

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

Finding(s)

3. LANDING GEAR, MAIN GEAR - FAILURE, TOTAL
4. 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. - 929 1/07/86 BOSTON, MA A/C Reg. No. N1468X Time (Lcl) - 0645 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	NONE		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 -STANDING		Other	0	1	0	0

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

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

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

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

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

Pilot-In-Command	Age - 40	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 340
SE LAND	Months Since - 0	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 13
		Instrument- 17
		Last 30 Days- UNK/NR
		Last 90 Days- 55

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS ATTEMPTING TO START THE AIRCRAFT FOR A CROSS COUNTRY FLIGHT. THE WEATHER WAS COLD. INITIALLY. THE PILOT STATED THE ENGINE STARTED BUT STOPPED. THE PILOT PULLED KEY FROM IGNITION, PULLED BACK THROTTLE AND CLOSED THE MIXTURE BEFORE EXITING THE AIRCRAFT TO REPOSITION THE PROP. HOWEVER, DURING THIS TIME THE PROP ROTATED ONE HALF REVOLUTION AND THE PILOT WAS STRUCK, WHEN HE WAS DISTRACTED AND LEANING FORWARD.

Brief of Accident (Continued)

File No. - 929

1/07/86

BOSTON, MA

A/C Reg. No. N1468X

Time (Lcl) - 0645 EST

Occurrence PROPELLER/ROTOR CONTACT
Phase of Operation STANDING - STARTING ENGINE(S)

Finding(s)

1. CLEARANCE - IMPROPER - PILOT IN COMMAND
 2. STARTING PROCEDURE - 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. - 948	5/26/86	RIVERDALE, MD	A/C Reg. No. N14781	Time (Lcl) - 1925 EDT
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-----Basic Information-----

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

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

Make/Model - BELLANCA 17-30A	Eng Make/Model - CONTINENTAL IO-520-K	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3325	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 300 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	COLLEGE PARK, MD	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	ANNAPOLIS, MD	COLLEGE PARK
Wind Dir/Speed- 140/007 KTS	ATC/Airspace	Runway Ident - 15
Visibility - 12.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2740/ 40
Lowest Sky/Clouds - 25000 FT THIN BKN	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 - 37	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT	
Certificate(s)/Rating(s):	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 348	Last 24 Hrs - 3
SE LAND	Months Since - 1	Make/Model- 19	Last 30 Days- 11
	Aircraft Type - 17-30A	Instrument- 69	Last 90 Days- 19
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AIRCRAFT'S ENGINE SPUTTERED AND QUIT WHILE THE AIRCRAFT WAS CLIMBING THROUGH 400 FEET AFTER DEPARTURE. IN AN ATTEMPT TO TURN BACK TO THE RUNWAY THE PILOT STALLED THE AIRCRAFT AND IT DESCENDED OUT OF CONTROL CRASHING INTO TREES AND THE GROUND. POST CRASH INVESTIGATION REVEALED THE PRESENCE OF UNCONTAMINATED WATER IN THE NUMBER 6 CYLINDER FUEL INJECTOR NOZZLE. EXAMINATION OF DRAIN PLUGS IN THE LEFT WING FUEL TANKS AND FUEL SELECTOR VALVE REVEALED THE PLUGS TO BE RUSTED AND DIFFICULT TO REMOVE. THE AIRCRAFT SAT FROM AUGUST 1985 TO FEBRUARY 1986, OUTSIDE, WITH ONLY HALF FULL FUEL TANKS.

Brief of Accident (Continued)

File No. - 948

5/26/86

RIVERDALE,MD

A/C Reg. No. N14781

Time (Lc1) - 1925 EDT

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

Finding(s)

1. FUEL SYSTEM,DRAIN - NOT DUMPED
2. MAINTENANCE,SERVICE OF AIRCRAFT - IMPROPER - OTHER MAINTENANCE PSNL
3. FLUID,FUEL - CONTAMINATION
4. FLUID,FUEL - WATER

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

Finding(s)

5. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
6. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
7. STALL - INADVERTENT - PILOT IN COMMAND

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

Finding(s)

8. 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) 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. - 949 5/30/86 UPPER MARLBORO,MD A/C Reg. No. N11463 Time (Lcl) - 0620 EDT

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

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

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

Make/Model - CESSNA 150L	Eng Make/Model - CONTINENTAL O-200	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1000	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - TV WX	Last Departure Point	OFF AIRPORT/STRIP
Method - ACFT RADIO	LAURAL,MD	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	NEWPORT NEWS,VA	
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 58	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - NO	Total - 208
SE LAND,SE SEA	Months Since - 38	Make/Model- 191
	Aircraft Type - C-150	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 15
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT MADE A FORCED LANDING AFTER THE ENG BEGAN TO OVERHEAT DURING CRUISE FLT ABOUT 20 MINUTES AFTER DEPARTURE. THE PLT STATED THAT AS SOON AS HE SMELLED THE OIL HEATING UP HE KNEW WHAT THE PROBLEM WAS. HE HAD NOT REMOVED THE FOAM PLUGS FROM THE AIR INTAKES DURING HIS PREFLT. THESE PLUGS ARE USED BY SOME PLTS TO PREVENT BIRDS FROM NESTING IN THE AREA BEHIND THE PROP HUB. DURING THE FORCED LNDG THE NOSE GEAR WAS DAMAGED IN A FURROW AND THE ACFT NOSED OVER.

Brief of Accident (Continued)

File No. - 949

5/30/86

UPPER MARLBORO, MD

A/C Reg. No. N11463

Time (Lc1) - 0620 EDT

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

Finding(s)

1. COOLING SYSTEM, COWLING - BLOCKED(TOTAL)
2. AIRCRAFT PREFLIGHT - IMPROPER - PILOT IN COMMAND
3. CHECKLIST - NOT FOLLOWED - PILOT IN COMMAND
4. INSTALLATION - NOT CORRECTED - PILOT IN COMMAND
5. FLUID, OIL - OVERTEMPERATURE

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

6. TERRAIN CONDITION - ROUGH/UNEVEN
7. LANDING GEAR, NOSE GEAR ASSEMBLY - FAILURE, TOTAL
8. LANDING GEAR, NOSE GEAR ASSEMBLY - OVERLOAD

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 841 3/17/86 LANSING, MI A/C Reg. No. N50851 Time (Lcl) - 1900 EST

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

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

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

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

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

<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- 170/005 KTS</p> <p>Visibility - 7.0 SM</p> <p>Lowest Sky/Clouds - UNK/NR</p> <p>Lowest Ceiling - 2500 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 - NONE</p> <p>Type Apch/Lndg - TOUCH AND GO</p>	<p>Airport Proximity</p> <p>ON AIRPORT</p> <p>Airport Data</p> <p>CAPITOL CITY</p> <p>Runway Ident - 24</p> <p>Runway Lth/Wid - 5000/ 120</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>STUDENT</p>	<p>Age - UNK/NR</p> <p>Biennial Flight Review</p> <p>Current - N/A</p> <p>Months Since - N/A</p> <p>Aircraft Type - N/A</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 35</p> <p>Make/Model- 35</p> <p>Instrument- 1</p> <p>Last 24 Hrs - 7</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 35</p>
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Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT FLEW A FOUR LEG ROUND-ROBIN WITH TOUCH AND GO LANDING AFTER EACH LEG. AFTER HIS RETURN TO HIS POINT OF ORIGIN AND FOLLOWING HIS SECOND TOUCH AND GO THERE, THE ENGINE QUIT AT 100 FT AGL, HALFWAY DOWN THE RUNWAY. HE BOUNCED INTO THE GRASS AT THE END OF THE RUNWAY AND FLIPPED OVER. THE LEFT TANK WAS FOUND TO CONTAIN 1.5 GALLONS AND THE RIGHT TANK WAS FOUND TO CONTAIN ONE QUART OF FUEL. FOLLOWING THE ACCIDENT, THE ENGINE OPERATED NORMALLY, HOWEVER ONE CYLINDER HAD NO COMPRESSION.

Brief of Accident (Continued)

File No. - 841

3/17/86

LANSING, MI

A/C Reg. No. N50851

Time (Lcl) - 1900 EST

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

Finding(s)

1. FUEL SYSTEM, TANK - EXHAUSTION
2. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND
3. ENGINE ASSEMBLY, CYLINDER - PRESSURE TOO LOW
4. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - FLIGHT INSTRUCTOR(ON GROUND)

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

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - SOFT

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 916 7/25/86 CHARLEVOIX,MI A/C Reg. No. N2317V Time (Lcl) - 1700 EDT

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

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

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

Make/Model - PIPER PA-31T1	Eng Make/Model - P&W PT6	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 8700	Engine Type - TURBOPROP	
No. of Seats - UNK/NR	Rated Power - 500 HP	

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

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - FSS	Last Departure Point LANSING,MI	
Method - UNK/NR	Destination CHARLEVOIX,MI	Airport Data CHARLEVOIX
Completeness - UNK/NR		Runway Ident - 26
Basic Weather - IMC	ATC/Airspace	Runway Lth/Wid - 3500/ 75
Wind Dir/Speed- 310/005 KTS	Type of Flight Plan - IFR	Runway Surface - ASPHALT
Visibility - 7.0 SM	Type of Clearance - IFR	Runway Status - DRY
Lowest Sky/Clouds - UNK/NR	Type Apch/Lndg - STRAIGHT-IN	
Lowest Ceiling - 500 FT OVERCAST		
Obstructions to Vision- FOG		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 61	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 5458
SE LAND,ME LAND	Months Since - 11	Make/Model- 1151
	Aircraft Type - UNK/NR	Instrument- 1232
		Multi-Eng - 4951
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 86

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACCORDING TO THE PILOT,ON THEIR FIRST APPROACH THEY WERE UNABLE TO SEE THE AIRPORT AT 1300 FEET, SO THEY RAISED THE GEAR AND FLAPS AND CLIMBED TO 1800 FEET, AT WHICH TIME THEY SAW THE AIRPORT. THE PILOT DECIDED TO MAKE A VFR LANDING ON RUNWAY 26 AND FORGOT THAT HE HAD PREVIOUSLY RAISED HIS GEAR AND MADE A GEAR UP LANDING. THE PILOT ATTRIBUTES HIS FORGETTING THE GEAR, TO BEING DISTRACTED BY THE COPILOT AND ALSO BECAUSE OF THE LAST MINUTE DECISION TO LAND ON RUNWAY 26.

Brief of Accident (Continued)

File No. - 916

7/25/86

CHARLEVOIX, MI

A/C Reg. No. N2317V

Time (Lcl) - 1700 EDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. GEAR EXTENSION - NOT ATTAINED - PILOT IN COMMAND
 2. IMPROPER USE OF PROCEDURE - PILOT IN COMMAND
 3. IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION - PILOT IN COMMAND
 4. WHEELS UP LANDING - PERFORMED - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 944 6/29/86 INT'L FALLS, MN A/C Reg. No. N19528 Time (Lcl) - 1530 CDT

-----Basic Information-----

Type Operating Certificate	-NONE (GENERAL AVIATION)	Aircraft Damage					
		SUBSTANTIAL					
Type of Operation	-PERSONAL	Fire	Crew	Fatal	0	Serious	0
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	Minor	1
Accident Occurred During	-LANDING						0
						None	0

-----Aircraft Information-----

Make/Model	- CESSNA 150L	Eng Make/Model	- CONTINENTAL O-200-A	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1600	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 100 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		ON AIRSTRIP	
Method	- N/A	SAME AS ACC/INC			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	SAME AS ACC/INC			
Wind Dir/Speed	- 070/007 KTS	ATC/Airspace		Runway Ident	- 36
Visibility	- 15.0 SM	Type of Flight Plan	- NONE	Runway Lth/Wid	- 2640/ 75
Lowest Sky/Clouds	- 4000 FT SCATTERED	Type of Clearance	- NONE	Runway Surface	- GRASS/TURF
Lowest Ceiling	- 25000 FT OVERCAST	Type Apch/Lndg	- STRAIGHT-IN	Runway Status	- DRY
Obstructions to Vision	- NONE				
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

-----Personnel Information-----

Pilot-In-Command	Age - 68	Medical Certificate	- EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - UNK/NR	Total - UNK/NR	Last 24 Hrs - UNK/NR
SE LAND	Months Since - UNK/NR	Make/Model - UNK/NR	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - UNK/NR	Last 90 Days - UNK/NR
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

ACFT STRUCK POWER LINES ON APPROACH TO PRIVATE AIRSTRIP. THE PLT STATED THAT AN AIR POCKET PULLED THE PLANE DOWN. WEATHER AT INTERNATIONAL FALLS, SIX MILES FROM THE ACCIDENT SITE, REPORTED WINDS AT 7 KTS WITH NO GUSTS. THE PLTS FLT TIME WAS NOT REPORTED.

Brief of Accident (Continued)

File No. - 944

6/29/86

INT'L FALLS, MN

A/C Reg. No. N19528

Time (Lcl) - 1530 CDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
 2. PROPER GLIDEPATH - NOT MAINTAINED - PILOT IN COMMAND
 3. JUDGEMENT - POOR - PILOT IN COMMAND
-

Occurrence #2 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 842	7/13/86	BENSON, MN	A/C Reg. No. N3731T	Time (Lcl) - 1830 CDT
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----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
			Serious	Minor	None
Type of Operation -BUSINESS	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	1
Accident Occurred During -DESCENT					

----Aircraft Information----

Make/Model - PIPER PA-28R-201	Eng Make/Model - LYCOMING IO-360-BIE	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2750	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 200 HP	

----Environment/Operations Information----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	ONAWA, IA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	BONSON
Wind Dir/Speed- 300/008 KTS		Runway Ident - N/A
Visibility - 20.0 SM	ATC/Airspace	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 3000 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 - FORCED LANDING	
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)
PRIVATE	Current - YES	Total - 280
SE LAND	Months Since - 15	Make/Model- 275
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 29

Instrument Rating(s) - NONE

----Narrative----

THE PILOT REPORTED THAT HE RAN THE RIGHT FUEL TANK DRY BEFORE SWITCHING TO THE LEFT TANK IN CRUISE FLIGHT. ON FINAL APPROACH FOR A LANDING THE ENGINE BEGAN TO FALTER AND QUIT RUNNING SHORTLY THEREAFTER. THE AIRCRAFT WAS LANDED SHORT OF THE RUNWAY GEAR UP IN ROUGH TERRAIN AND WAS SUBSTANTIALLY DAMAGED. AN EXAMINATION OF BOTH FUEL TANKS FOLLOWING THE ACCIDENT REVEALED APPROXIMATELY ONE QUART OF FUEL IN THE RIGHT TANK ONLY. THE FUEL GAGES WERE TESTED AND PROVED TO BE ACCURATE.

Brief of Accident (Continued)

File No. - 842

7/13/86

BENSON,MN

A/C Reg. No. N3731T

Time (Lcl) - 1830 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. FUEL SYSTEM - EXHAUSTION
2. FUEL CONSUMPTION CALCULATIONS - POOR - PILOT IN COMMAND
3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
4. JUDGEMENT - POOR - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

5. TERRAIN CONDITION - ROUGH/UNEVEN
6. WHEELS UP LANDING - PERFORMED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

Factor(s) relating to this accident is/are finding(s) 1,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 859	4/02/86	AVA,MO	A/C Reg. No. N80751	Time (Lcl) - 1725 CST
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-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation - PERSONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under - 14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During - LANDING			0	0	0
					1
					2

-----Aircraft Information-----

Make/Model - CESSNA 172	Eng Make/Model - LYCOMING O-320-E2D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	POINT LOOKOUT,MO	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	AVA,MO	Runway Ident - N/A
Wind Dir/Speed- 180/010 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - GRASS/TURF
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Status - DRY
Lowest Ceiling - 4000 FT BROKEN	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 18	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 191
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 1
	Aircraft Type - BE-76	Make/Model- 114
		Instrument- 17
		Last 30 Days- UNK/NR
		Last 90 Days- 69
		Rotorcraft - UNK/NR
		Multi-Eng - 11

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTS THAT THE ENG BEGAN TO RUN ROUGH AND LOSE RPM WHILE THE ACFT WAS CRUISING AT 2500 FT. HE SAID HE ATTEMPTED EMERG PROC BUT THE LOSS OF RPM CONTINUED AND HE DECIDED ON AN OFF-ARPT LANDING. DURING THE APCH TO THE LANDING AREA THE ENG RPM DROPPED TO 1200 AND THE PLT SECURED THE ENG. DURING THE FORCED LANDING THE ACFT HIT A SMALL TREE AND A FENCE POST. EXAM OF THE ENG REVEALED A BROKEN EXHAUST VALVE IN THE #1 CYL. METALLURGICAL EXAM OF THE BROKEN VALVE REVEALED EVIDENCE OF A PROGRESSIVE FAILURE.

Brief of Accident (Continued)

File No. - 859

4/02/86

AVA,MO

A/C Reg. No. N80751

Time (Lcl) - 1725 CST

Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation CRUISE - NORMAL

Finding(s)

1. ENGINE ASSEMBLY,VALVE - FAILURE,TOTAL
 2. ENGINE ASSEMBLY,VALVE - FATIGUE
 3. PRECAUTIONARY LANDING - INITIATED - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

4. OBJECT - 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. - 861	4/12/86	ST. LOUIS, MO	A/C Reg. No. N2578H	Time (Lcl) - 1610 CST
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-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation - PERSONAL	Fire	Crew	0	Serious	0
Flight Conducted Under - 14 CFR 91	NONE	Pass	0	0	Minor
Accident Occurred During - LANDING				0	None
				0	1
				0	0

-----Aircraft Information-----

Make/Model - ERCOUE 415-C	Eng Make/Model - CONTINENTAL 85	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1260	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 85 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	CREVE COEUR
Wind Dir/Speed- 310/022 KTS	ATC/Airspace	Runway Ident - 25
Visibility - 6.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3020/ 175
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - 4000 FT BROKEN	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- BLOWING DUST	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 48	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 469
SE LAND, ME LAND	Months Since - 24	Make/Model- 75
HELICOPTER	Aircraft Type - ER-415C	Instrument- 0
		Multi-Eng - 50
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 3

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTS THAT A WIND SQUALL PASSED OVER THE ARPT AS HE WAS LANDING. HE SAID THE ACFT ENCOUNTERED WINDSHEAR AT ABOUT 100 FT AGL ON FINAL APCH AND BEGAN TO SINK. THE PLT ADDED PWR BUT COULD NOT STOP THE SINK AND THE ACFT LANDED IN A PLOWED FIELD ABOUT 20 FT SHORT OF THE RWY. THE NOSE GEAR HIT A LIP AT THE END OF THE RWY AND COLLAPSED AFT DAMAGING THE FIREWALL AND FUSELAGE. NEARBY ST. LOUIS-LAMBERT FLD REPORTED A CB IN THE VIC AND A WINDSHIFT WITH WIND GUSTS TO 30 KTS AT THE TIME OF THE ACFT.

Brief of Accident (Continued)

File No. - 861

4/12/86

ST. LOUIS, MO

A/C Reg. No. N2578H

Time (Lcl) - 1610 CST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. WEATHER CONDITION - WINDSHEAR
 2. METEOROLOGICAL SERVICE - NOT USED - PILOT IN COMMAND
 3. WEATHER EVALUATION - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 UNDERSHOOT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Occurrence #3 NOSE GEAR COLLAPSED
Phase of Operation LANDING

Finding(s)

4. TERRAIN CONDITION - ROUGH/UNEVEN
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 978	8/17/86	REPUBLIC,MO	A/C Reg. No. N84055	Time (Lcl) - 1400 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 1
Flight Conducted Under	-14 CFR 91	NONE	Pass 0	0 0 1
Accident Occurred During	-APPROACH			
-----Aircraft Information-----				
Make/Model	- AERONCA 7AC	Eng Make/Model	- CONTINENTAL A-65-8	ELT Installed/Activated - YES/NO
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System - NO
Max Gross Wt	- 1220	Engine Type	- RECIPROCATING-CARBURETOR	
No. of Seats	- 2	Rated Power	- 65 HP	
-----Environment/Operations Information-----				
Weather Data		Itinerary	Airport Proximity	
Wx Briefing - NO RECORD OF BRIEFING		Last Departure Point	ON AIRPORT	
Method - N/A		POINT LOOKOUT,MO		
Completeness - N/A		Destination	Airport Data	
Basic Weather - VMC		REPUBLIC,MO		
Wind Dir/Speed- 320/005 KTS		ATC/Airspace	Runway Ident - UNK/NR	
Visibility - 15.0 SM		Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR	
Lowest Sky/Clouds - 6000 FT SCATTERED		Type of Clearance - NONE	Runway Surface - UNK/NR	
Lowest Ceiling - NONE		Type Apch/Lndg - NONE	Runway Status - UNK/NR	
Obstructions to Vision- NONE				
Precipitation - NONE				
Condition of Light - DAYLIGHT				
-----Personnel Information-----				
Pilot-In-Command		Age - 25	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT	
Certificate(s)/Rating(s)		Biennial Flight Review	Flight Time (Hours)	
PRIVATE		Current - UNK/NR	Total - 105	Last 24 Hrs - UNK/NR
SE LAND		Months Since - UNK/NR	Make/Model- 10	Last 30 Days- UNK/NR
		Aircraft Type - UNK/NR	Instrument- 0	Last 90 Days- 8
Instrument Rating(s) - NONE				
-----Narrative-----				
THE PILOT WAS FLYING A PATTERN AROUND A FIELD WHERE HE INTENDED TO LAND LATER. DURING A LOW PASS, HE APPLIED POWER FOR A GO- AROUND BUT FULL POWER WAS NOT SUFFICIENT TO PREVENT A TOUCHDOWN. AT TOUCHDOWN, A SIDE LOAD COLLAPSED THE LANDING GEAR. THE PILOT IS ALSO A MECHANIC AND WAS UNABLE TO DETERMINE ANY ENGINE PROBLEMS DURING A POST-IMPACT EXAMINATION. THE FIELD ELEVATION WAS 1649 FEET ASL AND THE DENSITY ALTITUDE WAS 3700 FEET.				

Brief of Accident (Continued)

File No. - 978

8/17/86

REPUBLIC,MO

A/C Reg. No. N84055

Time (Lcl) - 1400 CDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
 2. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND
 4. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 5. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
 6. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,5,6

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. - 811	5/23/86	JACKSON, MS	A/C Reg. No. N4596V	Time (Lcl) - 1932 CDT
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-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Injuries		
Type of Operation - PERSONAL	Fire	Fatal	Serious	Minor
Flight Conducted Under - 14 CFR 91	NONE	Crew 0	0	0
Accident Occurred During - LANDING		Pass 0	0	0
				None 1

-----Aircraft Information-----

Make/Model - CESSNA 172RG	Eng Make/Model - LYCOMING O-360-F1A6	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2650	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - TELEPHONE</p> <p>Completeness - FULL</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 160/009 KTS</p> <p>Visibility - 8.0 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 - DUSK</p>	<p>Itinerary</p> <p>Last Departure Point LAKE CHARLES, LA</p> <p>Destination MADISON, MS</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - VFR</p> <p>Type of Clearance - VFR</p> <p>Type Apch/Lndg - FULL STOP</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data</p> <p>HAWKINS FIELD</p> <p>Runway Ident - 16</p> <p>Runway Lth/Wid - 5386/ 150</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND</p>	<p>Age - 35</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 14</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 181</p> <p>Make/Model- 82</p> <p>Instrument- 29</p> <p>Last 24 Hrs - 4</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 16</p>
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Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT SHE INTENTIONALLY LANDED GEAR UP BECAUSE THE NOSE WHEEL WELL DOORS WERE JAMMED CLOSED AND WOULD NOT ALLOW THE GEAR TO COMPLETELY LOCK DOWN. EXAMINATION OF THE NOSE LANDING GEAR REVEALED THAT THE NOSE GEAR UP STOP BUMPER PLATE ASSEMBLY FELL OFF AND ALLOWED THE NOSE GEAR TO RETRACT INTO THE WELL TOO FAR AND JAM IN THE UP POSITION.

Brief of Accident (Continued)

File No. - 811

5/23/86

JACKSON,MS

A/C Reg. No. N4596V

Time (Lcl) - 1932 CDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. LANDING GEAR,NOSE GEAR ASSEMBLY - JAMMED
2. LANDING GEAR,EMERGENCY EXTENSION ASSEMBLY - JAMMED
3. LANDING GEAR,NORMAL RETRACTION/EXTENSION ASSEMBLY - FAILURE,TOTAL
4. WHEELS UP LANDING - PERFORMED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 813 6/02/86 DARLING, MS A/C Reg. No. N8569S Time (Lcl) - 1330 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage		Injuries		
	DESTROYED		Fatal	Serious	Minor
Type of Operation - AERIAL APPLICATION	Fire	Crew	0	0	0
Flight Conducted Under - 14 CFR 137	ON GROUND	Pass	0	0	0
Accident Occurred During - LANDING					1
					0

-----Aircraft Information-----

Make/Model - AIR AT301	Eng Make/Model - P & W R1340 SERIES	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 7050	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 600 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	MARKS, MS	
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 - 10.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 4000 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 25000 FT BROKEN	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 25	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - UNK/NR	Total - 2344	Last 24 Hrs - 8
SE LAND	Months Since - UNK/NR	Make/Model- 2344	Last 30 Days- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 0	Last 90 Days- 63

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT DURING AN AERIAL APPLICATION SWATH RUN HE ATTEMPTED TO GO AROUND A TELEPHONE WIRE. THE ACFT STALLED, HIT THE GROUND AND WAS DESTROYED BY POST CRASH FIRE.

Brief of Accident (Continued)

File No. - 813

6/02/86

DARLING, MS

A/C Reg. No. N8569S

Time (Lcl) - 1330 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. MANEUVER - ATTEMPTED - PILOT IN COMMAND
 2. JUDGEMENT - POOR - PILOT IN COMMAND
 3. STALL - UNCONTROLLED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. TERRAIN CONDITION - GROUND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 879	6/20/86	CLEVELAND, MS	A/C Reg. No. N53SP	Time (Lcl) - 0730 CDT
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-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage SUBSTANTIAL		Injuries	
Type of Operation - AERIAL APPLICATION	Fire	Crew	Fatal	Serious
Flight Conducted Under -14 CFR 137	NONE	Pass	0	0
Accident Occurred During -LANDING			0	0
			0	0
			0	0

-----Aircraft Information-----

Make/Model - BELL 47G3B1	Eng Make/Model - LYCOMING TVO-435-B1A	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2950	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 3	Rated Power - 270 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - N/A
Visibility - 3.000 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- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 33	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - 14000
SE LAND	Months Since - UNK/NR	Make/Model- UNK/NR
HELICOPTER	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 400
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT WHEN HE TOOK OFF, THE ACFT WAS OVERWEIGHT AND HE WAS UNABLE TO REMAIN AIRBORNE. HE ATTEMPTED A RUNNING LANDING, THE SKIDS DUG IN AND COLLAPSED CAUSING THE SPRAY BOOM TO SWING FORWARD AND BREAK THE BUBBLE CANOPY.

Brief of Accident (Continued)

File No. - 879

6/20/86

CLEVELAND,MS

A/C Reg. No. N53SP

Time (Lcl) - 0730 CDT

Occurrence GEAR COLLAPSED

Phase of Operation LANDING

Finding(s)

1. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND
 2. RUN ON LANDING - ATTEMPTED - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 982 6/26/86 WAYNESBORO, MS A/C Reg. No. N6009 Time (Lcl) - 1830 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

		Injuries			
		Fatal	Serious	Minor	None
Crew		0	1	0	0
Pass		0	0	0	0

-----Aircraft Information-----

Make/Model - AMATEUR BUILT EENIE TWO
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 590
No. of Seats - 1

Eng Make/Model - VOLKSWAGEN TYPE 3 1600CC ELT Installed/Activated - NO -N/A
Number Engines - 1 Stall Warning System - NO
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 65 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC

Wind Dir/Speed- CALM
Visibility - 15.0 SM

Lowest Sky/Clouds - 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
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 62
Biennial Flight Review
Current - YES
Months Since - 15
Aircraft Type - 150

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

		Flight Time (Hours)	
Total	- 250	Last 24 Hrs	- 1
Make/Model-	25	Last 30 Days-	1
Instrument-	0	Last 90 Days-	1

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT NOSED OVER DURING A FORCED LANDING AFTER A POWER LOSS. ACCORDING TO WITNESSES THE ACFT MADE A CLIMBING TURN AFTER TAKEOFF FOLLOWED BY A LOW PASS NEAR THE WITNESSES. THE ACFT THEN DISAPPEARED BEHIND SOME TREES AND WHEN IT REAPPEARED THE ENGINE WAS NOT RUNNING. THE ACFT MADE A FORCED LANDING IN AN OPEN FIELD EAST OF THE ARPT AND CAME TO REST INVERTED. THE PLT STATED AFTER THE ACCIDENT THAT THE CARBURETOR ACCELERATOR PUMP HAD BEEN MOVED BY PERSONS UNKNOWN FROM THE LEAN OR NORMAL POSITION TO THE RICH POSITION WHICH CAUSED THE ENGINE TO FLOOD AND FAIL UPON RAPID THROTTLE APPLICATION.

Brief of Accident (Continued)

File No. - 982

6/26/86

WAYNESBORO, MS

A/C Reg. No. N6009

Time (Lcl) - 1830 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation MANEUVERING

Finding(s)

1. FUEL SYSTEM, CARBURETOR - INCORRECT

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

2. TERRAIN CONDITION - OPEN FIELD
3. TERRAIN CONDITION - ROUGH/UNEVEN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 943 5/07/86 BILLINGS, MT A/C Reg. No. N577KA Time (Lcl) - 2345 MDT

-----Basic Information-----

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage						
Name of Carrier	-LESTER C. BARCKLEY	DESTROYED						
Type of Operation	-NON SCHED, DOMESTIC, CARGO	Fire	Crew	1	Fatal	0	0	0
Flight Conducted Under	-14 CFR 135	ON GROUND	Pass	0	0	0	0	0
Accident Occurred During	-APPROACH							

-----Aircraft Information-----

Make/Model	- SWEARINGEN SA226AT	Eng Make/Model	- GARRETT TPE331-3U303G	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 12500	Engine Type	- TURBOPROP		
No. of Seats	- 14	Rated Power	- 840 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- FSS	Last Departure Point		OFF AIRPORT/STRIP	
Method	- ACFT RADIO	Destination			
Completeness	- FULL	Destination	BILLINGS, MT	Airport Data	
Basic Weather	- IMC			LOGAN	
Wind Dir/Speed	- 030/009 KTS	ATC/Airspace		Runway Ident	- 09L
Visibility	- 15.0 SM	Type of Flight Plan	- IFR	Runway Lth/Wid	- 10500/ 150
Lowest Sky/Clouds	- UNK/NR	Type of Clearance	- IFR	Runway Surface	- ASPHALT
Lowest Ceiling	- 300 FT OVERCAST	Type Apch/Lndg	- ILS-LOCALIZER	Runway Status	- WET
Obstructions to Vision	- NONE				
Precipitation	- NONE				
Condition of Light	- NIGHT(DARK)				

-----Personnel Information-----

Pilot-In-Command	Age - 49	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP, CFI	Current - YES	Total - UNK/NR	Last 24 Hrs - UNK/NR
SE LAND, ME LAND	Months Since - 4	Make/Model - UNK/NR	Last 30 Days - UNK/NR
	Aircraft Type - SA226AT	Instrument - UNK/NR	Last 90 Days - UNK/NR
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE ON AN IFR FLT PLAN IN IMC, THE PLT EXECUTED A MISSED APPROACH AFTER FLYING A LOCALIZER BACK COURSE 27 APPROACH. DURING A SUBSEQUENT ILS RWY 09L APPROACH, RADIO AND RADAR CONTACT WITH THE ACFT WAS LOST. THE ACFT WRECKAGE WAS LOCATED ON THE INBOUND APPROACH COURSE 1/2 MILE EAST OF THE SAIGE LOCATOR OUTER MARKER. THE ACFT WAS DESTROYED BY IMPACT FORCES AND A POST IMPACT FIRE. THE AUTOPSY AND MEDICAL HISTORY OF THE PLT LED TO A CONCLUSION THAT HE WAS INCAPACITATED AT THE TIME OF IMPACT. THE PLTS FLT TIME WAS NOT REPORTED AND HIS LOGS WERE NOT LOCATED.

Brief of Accident (Continued)

File No. - 943

5/07/86

BILLINGS,MT

A/C Reg. No. N577KA

Time (Lc1) - 2345 MDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)
1. PHYSICAL IMPAIRMENT(OTHER CARDIOVASCULAR) - 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. - 817 5/26/86 DECKER, MT A/C Reg. No. N4043E Time (Lcl) - 0620 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage SUBSTANTIAL	Injuries			
Type of Operation	-OTHER WORK USE	Fire	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Crew	0	0	1	0
Accident Occurred During	-APPROACH	Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-18	Eng Make/Model - LYCOMING O-320-A2B	ELT Installed/Activated - YES/NO
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-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 090/008 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 - DAWN</p>	<p>Itinerary</p> <p>Last Departure Point DAYTON, WY</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 31	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 201
SE LAND	Months Since - 20	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 23
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 8

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT ATTEMPTED TO MAKE A DOWNWIND LANDING IN A GRASS COVERED PASTURE, LANDED LONG AND ATTEMPTED TO MAKE A GO-AROUND. DURING THE GO-AROUND WITH THE FLAPS RETRACTED THE AIRCRAFT STRUCK A WIRE FENCE AND IMPACTED A HORSE TRAILER. THE AIRCRAFT WAS DESTROYED. THE PLT SUFFERED MINOR INJURIES.

Brief of Accident (Continued)

File No. - 817

5/26/86

DECKER,MT

A/C Reg. No. N4043E

Time (Lc1) - 0620 MDT

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
2. JUDGEMENT - POOR - PILOT IN COMMAND
3. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 973	6/18/86	TOSTON, MT	A/C Reg. No. N82539	Time (Lcl) - 0830 MDT
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----Basic Information----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage SUBSTANTIAL		Injuries	
Type of Operation - AERIAL APPLICATION	Fire	Crew	Fatal	None
Flight Conducted Under - 14 CFR 137	NONE	Pass	0	1
Accident Occurred During - DESCENT			0	0

----Aircraft Information----

Make/Model - PIPER PA-25-260	Eng Make/Model - LYCOMING O-540-G1A5	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	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 270/004 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 20000 FT BROKEN	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

----Personnel Information----

Pilot-In-Command	Age - 41	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2329
SE LAND	Months Since - 3	Last 24 Hrs - 10
	Aircraft Type - PA-18	Make/Model- 2000
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- 125
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

----Narrative----

THE PLT REPORTS THAT HE TOOK OFF FROM AN AG STRIP ABOUT A MILE FROM THE FLD BEING TREATED AND WAS MAKING A TURN-AROUND AFTER HIS SECOND SWATH RUN WHEN THE ACFT BEGAN TO SETTLE. HE DUMPED HIS CHEM BUT THE ACFT CONTINUED TO SETTLE AND IMPACTED THE GROUND. THE PLT SAID THE TURN-AROUND WAS BEING MADE BESIDE A BUTTE AND HE ENCOUNTERED "BAD AIR." THE DENSITY ALT AT THE TIME AND PLACE OF THE ACFT IS CALCULATED TO BE ABOUT 5,000 FT. THE PLT SAID THERE WAS NO MALFUNCTION OF THE ACFT OR ENG.

Brief of Accident (Continued)

File No. - 973

6/18/86

TOSTON,MT

A/C Reg. No. N82539

Time (Lc1) - 0830 MDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
 2. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
 3. LOAD JETTISON - INITIATED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 987 7/02/86 BYNUM,MT A/C Reg. No. N7099Z Time (Lcl) - 1100 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 -DESCENT

Fire Crew Pass
ON GROUND 0 0

-----Aircraft Information-----

Make/Model - PIPER PA-25-235
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2900
No. of Seats - 1

Eng Make/Model - LYCOMING O-540
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- 180/005 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
BYNUM,MT
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - GRAVEL
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND,ME LAND
HELICOPTER

Age - 46
Biennial Flight Review
Current - YES
Months Since - 16
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 3250 Last 24 Hrs - 3
Make/Model- 1200 Last 30 Days- UNK/NR
Instrument- 40 Last 90 Days- 178
Multi-Eng - 13 Rotorcraft - 100

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER THE FIRST LANDING ON A GRAVEL ROAD FOR RELOADING LIQUID INSECTICIDE THE PILOT ATTEMPTED TO TAKE OFF FOR AN AERIAL APPLICATION FLIGHT. DURING THE TAKE OFF GROUND ROLL THE PILOT OBSERVED THAT THE LEFT DOOR WAS NOT PROPERLY CLOSED. HE MOMENTARILY REDUCED POWER TO CLOSE THE DOOR AND THEN CONTINUED THE TAKE OFF. IMMEDIATELY AFTER TAKEOFF THE AIRCRAFT STUCK SIX FT HIGH FENCE POSTS ADJACENT OT A CATTLE GUARD ACROSS THE ROAD AND IMPACTED ON THE ROAD.

Brief of Accident (Continued)

File No. - 987

7/02/86

BYNUM,MT

A/C Reg. No. N7099Z

Time (Lcl) - 1100 MDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. DOOR, EXTERIOR CREW - INCORRECT
 2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 3. IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION - PILOT IN COMMAND
 4. THROTTLE/POWER CONTROL - REDUCED - PILOT IN COMMAND
 5. PROCEDURES/DIRECTIVES - IMPROPER - PILOT IN COMMAND
 6. ROTATION - DELAYED - PILOT IN COMMAND
 7. OBJECT - FENCE
-

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) 2,4,5,6

Factor(s) relating to this accident is/are finding(s) 1,3,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 984	8/08/86	BILLINGS, MT	A/C Reg. No. N21QQ	Time (Lcl) - 1530 MDT
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-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
	Fire	Crew	Serious	Minor	None
Type of Operation - PERSONAL	NONE	Pass	0	0	1
Flight Conducted Under -14 CFR 91			0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - E. E. SCHILLING Q-2	Eng Make/Model - REUMASTER DT 2100 TURBO	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - UNK/NR	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - UNK/NR	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	BIG TIMBER, MT	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	LOGAN INT'L
Wind Dir/Speed- 020/006 KTS	ATC/Airspace	Runway Ident - 04
Visibility - 25.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 5704/ 150
Lowest Sky/Clouds - 11000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 27	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 100
SE LAND	Months Since - 2	Make/Model- 17
	Aircraft Type - UNK/NR	Instrument- 1
		Last 24 Hrs - 5
		Last 30 Days- UNK/NR
		Last 90 Days- 27

Instrument Rating(s) - NONE

-----Narrative-----

PLT STATED AFTER ACCIDENT THAT HE HAD A MINOR ENG PROBLEM PRIOR TO DEPARTURE FROM BIG TIMBER. HE STATED THAT THE PROBLEM WAS CORRECTED AND THE FLIGHT COMMENCED TO BILLINGS. WHILE ON FINAL APPROACH TO RWY 04 AT BILLINGS THE PLT EXPERIENCED A PARTIAL LOSS OF PWR. HE WAS ABLE TO LAND ON THE RWY BUT BOUNCED THE ACFT SEVERAL TIMES ON TOUCHDOWN. THE PLT WAS UNABLE TO RECOVER AND THE ACFT DEPARTED THE SIDE OF THE RWY. THE DENSITY ALT WAS CALCULATED TO BE 6,344 FT. NO REASON FOR THE PARTIAL LOSS OF PWR COULD BE DETERMINED.

Brief of Accident (Continued)

File No. - 984

8/08/86

BILLINGS, MT

A/C Reg. No. N21QQ

Time (Lc1) - 1530 MDT

Occurrence #1 LOSS OF POWER
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. ENGINE ASSEMBLY - FAILURE, PARTIAL
2. UNDETERMINED

Occurrence #2 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. WEATHER CONDITION - HIGH DENSITY ALTITUDE
4. FLARE - IMPROPER - PILOT IN COMMAND
5. RECOVERY FROM BOUNCED LANDING - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #3 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

6. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5,6

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 809 8/22/86 DILLON, MT A/C Reg. No. N6952M Time (Lcl) - 1200 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	1	2

-----Aircraft Information-----

Make/Model - CESSNA T210M
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3800
No. of Seats - 6

Eng Make/Model - CONTINENTAL TS10-520-R
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 310 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 170/003 KTS
Visibility - 45.0 SM
Lowest Sky/Clouds - 6500 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
EVERETT, WA
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - VFR FLIGHT FOLLOWING
Type Apch/Lndg - STRAIGHT-IN
FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

DILLON
Runway Ident - 03
Runway Lth/Wid - 3500/ 90
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL
SE LAND

Age - 58

Biennial Flight Review

Current - YES
Months Since - 16
Aircraft Type - T210M

Medical Certificate - EXPIRED

Flight Time (Hours)

Total	- UNK/NR	Last 24 Hrs	- 3
Make/Model-	UNK/NR	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	38
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PLT SAID HE CALLED UNICOM FOR ARPT ADVISORY AND HEARD OPERATOR SAY SOMETHING ABOUT SIX. HE THOUGHT SHE SAID RWY 6 WAS THE PREFERRED RWY (THERE IS NO RWY 6 AT DILLON ARPT). OPERATOR ACTUALLY SAID RWY 16 WAS THE PREFERRED RWY. PLT LANDED PAST MIDWAY POINT OF RWY 3 (3500 FT, TURF) AND ATTEMPTED GO-AROUND. ACFT HIT RWY MARKER, WENT THROUGH FENCE AND OVERTURNED. ARPT DENSITY ALTITUDE WAS COMPUTED TO BE 6135 FT. ACFT FLIGHT MANUAL SAYS GROUND ROLL OF 935 FT AND 1550 FT IS REQUIRED FOR LANDING AND TAKEOFF. PLT WAS ALSO FLYING ON EXPIRED MEDICAL CERTIFICATE.

Brief of Accident (Continued)

File No. - 809

8/22/86

DILLON,MT

A/C Reg. No. N6952M

Time (Lc1) - 1200 MDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - LOOSE GRAVEL/SANDY
3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
4. WEATHER CONDITION - HIGH DENSITY ALTITUDE
5. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
6. WEATHER CONDITION - TAILWIND
7. RADIO COMMUNICATIONS - NOT UNDERSTOOD - PILOT IN COMMAND
8. LIGHT CONDITION - DAYLIGHT

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

9. OBJECT - RUNWAY LIGHT
10. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND
11. OBJECT - FENCE
12. GO-AROUND - ATTEMPTED - PILOT IN COMMAND
13. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #3 NOSE OVER
Phase of Operation OTHER

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 10,13

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,6,7,8,9,11,12

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 802	5/17/86	LITTLETON, NC	A/C Reg. No. N328M	Time (Lcl) - 1200 EDT
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-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation - PERSONAL	Fire	Crew	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	1
Accident Occurred During -MANEUVERING			0	0	1

-----Aircraft Information-----

Make/Model - CESSNA 150M	Eng Make/Model - CONTINENTAL O-200-A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - MILITARY</p> <p>Method - TELEPHONE</p> <p>Completeness - WEATHER NOT PERTINENT</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 260/012 KTS</p> <p>Visibility - 10.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point PETERSBURG, VA</p> <p>Destination NORCARVA, NC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND</p>	<p>Age - 40</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 2</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 155</p> <p>Make/Model- 96</p> <p>Instrument- 47</p> <p>Last 24 Hrs - 3</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 42</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

PIC MADE LOW PASS TO LET FRIEND KNOW HE WOULD LAND AT AIRPORT FOR PREARRANGED MEETING. PIC REPORTED HE WAS LOW AND SLOW. WHEN GO-AROUND WAS ATTEMPTED ACFT CONTROLS WERE MUSHY AND ACFT WOULD NOT CLIMB. LATER PILOT COMMENTED HE THOUGHT HE WAS ON THE BACKSIDE OF THE POWER CURVE.

Brief of Accident (Continued)

File No. - 802

5/17/86

LITTLETON, NC

A/C Reg. No. N328M

Time (Lc1) - 1200 EDT

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)

1. OBJECT - TREE(S)
 2. VFR PROCEDURES - IMPROPER - PILOT IN COMMAND
 3. LOW PASS - PERFORMED - PILOT IN COMMAND
 4. AIRSPEED - INADEQUATE - 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) 2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 971 5/28/86 MARSHVILLE, NC A/C Reg. No. N9460F Time (Lcl) - 1430 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -INSTRUCTIONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew		0	0	1	1
Pass		0	0	0	0

-----Aircraft Information-----

Make/Model - HUGHES 300/269B
Landing Gear - SKID
Max Gross Wt - 1670
No. of Seats - 2

Eng Make/Model - LYCOMING HIO-360-A1A
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 180 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- 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
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL, CFI
SE LAND
HELICOPTER

Age - 26
Biennial Flight Review
Current - YES
Months Since - 5
Aircraft Type - UNK/NR

Medical Certificate - EXPIRED
Flight Time (Hours)

Total	- 1290	Last 24 Hrs -	3
Make/Model-	20	Last 30 Days-	UNK/NR
Instrument-	115	Last 90 Days-	111
		Rotorcraft -	1150

Instrument Rating(s) - HELICOPTER

-----Narrative-----

DURING AN INSTRUCTIONAL FLIGHT, A POWER RECOVERY WAS ATTEMPTED AT THE COMPLETION OF A PRACTICE AUTOROTATION. POWER WAS APPLIED AND THE ENGINE LOST POWER. THE AUTOROTATION WAS COMPLETED TO THE PRESELECTED PRACTICE FIELD AND THE HELICOPTER ROLLED OVER AFTER A LANDING SKID COLLAPSED. THERE WERE NO MECHANICAL DIFFICULTIES WITH THE AIRCRAFT AND THE ENGINE TEST RUN WAS SUCCESSFUL. THE FLIGHT INSTRUCTOR RECOMMENDED THAT A POWER CHECK BE PERFORMED AT LEAST 500 FT. AGL.

Brief of Accident (Continued)

File No. - 971

5/28/86

MARSHVILLE, NC

A/C Reg. No. N9460F

Time (Lcl) - 1430 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation MANEUVERING

Finding(s)

1. THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND(CFI)
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND(CFI)

Occurrence #2 HARD LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #4 ROLL OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 872 6/01/86 FRANKLIN, NC A/C Reg. No. N8109U Time (Lc1) - 1410 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -MANEUVERING

Aircraft Damage
DESTROYED
Fire
NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew		0	0	0	1
Pass		0	0	0	1

-----Aircraft Information-----

Make/Model - CESSNA 150M
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1600
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
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
ANDREWS, NC
Destination
SYLVA, NC

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 - 22

Biennial Flight Review

Current - YES
Months Since - 1
Aircraft Type - CE-150

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	52	Last 24 Hrs	UNK/NR
Make/Model-	4	Last 30 Days-	UNK/NR
Instrument-	2	Last 90 Days-	1

Instrument Rating(s) - NONE

-----Narrative-----

FIFTY TWO HR PVT PLT FLYING OVER LAKE IN MOUNTAINOUS TERRAIN STARTED CLIMB OUT TOWARD DESTINATION. ELEVATION OF LAKE ABOUT 3000 FT. AMBIENT TEMP ABOUT 90 F. PLT COULD NOT CLIMB A/C AT AN ANGLE TO CLEAR RISING TERRAIN. FLEW A/C INTO TREES.

Brief of Accident (Continued)

File No. - 872

6/01/86

FRANKLIN,NC

A/C Reg. No. N8109U

Time (Lcl) - 1410 EDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)

1. OBJECT - TREE(S)
2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
4. WEATHER CONDITION - HIGH DENSITY ALTITUDE
5. CLIMB - MISJUDGED - PILOT IN COMMAND
6. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND
7. AIRCRAFT PERFORMANCE, CLIMB CAPABILITY - EXCEEDED
8. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT

Finding(s)

9. TERRAIN CONDITION - MOUNTAINOUS/HILLY

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 908 6/09/86 PARKTON, NC A/C Reg. No. N66468 Time (Lcl) - 1850 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	1	0
Pass	0	0	0	1	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA 150M
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1600
No. of Seats - 2

Eng Make/Model - CONTINENTAL D-200A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 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 - 6.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
FAYETTEVILLE, NC
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 31
Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - 150

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 63
Make/Model- 56
Instrument- 2
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 7

Instrument Rating(s) - NONE

-----Narrative-----

WHILE PRACTICING A SIMULATED FORCED LANDING THE AIRCRAFT STALLED AND CRASHED INTO THE TREES. THE PILOT RELATED THAT THE AIRCRAFT LOST POWER. POST CRASH EXAMINATION OF THE WRECKAGE FAILED TO DISCLOSE ANY PRE-EXISTING MECHANICAL FAILURE OR MALFUNCTION WHICH WOULD HAVE RESULTED IN A LOSS TO POWER.

Brief of Accident (Continued)

File No. - 908

6/09/86

PARKTON, NC

A/C Reg. No. N66468

Time (Lc1) - 1850 EDT

Occurrence #1 FORCED LANDING

Phase of Operation DESCENT

Finding(s)

1. MANEUVER - SIMULATED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

2. OBJECT - TREE(S)
3. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
4. STALL - INADVERTENT - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 873 9/04/86 CLINTON, NC A/C Reg. No. N206JB Time (Lcl) - 1830 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage DESTROYED	Injuries			
Type of Operation	-PERSONAL	Fire	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	NONE	Crew 0	1	0	0
Accident Occurred During	-LANDING		Pass 0	0	0	0

-----Aircraft Information-----

Make/Model	- QUICKIE Q2	Eng Make/Model	- CUSTOM 0-313	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 995	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- 090/004 KTS</p> <p>Visibility - 7.0 SM</p> <p>Lowest Sky/Clouds - 8000 FT SCATTERED</p> <p>Lowest Ceiling - 1200 FT OVERCAST</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point CLINTON, NC</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FORCED LANDING</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 49	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 190
SE LAND	Months Since - 9	Make/Model- 1
	Aircraft Type - CE-172	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- 9
		Last 90 Days- 9

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS DESTROYED DURING A FORCED LNDG AFTER A POWER LOSS DURING TAKEOFF CLIMB. THE PLTS SON WITNESSED THE TAKEOFF & SAW THE ACFT DESCEND BELOW TREES NORTH OF THE ARPT. HE SAID THAT THE ENG SOUNDED OUT OF TIME. DURING A POST ACC ENG INSPECTION THE MAGNETO WAS FOUND LOOSE IN ITS MOUNT. THE LUGS WERE MADE OF ALUMINUM WHICH ALLOWED THE MAGNETO TO WORK LOOSE TO AN ESTIMATED 29 DEGREES OUT OF TIME. THIS WAS A HOMEBUILT ACFT RECENTLY CERTIFIED IN THE EXPERIMENTAL CATEGORY FOR FLT TEST IN A FLT TEST AREA. THE PLT SAID THAT THE ACFT STARTED BACKFIRING AT APRX 25 FT AGL AND COULD NOT SUSTAIN FLT. HE LANDED IN A SOYBEAN FIELD OFF THE ARPT.

Brief of Accident (Continued)

File No. - 873

9/04/86

CLINTON, NC

A/C Reg. No. N206JB

Time (Lcl) - 1830 EDT

Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. IGNITION SYSTEM, MAGNETO - IMPROPER
2. MAINTENANCE, INSTALLATION - IMPROPER - OTHER MAINTENANCE PSNL
3. IGNITION SYSTEM, MAGNETO - LOOSE
4. CLIMB - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 967	5/25/86	FARGO,ND	A/C Reg. No. N6519B	Time (Lc1) - 2005 CDT
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-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries	
Type of Operation - PERSONAL	Fire	Crew	Fatal	None
Flight Conducted Under -14 CFR 91	NONE	Pass	Serious	Minor
Accident Occurred During -LANDING			0	0
			0	0
			0	1
			0	2

-----Aircraft Information-----

Make/Model - MOONEY M20	Eng Make/Model - LYCOMING O-320-A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2450	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	GRAND FORKS,ND	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	HECTOR FIELD
Wind Dir/Speed- 080/007 KTS	ATC/Airspace	Runway Ident - 03
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4267/ 150
Lowest Sky/Clouds - 4000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - CONCRETE
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 33	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 199
SE LAND	Months Since - 12	Last 24 Hrs - 3
	Aircraft Type - M20	Make/Model- 174
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 75

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTS THAT HE EXPERIENCED DIFFICULTY IN RETRACTING THE LANDING GEAR AFTER DEPARTURE BUT IT DID RETRACT AFTER SEVERAL ATTEMPTS. HE SAID THE GEAR SYSTEM SEEMED TO BE HANGING UP. UPON REACHING DESTINATION THE GEAR AGAIN SEEMED TO HANG UP WHEN EXTENSION WAS ATTEMPTED. AFTER SEVERAL ATTEMPTS TO LOWER THE GEAR THE GEAR HANDLE BROKE OFF AND ALL FURTHER ATTEMPTS TO EXTEND THE GEAR WERE FUTILE.

Brief of Accident (Continued)

File No. - 967

5/25/86

FARGO,ND

A/C Reg. No. N6519B

Time (Lc1) - 2005 CDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation APPROACH

Finding(s)

1. LANDING GEAR,NORMAL RETRACTION/EXTENSION ASSEMBLY - BINDING(MECHANICAL)
 2. LANDING GEAR,GEAR LEVER - FAILURE,TOTAL
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. GEAR EXTENSION - NOT POSSIBLE - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 884	6/18/86	STANLEY,ND	A/C Reg. No. N6535Z	Time (Lcl) - 1700 CDT
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----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 -TAKEOFF					

----Aircraft Information----

Make/Model - PIPER PA25-235	Eng Make/Model - LYCOMING O-540-B2B5	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 - 235 HP	

----Environment/Operations Information----

Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- CALM Visibility - 15.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Point STANLEY,ND Destination STANLEY,ND ATC/Airspace Type of Flight Plan - NONE Type of Clearance - NONE Type Apch/Lndg - NONE	Airport Proximity OFF AIRPORT/STRIP Airport Data STANLEY Runway Ident - 09 Runway Lth/Wid - 3400/ 50 Runway Surface - ASPHALT Runway Status - DRY
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----Personnel Information----

Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,CFI SE LAND	Age - 28 Biennial Flight Review Current - YES Months Since - 8 Aircraft Type - M20	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Flight Time (Hours) Total - 1200 Make/Model- 500 Instrument- 14 Last 24 Hrs - 6 Last 30 Days- UNK/NR Last 90 Days- 108
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Instrument Rating(s) - AIRPLANE

----Narrative----

THE ACFT WENT OFF THE DEPARTURE END OF THE RWY AND COLLIDED WITH A DITCH AFTER WHICH IT ERUPTED IN FLAMES. THE TEMPERATURE WAS 87 DEGREES WITH LIGHT WIND. THE DENSITY ALT WAS COMPUTED TO BE 5000 FT. THE PLT HAD STATED TO THE OPERATOR THAT HE THOUGHT IT WAS TOO HOT TO SPRAY. THE BOSS ASKED HIM TO TRY ANYWAY. SOME OTHER PLTS HAD TROUBLE CLIMBING OUT OF GROUND EFFECT AND REPORTEDLY TRIED TO RADIO A WARNING. THE ACC PLT DURING TAKEOFF TRIED TO JETTISON HIS LOAD BUT THE ACFT FAILED TO CLEAR A DITCH OFF THE END OF THE RWY. THE PLT HAD FILLED HIS FUEL TANKS TO THE FULL MARK BUT THE CHEMICAL HOPPER WAS ONLY ABOUT 2/3 FULL.

Brief of Accident (Continued)

File No. - 884

6/18/86

STANLEY,ND

A/C Reg. No. N6535Z

Time (Lcl) - 1700 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. JUDGEMENT - POOR - PILOT IN COMMAND
4. IMPROPER USE OF PROCEDURE,COMPANY-INDUCED PRESSURE - COMPANY/OPERATOR MGMT
5. AIRCRAFT PERFORMANCE,CLIMB CAPABILITY - EXCEEDED
6. PROPER CLIMB RATE - NOT ATTAINED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

7. TERRAIN CONDITION - DITCH

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,5,6

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. - 998	1/19/86	FREMONT, NE	A/C Reg. No. N5961F	Time (Lcl) - 0625 CST
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-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED		Injuries		
Type of Operation - PERSONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under - 14 CFR 91	NONE	Pass	1	0	0
Accident Occurred During - DESCENT			3	0	0

-----Aircraft Information-----

Make/Model - CESSNA 210H	Eng Make/Model - CONTINENTAL IO-520A	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 - 285 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - UNK/NR	CALIFORNIA, CA	FREMONT MUNI
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 800 FT OVERCAST	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----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 - 483
SE LAND	Months Since - 7	Make/Model- 99
	Aircraft Type - C-210	Instrument- 13
		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 OF N5961F RECEIVED A WX BRF ABOUT 40 MIN BEFORE THE ACDT FOR A VFR FLT FROM FREMONT TO CHEYENNE. THE 3 REPORTING STATIONS NEAREST TO FREMONT WERE IFR AND LOCAL AUTHORITIES WHO HELPED SEARCH FOR THE ACDT SITE REPORTED LOW CLOUDS AND HAZE. THERE WERE NO WITNESSES TO THE CRASH BUT RESIDENTS NEAR THE ACDT SITE HEARD THE LOUD ROAR OF ACFT ENG THAT ENDED WITH A CRASHING SOUND. A MOTORIST WHO WAS W OF THE ACDT SITE HEADING E REPORTED THAT HE SAW A LIGHT DESCENDING FROM N TO S AT ABOUT A 45 DEG ANGLE TO THE HORIZON AT ABOUT THE TIME OF THE ACDT. IT WAS DARK AT THE TIME OF THE ACDT. THE WRECKAGE WAS FOUND BENEATH A LARGE HOLE IN THE ICE OF A LAKE LOCATED 2 MI W OF THE DEPT ARPT. EXAM OF THE WRECKAGE DID NOT REVEAL EVIDENCE OF MECH FAILURE OR DEFICIENCY.

Brief of Accident (Continued)

File No. - 998

1/19/86

FREMONT, NE

A/C Reg. No. N5961F

Time (Lcl) - 0625 CST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. VFR FLIGHT INTO IMC - INITIATED - PILOT IN COMMAND
3. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
4. WEATHER CONDITION - LOW CEILING

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

5. CLIMB - NOT MAINTAINED - PILOT IN COMMAND
6. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - 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) 2,3,5,6

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. - 865	4/30/86	HARRISBURG,NE	A/C Reg. No. N10768	Time (Lcl) - 1635 CST
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-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage		Injuries		
	SUBSTANTIAL		Fatal	Serious	Minor
Type of Operation - INSTRUCTIONAL	Fire	Crew	1	0	0
Flight Conducted Under - 14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During - DESCENT					

-----Aircraft Information-----

Make/Model - CESSNA 150	Eng Make/Model - LYCOMING O-200	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1650	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	SCOTTSBLUFF,NE	
Completeness - PARTIAL,LMTD BY PILOT	Destination	Airport Data
Basic Weather - VMC	GREELEY,CO	Runway Ident - N/A
Wind Dir/Speed- 330/008 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 25.0 SM	Type of Flight Plan - VFR	Runway Surface - N/A
Lowest Sky/Clouds - 25000 FT SCATTERED	Type of Clearance - VFR	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 - 24	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 140
SE LAND	Months Since - 1	Make/Model- 34
	Aircraft Type - CE-152	Instrument- 9
		Last 24 Hrs - 3
		Last 30 Days- 45
		Last 90 Days- 121

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT IMPACTED IN A 40 DEGREE NOSE DOWN ATTITUDE FOLLOWING A STALL-SPIN. NO MECHANICAL DISCREPANCIES WERE NOTED WITH THE ACFT AND NO PRE-EXISTING PHYSICAL INCAPACITATING HISTORY OF THE PIC WAS DISCOVERED. ON TWO SEPARATE OCCASIONS PRIOR TO THIS FLT, THE PIC HAD ASKED HIS FLT INSTRUCTOR TO DEMONSTRATE "HAMMER HEAD" STALLS. BUT THE FLT INSTRUCTOR DECLINED. WX WAS CONSIDERED GOOD VFR FOR THE SOLO CROSS-COUNTRY TRAINING FLIGHT. RADAR SHOWED THE ACFT MANEUVERING AWAY FM THE PLANNED ROUTE OF FLIGHT JUST PRIOR TO DISAPPEARING FROM RADAR CONTACT. THE IMPACT OCCURRED SHORTLY AFTER RADAR CONTACT WAS LOST.

Brief of Accident (Continued)

File No. - 865

4/30/86

HARRISBURG, NE

A/C Reg. No. N10768

Time (Lcl) - 1635 CST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

1. AEROBATICS - INTENTIONAL - PILOT IN COMMAND
 2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
 3. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
 4. PERFORMANCE DATA - NOT UNDERSTOOD - PILOT IN COMMAND
 5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

6. TERRAIN CONDITION - OPEN FIELD
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,5

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. - 918 7/01/86 LINCOLN,NE A/C Reg. No. N243DH Time (Lcl) - 0813 CDT

-----Basic Information-----

Type Operating Certificate	AIR CARRIER - ALL CARGO	Aircraft Damage	Injuries			
Name of Carrier	-DHL AIR INC.	SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-NON SCHED,DOMESTIC,CARGO	Fire	0	0	0	2
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0
Accident Occurred During	-LANDING					

-----Aircraft Information-----

Make/Model	- FAIRCHILD SA-227	Eng Make/Model	- GARRETT TPE 331-11U	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 14000	Engine Type	- TURBOPROP		
No. of Seats	- 19	Rated Power	- 1000 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	ON AIRPORT
Method - IN PERSON	OMAHA,NE	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	LINCOLN,NE	LINCOLN
Wind Dir/Speed- 340/015 KTS	ATC/Airspace	Runway Ident - 35
Visibility - 12.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 5500/ 100
Lowest Sky/Clouds - UNK/NR	Type of Clearance - IFR	Runway Surface - CONCRETE
Lowest Ceiling - 4000 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-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 16000
SE LAND,ME LAND	Months Since - 4	Make/Model- UNK/NR
	Aircraft Type - SA227AT	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 7
		Last 30 Days- 70
		Last 90 Days- 194
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

FLARE FOR TOUCHDOWN ENDED SHORT OF THE ACTIVE RWY AT LINCOLN, NEBRASKA. THE PIC RPTD WINDSHEAR ON FINAL BUT WIND CONDITIONS WERE RPTD AS BEING 340 DEGREES AT 15 KTS, A HEADWIND FOR THIS LANDING. NO MECHANICAL CONTROL PBLM WAS REPORTEDLY EXPERIENCED DURING THIS SEQUENCE AND NO THUNDERSTORM ACTIVITY WAS PRESENT. THE RWY LENGTH FOR RWY 35R WAS 5500 FEET, WELL WITHIN THE CAPABILITY OF THIS ACFT. THERE WERE NO RPTS FM ANY OTHER ACFT EXPERIENCING A SIMILAR DIFFICULTY.

Brief of Accident (Continued)

File No. - 918

7/01/86

LINCOLN,NE

A/C Reg. No. N243DH

Time (Lc1) - 0813 CDT

Occurrence

UNDERSHOOT

Phase of Operation

LANDING - FLARE/TOUCHDOWN

Finding(s)

1. PROPER GLIDEPATH - NOT MAINTAINED - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 979	7/30/86	HERSHEY, NE	A/C Reg. No. N9641P	Time (Lcl) - 1745 CDT
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-----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	0	1
Accident Occurred During - MANEUVERING		Pass 0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-25-260	Eng Make/Model - LYCOMING O-540-G1A5	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	NORTH PLATTLE, NE	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 325/004 KTS	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 - 39	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - YES	Total - 1835
SE LAND	Months Since - 17	Make/Model- 1150
	Aircraft Type - PA18150	Instrument- 63
		Last 24 Hrs - 5
		Last 30 Days- UNK/NR
		Last 90 Days- 140

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED HE WAS SPRAYING INSECTICIDES ON CORN AND ENCOUNTERED A WIND SHEAR THAT PULLED THE AIRPLANE DOWN INTO THE CORN. HE WAS UNABLE TO RECOVER AND THE AIRPLANE HIT THE GROUND.

Brief of Accident (Continued)

File No. - 979

7/30/86

HERSHEY, NE

A/C Reg. No. N9641P

Time (Lcl) - 1745 CDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. WEATHER CONDITION - WINDSHEAR
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

2. TERRAIN CONDITION - CROP
 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) 2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 937 2/24/86 NASHUA, NH A/C Reg. No. N303DW Time (Lcl) - 1710 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-INSTRUCTIONAL	Fire	Crew	0	0	1
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During	-TAKEOFF					

-----Aircraft Information-----

Make/Model	- CESSNA 152	Eng Make/Model	- LYCOMING O-235-L2C	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1670	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 110 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	ON AIRPORT
Method	SAME AS ACC/INC	
Completeness	Destination	Airport Data
Basic Weather	SAME AS ACC/INC	BOIRE FIELD
Wind Dir/Speed		Runway Ident
Visibility	ATC/Airspace	- 32
Lowest Sky/Clouds	Type of Flight Plan	Runway Lth/Wid
Lowest Ceiling	- NONE	- 5500/ 100
Obstructions to Vision	Type of Clearance	Runway Surface
Precipitation	- NONE	Runway Status
Condition of Light	Type Apch/Lndg	- DRY
	- TOUCH AND GO	

-----Personnel Information-----

Pilot-In-Command	Age - 19	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
STUDENT	Current	Total	- 23
	Months Since	Make/Model	- 23
	Aircraft Type	Instrument	- 0
		Last 24 Hrs	- UNK/NR
		Last 30 Days	- UNK/NR
		Last 90 Days	- 3

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT WAS PERFORMING TOUCH AND GO LANDINGS AT BOIRE FIELD WHEN HE APPLIED POWER TO TAKEOFF, HE WAS DISTRACTED BY THE FLAP CONTROL SETTING. DURING THIS DISTRACTION THE AIRCRAFT DRIFTED TO THE LEFT. FULL RIGHT RUDDER WAS USED IN AN ATTEMPT TO CORRECT, HOWEVER THE PLANE DEPARTED THE RUNWAY TO THE LEFT IN A SKID. DAMAGED LEFT AND RIGHT WINGTIPS, REAR SPAR OF LEFT AND RIGHT WING, PROPELLER AND SPINNER, DOOR FRAME, RIGHT REAR WINDOW, AND SKIN.

Brief of Accident (Continued)

File No. - 937

2/24/86

NASHUA,NH

A/C Reg. No. N303DW

Time (Lcl) - 1710 EST

Occurrence LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. TOUCH-AND-GO LANDING - ATTEMPTED - PILOT IN COMMAND
 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 935	4/14/86	W. MILFORD,NJ	A/C Reg. No. N43543	Time (Lcl) - 1855 EST
-----Basic Information-----				
Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries	
		SUBSTANTIAL	Fatal	Serious Minor None
Type of Operation	-FERRY	Fire	Crew 0	0 0 1
Flight Conducted Under	-14 CFR 91	NONE	Pass 0	0 0 1
Accident Occurred During	-APPROACH			
-----Aircraft Information-----				
Make/Model	- TAYLORCRAFT BC12-D	Eng Make/Model	- CONTINENTAL O-200-A	ELT Installed/Activated - NO -N/A
Landing Gear	- TAILWHEEL-ALL RETRACTABLE	Number Engines	- 1	Stall Warning System - YES
Max Gross Wt	- 1200	Engine Type	- RECIPROCATING-CARBURETOR	
No. of Seats	- 2	Rated Power	- 100 HP	
-----Environment/Operations Information-----				
Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP	
Method	- N/A	HONESDALE,PA		
Completeness	- N/A	Destination	Airport Data	
Basic Weather	- VMC	W. MILFORD,NJ	GREENWOOD LAKE	
Wind Dir/Speed-		ATC/Airspace	Runway Ident - 06	
Visibility	- 30.0 SM	Type of Flight Plan	- NONE	Runway Lth/Wid - 2750/ 52
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- NONE	Runway Surface - ASPHALT
Lowest Ceiling	- NONE	Type Apch/Lndg	- GO AROUND	Runway Status - DRY
Obstructions to Vision	- NONE			
Precipitation	- NONE			
Condition of Light	- DUSK			
-----Personnel Information-----				
Pilot-In-Command	Age - 32	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)		
PRIVATE	Current - YES	Total - 700	Last 24 Hrs - 1	
SE LAND	Months Since - 10	Make/Model- 145	Last 30 Days- UNK/NR	
	Aircraft Type - UNK/NR	Instrument- 9	Last 90 Days- 7	
Instrument Rating(s) - NONE				
-----Narrative-----				
ON APPROACH TO MILFORD AIRPORT, THE FLIGHT COLLIDED WITH POWER LINES AND CRASHED. THE PILOT MADE A MISSED APPROACH THEN ON SECOND APPROACH COLLIDED WITH WIRES, THE PILOT STATED THAT IT WAS DARK AND HE DID NOT SEE THE WIRES UNTIL IT WAS TOO LATE.				

Brief of Accident (Continued)

File No. - 935

4/14/86

W. MILFORD,NJ

A/C Reg. No. N43543

Time (Lcl) - 1855 EST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
 2. CLEARANCE - MISJUDGED - PILOT IN COMMAND
 3. OBJECT - UTILITY POLE(MARKED)
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - GO-AROUND (VFR)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 970	4/20/86	MATAWAN, NJ	A/C Reg. No. N47355	Time (Lcl) - 1400 EST
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-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation - PERSONAL	Fire	Crew	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -LANDING			0	0	3

-----Aircraft Information-----

Make/Model - PIPER PA-28-181	Eng Make/Model - LYCOMING O-360A4M	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2450	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

-----Environment/Operations Information-----

<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- 180/010 KTS</p> <p>Visibility - 10.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</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 MARLBORO, NJ</p> <p>Destination SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN FULL STOP</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data MARLBORO</p> <p>Runway Ident - 09</p> <p>Runway Lth/Wid - 2170/ 40</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND, ME LAND, SE SEA</p>	<p>Age - 39</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 13</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total - 318</td> <td>Last 24 Hrs - 1</td> </tr> <tr> <td>Make/Model- 4</td> <td>Last 30 Days- UNK/NR</td> </tr> <tr> <td>Instrument- 66</td> <td>Last 90 Days- 4</td> </tr> <tr> <td>Multi-Eng - 10</td> <td></td> </tr> </table>	Total - 318	Last 24 Hrs - 1	Make/Model- 4	Last 30 Days- UNK/NR	Instrument- 66	Last 90 Days- 4	Multi-Eng - 10	
Total - 318	Last 24 Hrs - 1									
Make/Model- 4	Last 30 Days- UNK/NR									
Instrument- 66	Last 90 Days- 4									
Multi-Eng - 10										

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE LOCAL SIGHTSEEING FLIGHT DEPARTED MARLBORO AIRPORT AT ABOUT 1300 HOURS AND RETURNED AT ABOUT 1400 HOURS. ENTERED PATTERN DOWNWIND AND FLEW A NORMAL PATTERN AND APPROACH. DURING FLARE, THE AIRCRAFT WAS HIT BY A GUST OF WIND. AFTER TOUCHDOWN AND DURING LANDING ROLL, BRAKES WERE APPLIED. THE AIRCRAFT CONTINUED TO ROLL AND SLID OFF THE END OF THE RUNWAY.

Brief of Accident (Continued)

File No. - 970

4/20/86

MATAWAN,NJ

A/C Reg. No. N47355

Time (Lcl) - 1400 EST

Occurrence #1 ON GROUND ENCOUNTER WITH WEATHER
Phase of Operation LANDING - ROLL

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 2. WEATHER CONDITION - GUSTS
-

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

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 818 3/13/86 SILVER CITY,NM A/C Reg. No. N9867F Time (Lc1) - 2007 MDT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage SUBSTANTIAL	Fatal	Injuries			
Type of Operation -POSITIONING	Fire	0	Serious	Minor	None	
Flight Conducted Under -14 CFR 91	ON GROUND	0	2	0	0	
Accident Occurred During -LANDING	Crew	0	0	0	0	
	Pass	0				

-----Aircraft Information-----

Make/Model - CESSNA 401	Eng Make/Model - CONTINENTAL TSIO-520-E	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 6300	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 8	Rated Power - 300 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SCOTTSDALE,AZ	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SILVER CITY,NM	WHISKEY CREEK
Wind Dir/Speed- 270/008 KTS	ATC/Airspace	Runway Ident - 35
Visibility - 60.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3700/ 50
Lowest Sky/Clouds - 2500 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 - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 62	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 16400
SE LAND,ME LAND	Months Since - 1	Make/Model- 1800
HELICOPTER	Aircraft Type - C-401	Instrument- 255
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 171
		Rotorcraft - 2700

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE 2 COM RATED PLTS WERE RETURNING FROM A PART 135 FLT AT NIGHT. THE FUEL TANKS WERE INADVERTENTLY NOT SWITCHED FROM MAINS TO AUX. FUEL STARVATION OCCURRED WHEN ACFT WAS AT LOW ALTITUDE. INSUFFICIENT ALTITUDE REMAINED TO RESTART THE ENGINES. ACFT IMPACTED GROUND. A POST ACCIDENT FIRE ERUPTED DESTROYING THE ACFT.

Brief of Accident (Continued)

File No. - 818

3/13/86

SILVER CITY,NM

A/C Reg. No. N9867F

Time (Lc1) - 2007 MDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation MANEUVERING

Finding(s)

1. FLUID,FUEL - STARVATION
2. CHECKLIST - NOT FOLLOWED - COPILOT
3. IMPROPER USE OF PROCEDURE, - PILOT IN COMMAND
4. FUEL TANK SELECTOR POSITION - IMPROPER - COPILOT
5. SUPERVISION - INADEQUATE - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

6. TERRAIN CONDITION - NONE SUITABLE

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5

Factor(s) relating to this accident is/are finding(s) 6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 853 3/29/86 AZTEC,NM A/C Reg. No. NCGIJZ 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 -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew		0	0	1	0
Pass		0	0	1	0

-----Aircraft Information-----

Make/Model - CESSNA 177B
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2500
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A1F6D
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 - FSS
Method - TELEPHONE
Completeness - PARTIAL,LMTD BY PILOT
Basic Weather - VMC
Wind Dir/Speed- 360/005 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
GRAND JUNCTION,CO
Destination
TUCSON,AZ

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 - DIRT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 38

Biennial Flight Review

Current - YES
Months Since - 13
Aircraft Type - C-177B

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 1509	Last 24 Hrs	- 7
Make/Model-	1090	Last 30 Days-	UNK/NR
Instrument-	109	Last 90 Days-	48

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PLT AND ONE PAX DEPARTED ESTON, SASKATCHEWAN AT 0600, EN ROUTE TO GUAYMAS, MEXICO FOR A VACATION. ACFT WAS REFUELED IN BILLINGS, MT AT 0900 AND AT GRAND JUNCTION, CO. PLT CHECKED WX, FILED VFR FLIGHT PLAN AND DEPARTED GRAND JUNCTION AT 1430, EN ROUTE TO TUCSON, AZ. PLT SAID THAT WHILE IN CRUISE FLIGHT ENG QUIT. PLT MADE FORCED LANDING ON DIRT ROAD. DURING LANDING ROLL ACFT HIT DITCH AND OVERTURNED. EXAMINATION OF ACFT REVEALED RUBBER GASKET SURROUNDING AIR FILTER HAD DETERIORATED AND WAS FOUND LODGED IN CARBURETOR VENTURI. EXAMINATION OF MAINTENANCE RECORDS REVEALED THAT NEITHER A.D. 81-15-03 NOR SUPERCEDED A.D. 78-25-05 HAD BEEN ACCOMPLISHED.

Brief of Accident (Continued)

File No. - 853

3/29/86

AZTEC,NM

A/C Reg. No. NCGIJZ

Time (Lcl) - 1545 MST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FUEL SYSTEM,RAM AIR - DETERIORATED
2. MAINTENANCE,COMPLIANCE WITH AD - NOT PERFORMED - OTHER MAINTENANCE PSNL

Occurrence #2 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

3. FUEL SYSTEM,CARBURETOR - BLOCKED(TOTAL)

Occurrence #3 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #4 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - DITCH
5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

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) 1,2,3,5

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 953	7/17/86	RUIDOSO, NM	A/C Reg. No. N976J	Time (Lcl) - 1146 MDT
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-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries	
Type of Operation - PERSONAL	Fire	Crew	Fatal	Serious
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0
Accident Occurred During -LANDING			0	0
			0	1
			0	1

-----Aircraft Information-----

Make/Model - GOERTZ BUSHBY MUSTING II	Eng Make/Model - CONTINENTAL IO-349	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1685	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 2	Rated Power - 165 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	ROSWELL, NM	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	RUIDOSO MUNI
Wind Dir/Speed- 210/010 KTS	ATC/Airspace	Runway Ident - 18
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5500/ 75
Lowest Sky/Clouds - 5000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - CONCRETE
Lowest Ceiling - 12000 FT BROKEN	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - RAIN SHOWERS		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 43	Medical Certificate - EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 443
SE LAND	Months Since - 12	Make/Model- 195
	Aircraft Type - ARROW	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 4
		Last 30 Days- UNK/NR
		Last 90 Days- 20
		Rotorcraft - 3

Instrument Rating(s) - NONE

-----Narrative-----

N976J LANDED ON RWY 18, WHICH IS 5,500 FT LONG AND 75 WIDE AND HAS A CONCRETE SURFACE. THE WIND WAS FROM 210 DEG AT 10 WITH GUSTS TO 20 KTS. THE PLT REPORTS THAT THE CROSSWIND CAUSED A SWERVE TO THE RIGHT AND THE ACFT RAN OFF THE RIGHT SIDE OF THE RWY. THE ACFT THEN COLLIDED WITH A DRAINAGE DITCH AND THE MAIN LANDING GEAR COLLAPSED RESULTING IN DAMAGE TO THE RIGHT WING.

Brief of Accident (Continued)

File No. - 953

7/17/86

RUIDOSO,NM

A/C Reg. No. N976J

Time (Lc1) - 1146 MDT

Occurrence #1 ON GROUND ENCOUNTER WITH WEATHER
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - CROSSWIND

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND

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) 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. - 882 8/31/86 DEXTER,NM A/C Reg. No. N8856S Time (Lcl) - 0915 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED		Injuries			
Type of Operation -PERSONAL	Fire	Crew	Fatal	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	1	0
Accident Occurred During -DESCENT			0	0	1	0

-----Aircraft Information-----

Make/Model - CESSNA 150F	Eng Make/Model - CONTINENTAL O-200-A	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	ROSEWELL,NM	K.D. FIELD
Wind Dir/Speed- 360/009 KTS	ATC/Airspace	Runway Ident - 30
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 1900/ 50
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - 1600 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 - 44	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 123
SE LAND	Months Since - 22	Make/Model- 49
	Aircraft Type - C-152	Instrument- 4
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 6

Instrument Rating(s) - NONE

-----Narrative-----

PLT AND PAX WERE TAKING OFF FROM 1900 FT X 50 FT TURF RWY 30. PLT SAID SHE LIFTED OFF AT 45 MPH AND INITIATED CLIMB OF 55 MPH. AT 250 FT AGL ACFT SUDDENLY LOST 100 FT. ACFT THEN WENT INTO STEEP RIGHT BANK. ACFT CLEARED POWER LINES. RIGHT WING CONTACTED GROUND AND ACFT CARTWHEELED. ARPT DENSITY ALTITUDE WAS COMPUTED TO BE 5241 FT MSL. OWNER'S HANDBOOK STATES ACFT SHOULD BE ROTATED AT 50 MPH, INITIAL CLIMB AT 72 MPH UNTIL OBSTACLES ARE CLEARED, THEN CLIMB AT 75-80 MPH. ACFT GROSS WEIGHT FLAPS-UP POWER-OFF STALL SPEED AT ZERO ANGLE OF BANK IS 55 MPH.

Brief of Accident (Continued)

File No. - 882

8/31/86

DEXTER,NM

A/C Reg. No. N8856S

Time (Lcl) - 0915 MDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
 2. AIRSPEED(VLOF) - BELOW - PILOT IN COMMAND
 3. WEATHER CONDITION - DOWNDRAFT
 4. PROPER CLIMB RATE - NOT ATTAINED - PILOT IN COMMAND
 5. STALL - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

6. TERRAIN CONDITION - OPEN FIELD
 7. TERRAIN CONDITION - ROUGH/UNEVEN
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,5

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 923 5/28/86 RENO,NV A/C Reg. No. N586MS Time (Lcl) - 1030 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage				
	DESTROYED		Fatal	Serious	Injuries
Type of Operation -TEST FLIGHT	Fire	Crew	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -TAKEOFF					None

-----Aircraft Information-----

Make/Model - MORRIS B. STEPHENS VARIVIGGEN	Eng Make/Model - LYCOMING O-320	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 950	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 160 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	RENO,NV	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	RENO/STEAD
Wind Dir/Speed- 180/004 KTS	ATC/Airspace	Runway Ident - 08
Visibility - 40.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 7600/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		HIGH VEGETATION
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 69	Medical Certificate - EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - NO	Total - 251
SE LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

AN EXCESSIVELY LONG TAKEOFF RUN WAS MADE DUE TO HIGH DENSITY ALTITUDE. DURING INTITAL CLIMB THE PILOT OVER ROTATED CAUSING A LOW AIRSPEED. THE PILOT NOTICED THIS, LOWERED THE NOSE AND THEN FLEW INTO THE GROUND. THE PILOT ALSO FAILED TO RETRACT THE LANDING GEAR AFTER BECOMING AIRBORNE. THE PILOT GAINED HIS PRIVATE PILOT CERTIFICATE IN 1960 AND AT THAT TIME HAD LOGGED OVER 130 HOURS OF TOTAL FLIGHT TIME.

Brief of Accident (Continued)

File No. - 923

5/28/86

RENO,NV

A/C Reg. No. N586MS

Time (Lc1) - 1030 PDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
 2. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
 3. PROPER CLIMB RATE - NOT ATTAINED - PILOT IN COMMAND
 4. ROTATION - EXCESSIVE - 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. - 965 6/03/86 WINNEMUCCA,NV A/C Reg. No. N14884 Time (Lcl) - 1155 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - ROSE PARAKEET A4C	Eng Make/Model - CONTINENTAL D-200	ELT Installed/Activated - NO	-N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - 800	Engine Type - RECIPROCATING-CARBURETOR		
No. of Seats - 1	Rated Power - 100 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point LAKEVIEW,OR	
Method - N/A	Destination WINNEMUCCA,NV	Airport Data WINNEMUCCA
Completeness - N/A		Runway Ident - 32
Basic Weather - VMC	ATC/Airspace	Runway Lth/Wid - 5000/ 150
Wind Dir/Speed- 340/009 KTS	Type of Flight Plan - NONE	Runway Surface - ASPHALT
Visibility - 90.0 SM	Type of Clearance - NONE	Runway Status - DRY
Lowest Sky/Clouds - CLEAR	Type Apch/Lndg - FULL STOP	
Lowest Ceiling - NONE		
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 61	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 30000
SE LAND,ME LAND	Months Since - 10	Last 24 Hrs - 3
	Aircraft Type - UNK/NR	Make/Model- 20
		Instrument- 3150
		Last 30 Days- UNK/NR
		Last 90 Days- 20
		Multi-Eng - 21500

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING LANDING ROLL THE PILOT LOST DIRECTIONAL CONTROL OF THE AIRCRAFT. THE RIGHT MAIN GEAR COLLAPSED DRAGGING THE RIGHT WING.

Brief of Accident (Continued)

File No. - 965

6/03/86

WINNEMUCCA,NV

A/C Reg. No. N14884

Time (Lc1) - 1155 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 MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Occurrence #3 DRAGGED WING, ROTOR, POD, OR FLOAT
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 988	6/15/86	PARADISE VALLEY, NV	A/C Reg. No. N6263U	Time (Lcl) - 0735 PDT
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-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation -PERSONAL	Fire	Crew	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -LANDING				0	1

-----Aircraft Information-----

Make/Model - MOONEY M20-C	Eng Make/Model - LYCOMING O-360	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2575	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	JACKPOT, NV	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	YUBA CITY, CA	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 - GRAVEL
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 - 61	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - YES	Total - 4380
SE LAND	Months Since - 9	Make/Model- 3000
	Aircraft Type - UNK/NR	Instrument- 230
		Multi-Eng - 5
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 22
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

A FORCED LANDING WAS MADE DUE TO A VERY ROUGH RUNNING ENGINE ACCOMPANIED BY BACKFIRING. IT WAS DISCOVERED ON ENGINE EXAMINATION THAT THE SPARK PLUGS WERE WORN BEYOND SERVICE LIMITS. DURING LANDING ROLL A CATTLE GUARD WAS STRUCK WITH THE WING TIPS.

Brief of Accident (Continued)

File No. - 988

6/15/86

PARADISE VALLEY,NV

A/C Reg. No. N6263U

Time (Lcl) - 0735 PDT

Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation CLIMB

Finding(s)

1. IGNITION SYSTEM,SPARK PLUG - WORN

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 964	7/30/86	HAWTHORNE, NV	A/C Reg. No. N141V	Time (Lcl) - 1630 PDT
<hr/>				
-----Basic Information-----				
Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries	
		SUBSTANTIAL		
Type of Operation	-PERSONAL	Fire	Crew	Fatal
Flight Conducted Under	-14 CFR 91	NONE	Pass	Serious
Accident Occurred During	-APPROACH			Minor
				None
				1
				0
				0
<hr/>				
-----Aircraft Information-----				
Make/Model	- SCHEMP-HIRTH NIMBUS IIIT	Eng Make/Model	- ROTAX 277	
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	
Max Gross Wt	- 800	Engine Type	- RECIPROCATING-CARBURETOR	
No. of Seats	- 1	Rated Power	- 28 HP	
			ELT Installed/Activated - UNK/NR	
			Stall Warning System - UNK/NR	
<hr/>				
-----Environment/Operations Information-----				
Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- UNK/NR	Last Departure Point	OFF AIRPORT/STRIP	
Method	- UNK/NR	FLYING 'M' RNCH, NV		
Completeness	- UNK/NR	Destination	Airport Data	
Basic Weather	- VMC	LOCAL		
Wind Dir/Speed	- 280/015 KTS	ATC/Airspace	Runway Ident - N/A	
Visibility	- 40.0 SM	Type of Flight Plan	- NONE	
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- NONE	
Lowest Ceiling	- NONE	Type Apch/Lndg	- FORCED LANDING	
Obstructions to Vision	- NONE		Runway Lth/Wid - N/A	
Precipitation	- NONE		Runway Surface - N/A	
Condition of Light	- DAYLIGHT		Runway Status - N/A	
<hr/>				
-----Personnel Information-----				
Pilot-In-Command	Age - 54	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT		
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)		
PRIVATE, COMMERCIAL	Current - UNK/NR	Total - UNK/NR	Last 24 Hrs - UNK/NR	
SE LAND	Months Since - UNK/NR	Make/Model - UNK/NR	Last 30 Days - UNK/NR	
	Aircraft Type - UNK/NR	Instrument - UNK/NR	Last 90 Days - UNK/NR	
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR	
<hr/>				
Instrument Rating(s) - NONE				
<hr/>				
-----Narrative-----				
<p>AFTER A 5 HOUR FLIGHT, IN THE MOTORIZED GLIDER DURING WHICH THE ENGINE WAS UTILIZED ON SEVERAL OCCASIONS THE PILOT RETURNED TO HIS DESTINATION. UPON ARRIVAL HE EXECUTED A NUMBER OF LOW PASSES OVER THE RUNWAY FOR PHOTOGRAPHERS. THE PILOT EXECUTED A FLY BY CONFIDENT THAT ENOUGH FUEL REMAINED FOR THE MANEUVER. DURING THE PULLUP THE REMAINING FUEL WAS EXHAUSTED AND THE PILOT EXECUTED A FORCED LANDING. NO FUEL GAUGE NOR LOW FUEL WARNING INDICATOR WAS INSTALLED IN THE AIRCRAFT AND THE PILOT HAD NO WAY OF ACCURATELY DETERMINING FUEL REMAINING. THE PLTS FLYING TIME WAS NOT REPORTED.</p>				
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Brief of Accident (Continued)

File No. - 964

7/30/86

HAWTHORNE, NV

A/C Reg. No. N141V

Time (Lc1) - 1630 PDT

Occurrence #1 LOSS OF POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

1. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND
 2. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 925 8/03/86 RENO,NV A/C Reg. No. N185M Time (Lcl) - 1715 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage DESTROYED	Injuries			
Type of Operation	-PERSONAL	Fire	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	NONE	0	0	2	0
Accident Occurred During	-TAKEOFF		0	0	0	0

-----Aircraft Information-----

Make/Model	- CESSNA 185FII	Eng Make/Model	- CONTINENTAL IO 520-D	ELT Installed/Activated	- YES/YES
Landing Gear	- AMPHIBIAN	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3320	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- 290/014 KTS</p> <p>Visibility - 40.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point SAME AS ACC/INC</p> <p>Destination LANCASTER,CA</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>RENO-STEAD</p> <p>Runway Ident - 26</p> <p>Runway Lth/Wid - UNK/NR-00150</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL</p> <p>SE LAND,ME LAND,SE SEA</p>	<p>Age - 55</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 2</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 3250</p> <p>Make/Model- 132</p> <p>Instrument- UNK/NR</p> <p>Multi-Eng - UNK/NR</p> <p>Last 24 Hrs - 7</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 175</p> <p>Rotorcraft - UNK/NR</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

PLT ATTEMPTED TAKEOFF WITH ACFT 540 POUNDS OVER MAX CERT WT AND 8500 FT DENSITY ALTITUDE CONDITIONS. ACFT BECAME AIRBORNE BUT POSITIVE CLIMB AND AIRSPEED INCREASE NOT POSSIBLE. PLT TURNED TO AVOID OBSTRUCTIONS, PUTTING ACFT INTO SEMI-CONTROLLED COLLISION WITH TERRAIN.

Brief of Accident (Continued)

File No. - 925

8/03/86

RENO,NV

A/C Reg. No. N185M

Time (Lc1) - 1715 PDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
 2. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND
 3. PERFORMANCE DATA - MISJUDGED - PILOT IN COMMAND
 4. WEATHER CONDITION - HIGH DENSITY ALTITUDE
 5. WEATHER CONDITION - GUSTS
-

----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. - 957	8/09/86	ELKO, NV	A/C Reg. No. N9148A	Time (Lc1) - 1400 PDT
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-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries	
Type of Operation - PERSONAL	Fire	Crew	Fatal	Serious
Flight Conducted Under - 14 CFR 91	NONE	Pass	0	0
Accident Occurred During - LANDING			0	0
			0	1
			0	1

-----Aircraft Information-----

Make/Model - PIPER PA-38	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
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	SAME AS ACC/INC	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	OGDEN, UT	ELKO MUNI
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 23
Visibility - 30.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 6400/ 150
Lowest Sky/Clouds - 25000 FT SCATTERED	Type of Clearance - VFR	Runway Surface - DIRT
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - ROUGH
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 27	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 86	Last 24 Hrs - 2
SE LAND	Months Since - 3	Make/Model- 70	Last 30 Days- UNK/NR
	Aircraft Type - PA38	Instrument- 2	Last 90 Days- 38
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

PLT EXECUTED FORCED LNDG FOLLOWING PWR LOSS ON INITIAL CLIMB. ACFT TANKS (16 GAL CAP EA) HAD BEEN TOPPED TWO HOURS PRIOR, FUEL RECEIPT SHOWS 16.6 ADDED, REFUELER RECALLED ABT 8 GALS ADDED PER TANK. PLT CHECKED VISUALLY AND ON GAGES DURING PREFLIGHT. POST-CRASH, OPERATOR REPORTED FINDING ONLY RESIDUAL FUEL FWD OF SELECTOR (ENGINE FUEL STARVATION), 16 GALS IN RT TANK, 3 GALS IN LEFT TANK, NO LEAKS IN FUEL SYSTEM. ENGINE TEST RUN NORMAL. REPORTED FACTS ARE IN CONFLICT REGARDING FULL FUEL AND FINDING OF 3 GALS IN LEFT TANK WITH NO LEAKAGE. ANALYSIS PROVIDES NO SCENARIO WHICH WILL FIT REPORTED FACTS, EVEN IF UNDETECTED POST-CRASH FUEL LEAK DRAINED LEFT TANK TO 3 GALS. EXTREME (9500 FT) DENS ATL APPARENTLY NOT A FACTOR. PWR LOSS DUE TO ENGINE FUEL STARVATION FOR UNDETERMINED REASON.

Brief of Accident (Continued)

File No. - 957

8/09/86

ELKO, NV

A/C Reg. No. N9148A

Time (Lcl) - 1400 PDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FLUID, FUEL - STARVATION
2. FUEL SYSTEM - UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - ROUGH/UNEVEN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 972	1/16/86	DURHAMVILLE, NY	A/C Reg. No. N5456T	Time (Lcl) - 1515 EDT
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-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries	
Type of Operation - PERSONAL	Fire	Crew	Fatal	Serious
Flight Conducted Under - 14 CFR 91	NONE	Pass	0	0
Accident Occurred During - LANDING			0	0
			0	0

-----Aircraft Information-----

Make/Model - CESSNA 172	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 AIRPORT
Method - N/A	WATERTOWN, NY	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	DURHAMVILLE, NY	KAMP
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - 28
Visibility - 8.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3000/ 50
Lowest Sky/Clouds - 3200 FT SCATTERED	Type of Clearance - UNK/NR	Runway Surface - ASPHALT
Lowest Ceiling -	Type Apch/Lndg - STRAIGHT-IN	Runway Status - SNOW - COMPACTED
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 38	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 70
	Months Since - N/A	Last 24 Hrs - 4
	Aircraft Type - N/A	Make/Model- 70
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 13

Instrument Rating(s) - NONE

-----Narrative-----

THE FLIGHT WAS RETURNING FROM A 4-LEG 300-MILE CROSS COUNTRY TRIP. ON FLARE TOUCHDOWN, THE PILOT REPORTED SEVERE VIBRATION. AS BRAKES WERE APPLIED THE VIBRATION INCREASED, AND THE AIRCRAFT BECAME UNCONTROLLABLE. THE AIRCRAFT PULLED TO THE RIGHT AND COLLIDED WITH A SNOWBANK NOSE FIRST AND CAME TO REST INVERTED. INVESTIGATION REVEALED NO REASON FOR THE VIBRATION REPORTED BY THE PLT.

Brief of Accident (Continued)

File No. - 972

1/16/86

DURHAMVILLE, NY

A/C Reg. No. N5456T

Time (Lcl) - 1515 EDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 969	1/18/86	TURIN, NY	A/C Reg. No. N25119	Time (Lcl) - 1200 EST
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----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
	Fire	Crew	Serious	Minor	None
Type of Operation - PERSONAL	NONE	Pass	0	0	1
Flight Conducted Under -14 CFR 91			0	0	1
Accident Occurred During -LANDING					

----Aircraft Information----

Make/Model - LUSCOMBE 8B	Eng Make/Model - CONTINENTAL A-65	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 1200	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 65 HP	

----Environment/Operations Information----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	OSWEGO, NY	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	TURIN, NY	
Wind Dir/Speed- 220/010 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - SNOW
Lowest Ceiling -	Type Apch/Lndg - STRAIGHT-IN	Runway Status - SNOW - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

----Personnel Information----

Pilot-In-Command	Age - 39	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1305
SE LAND	Months Since - 6	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 1000
		Last 30 Days- UNK/NR
		Instrument- 21
		Last 90 Days- 4
		Multi-Eng - 10
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

----Narrative----

THE PERSONAL FLIGHT FROM OSWEGO, NY TO TURIN, NY WAS UNEVENTFUL AND WITHOUT PROBLEMS. HOWEVER WHILE LANDING IN SOFT SNOW, THE RIGHT SKI DUG INTO THE SOFT SNOW. THE LANDING GEAR FAILED AND THE AIRCRAFT NOSED OVER ONTO ITS BACK AND WAS SUBSTANTIALLY DAMAGED. THE PLT STATED THAT A PHONE CALL TO CHECK SNOW CONDITIONS AT TURIN COULD POSSIBLY HAVE PREVENTED THE ACCIDENT.

Brief of Accident (Continued)

File No. - 969

1/18/86

TURIN, NY

A/C Reg. No. N25119

Time (Lcl) - 1200 EST

Occurrence #1 NOSE OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
 2. PLANNING-DECISION - POOR - PILOT IN COMMAND
-

Occurrence #2 GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. LANDING GEAR - OVERLOAD
-

----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. - 932	2/03/86	ROCHESTER, NY	A/C Reg. No. N777YP	Time (Lcl) - 1045 EDT
-----Basic Information-----				
Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage SUBSTANTIAL	Injuries	
Type of Operation - PERSONAL		Fire	Fatal	0
Flight Conducted Under - 14 CFR 91		NONE	Crew	0
Accident Occurred During - TAXI			Pass	0
				0
				0
				1
				4
-----Aircraft Information-----				
Make/Model - PIPER PA-42-720	Eng Make/Model - P&W PT6A-61	ELT Installed/Activated - YES/NO		
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES		
Max Gross Wt - 6500	Engine Type - TURBOPROP			
No. of Seats - 11	Rated Power - 620 HP			
-----Environment/Operations Information-----				
Weather Data		Itinerary	Airport Proximity	
Wx Briefing - NO RECORD OF BRIEFING		Last Departure Point	ON AIRPORT	
Method - N/A		PITTSBURGH, PA		
Completeness - N/A		Destination	Airport Data	
Basic Weather - VMC		ROCHESTER, NY	MONROE CO.	
Wind Dir/Speed- 340/010 KTS		ATC/Airspace	Runway Ident - UNK/NR	
Visibility - 5.0 SM		Type of Flight Plan - IFR	Runway Lth/Wid - UNK/NR	
Lowest Sky/Clouds - UNK/NR		Type of Clearance - NONE	Runway Surface - UNK/NR	
Lowest Ceiling - 900 FT		Type Apch/Lndg - NONE	Runway Status - UNK/NR	
Obstructions to Vision- NONE				
Precipitation - NONE				
Condition of Light - DAYLIGHT				
-----Personnel Information-----				
Pilot-In-Command	Age - 33	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT		
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)		
COMMERCIAL, ATP	Current - YES	Total - 4183	Last 24 Hrs - 4	
SE LAND, ME LAND	Months Since - 4	Make/Model- 365	Last 30 Days- UNK/NR	
	Aircraft Type - UNK/NR	Instrument- 493	Last 90 Days- 165	
		Multi-Eng - 2786		
Instrument Rating(s) - AIRPLANE				
-----Narrative-----				
PIPER AIRCRAFT COLLIDED WITH A PARKED CESSNA AIRCRAFT WHILE MANEUVERING INTO A PARKING SPACE AT ROCHESTER-MONROE AIRPORT AFTER LANDING. THE RAMP WAS REPORTED TO BE ICE COVERED AND SANDED.				

Brief of Accident (Continued)

File No. - 932

2/03/86

ROCHESTER, NY

A/C Reg. No. N777YP

Time (Lcl) - 1045 EDT

Occurrence ON GROUND COLLISION WITH OBJECT
Phase of Operation TAXI

Finding(s)

1. TERRAIN CONDITION - ICY
 2. MANEUVER - ATTEMPTED - PILOT IN COMMAND
 3. OBJECT - AIRCRAFT PARKED
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 942 3/30/86 LOCKPORT, NY A/C Reg. No. N6433Q Time (Lcl) - 1700 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	0	0	0	1
Flight Conducted Under	-14 CFR 91	Crew	0	0	0	0
Accident Occurred During	-LANDING	Pass	0	0	0	0

-----Aircraft Information-----

Make/Model	- MOONEY M20	Eng Make/Model	- LYCOMING IO-360-A1A	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 2575	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 4	Rated Power	- 200 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	OFF AIRPORT/STRIP
Method	LOCKPORT, NY	
Completeness	Destination	Airport Data
Basic Weather	ELMIRA, NY	LOCKPORT
Wind Dir/Speed	ATC/Airspace	Runway Ident
230/015 KTS	Type of Flight Plan	- 28
Visibility	- NONE	Runway Lth/Wid
- 10.0 SM	Type of Clearance	- 3000/ 35
Lowest Sky/Clouds	- VFR	Runway Surface
- UNK/NR	Type Apch/Lndg	- ASPHALT
SCATTERED	- NONE	Runway Status
Lowest Ceiling		- DRY
- NONE		
Obstructions to Vision		
- NONE		
Precipitation		
- NONE		
Condition of Light		
- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 39	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE, COMMERCIAL	Current - NO	Total - 1243
ME LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model - 423
		Instrument - 30
		Last 30 Days - UNK/NR
		Last 90 Days - UNK/NR
		Rotorcraft - UNK/NR
		Multi-Eng - 324

Instrument Rating(s) - NONE

-----Narrative-----

THE CROSS COUNTRY FLIGHT WAS DEPARTING RUNWAY 28 AT LOCKPORT, NEW YORK IN STRONG QUARTERING WIND CONDITIONS. AT ROTATION AND CLIMB OUT, THE PILOT RETRACTED THE GEARS AND FLPS. HOWEVER AS THE AIRCRAFT FLPS RETRACTED THE AIRCRAFT BEGAN TO DROP. THE NOSE WAS PULLED UP, THE AIRCRAFT STALLED. AS THE PILOT SPOTTED TREES AHEAD, A RIGHT BANK WAS MADE AND THE AIRCRAFT STALLED AGAIN. THE AIRCRAFT WAS PUT DOWN IN SMALL BRUSH AND WATER.

Brief of Accident (Continued)

File No. - 942

3/30/86

LOCKPORT, NY

A/C Reg. No. N6433Q

Time (Lcl) - 1700 EST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
 2. AIRSPEED - INADEQUATE - PILOT IN COMMAND
 3. PROPER DESCENT RATE - NOT MAINTAINED - PILOT IN COMMAND
 4. STALL - NOT CORRECTED - PILOT IN COMMAND
-

Occurrence #2 FORCED 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) 2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 992	4/20/86	BETHANY, NY	A/C Reg. No. N88379	Time (Lcl) - 1100 EST
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-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation - PERSONAL	Fire	Crew 0	Serious 0	Minor 0	None 1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - PIPER J3C-65	Eng Make/Model - CONTINENTAL C-65	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1170	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 65 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	BETHANY HALES AIRSTRIP
Wind Dir/Speed- 270/009 KTS	ATC/Airspace	Runway Ident - 27
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2500/ 50
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 56	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 670
SE LAND	Months Since - 10	Make/Model- 200
	Aircraft Type - C-152	Instrument- 7
		Multi-Eng - 40

Instrument Rating(s) - NONE	Last 24 Hrs - UNK/NR
	Last 30 Days- 10
	Last 90 Days- 20

-----Narrative-----

THE ACFT CRASHED ON THE ARPT AFTER A TURN OF APRX 120 DEGREES TO AVOID 60 FT TREES AT THE DEPARTURE EDGE OF THE ARPT. THE PLT HAD USED THE GRASS BESIDE THE AIRSTRIP BECAUSE OF STANDING WATER AT PLACES ON THE RWY. THE TAKEOFF RUN WAS STARTED ABOUT 500 FT FROM THE BEGINNING OF THE RWY ON THE HAY STUBBLE ADJACENT TO THE HANGAR. AUTO FUEL WAS BEING USED WITHOUT STC AUTHORIZATION. THE PLT STATED THAT THE ACFT SEEMED TO STOP CLIMBING AT ABOUT 50 FT AGL AND HE THOUGHT HE WOULD NOT BE ABLE TO CLEAR THE TREES AHEAD. DURING THE TURN THE ACFT STALLED AND WAS LANDED WITH THROTTLE STILL FULL OPEN ACCORDING TO THE PLT. THE THROTTLE WAS CLOSED AS THE PLANE APPROACHED SMALL TREES AND A HEDGE ROW. THESE TREES WERE HIT BY THE RT WING AND THE ACFT SWUNG RT TO A STOP. THE PLT SAID LATER THAT HE FOUND THE ELEVATOR TRIM ALMOST ALL THE WAY NOSE DOWN WHICH MADE HIM THINK THAT THE ACFT WOULD NOT CLIMB. HE SAID THAT THE 200 LB ACFT OWNER HAD FLOWN THE ACFT ON ITS LAST FLT AND SINCE HE SAT IN THE REAR SEAT HAD TRIMMED THE ACFT NOSE HEAVY.

Brief of Accident (Continued)

File No. - 992

4/20/86

BETHANY, NY

A/C Reg. No. N88379

Time (Lcl) - 1100 EST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. CHECKLIST - NOT FOLLOWED - PILOT IN COMMAND
3. ELEVATOR TRIM - NOT CORRECTED - PILOT IN COMMAND
4. ALL AVAILABLE RUNWAY - NOT USED - PILOT IN COMMAND
5. PROPER CLIMB RATE - NOT MAINTAINED - PILOT IN COMMAND
6. MANEUVER - PERFORMED - PILOT IN COMMAND
7. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

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. - 899	1/29/86	KEFLAVIK ICELND,	A/C Reg. No. N4906K	Time (Lcl) - 1826 T
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-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Injuries			
Type of Operation -BUSINESS	Fire	Fatal	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Crew 2	0	0	0
Accident Occurred During -LANDING		Pass 0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA P210N	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 - 4000	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - UNK/NR	Rated Power - 310 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	GOOSE BAY, CD	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	REYKJAVIK	Runway Ident - N/A
Wind Dir/Speed- 033/028 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 25.0 SM	Type of Flight Plan - VFR	Runway Surface - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 900 FT OVERCAST	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DUSK		

-----Personnel Information-----

Pilot-In-Command	Age - 34	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1650
SE LAND, ME LAND	Months Since - 3	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AT 1146 GMT, N4906K DEPTD ON A 5 HR FLT TO NARSSARSSUAQ, GREENLAND WITH AN ESTD 7 HRS OF FUEL. WHEN THE PLT RPRTD 60 MI SW OF GREENLAND, THE DESTN VIS WAS BELOW IFR MIN & THE CEILING AT THE ALTN ARPT WAS BELOW THE MDA. THE PLT ELECTED TO CONT TO REYKJAVIK, ICELAND. LATER, AFTER HE EXTENDED HIS ETA TO REYKJAVIK BY MORE THAN 1 HR & INDICATED LOW FUEL, ICELAND OFFICIALS BGN SEARCH/RESCUE PROCEDURES. USAF & ICELAND ACFT & SHIPS WERE DISPATCHED BFR THE ACFT RAN OUT OF FUEL. AT 1811, FUEL EXHAUSTION OCCURRED AS THE PLT WAS DSCNDG FM 15,000'. A USAF C-130 CREW RENDEZVOUSED WITH N4906K, LIGHTED THE OCEAN WITH FLARES & GAVE DITCHING ADVISE. THE PLT DITCHED IN HI SEAS APRX 36 MI WEST OF KEFLAVIK, ICELAND IN WINDS GUSTING TO 35 KTS. A USAF HELICOPTER ARRIVED 3 MIN LATER, BUT THE OCCUPANTS WERE NEVER OBSVD TO EMERGE FM THE DOWNED ACFT. RESCUE PSNL LOST SIGHT OF THE ACFT AT 1834. AT THAT TIME, THE SUN WAS 6 DEG BLO THE HORIZON. THE ELT SIGNAL CEASED SHORTLY THEREAFTER. THE OCCUPANTS WERE PRESUMED TO HAVE BEEN FATALLY INJURED WHEN THE ACFT DITCHED/SANK IN THE OCEAN.

Brief of Accident (Continued)

File No. - 899

1/29/86

KEFLAVIK ICELND,

A/C Reg. No. N4906K

Time (Lcl) - 1826 T

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND
3. WEATHER CONDITION - UNFAVORABLE WIND
4. FLIGHT TO ALTERNATE DESTINATION - ATTEMPTED -
5. FLUID,FUEL - EXHAUSTION
6. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 DITCHING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

7. LIGHT CONDITION - DUSK
8. WEATHER CONDITION - HIGH WIND
9. WEATHER CONDITION - LOW CEILING
10. TERRAIN CONDITION - WATER,ROUGH

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,5,6

Factor(s) relating to this accident is/are finding(s) 1,3,7,8,9,10

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 803 3/31/86 WAUSEON, OH A/C Reg. No. N2572C Time (Lcl) - 1545 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - INSTRUCTIONAL	Fire	Crew 0	0	0	2
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - PIPER PA-38-112	Eng Make/Model - LYCOMING O-235-L20	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 112 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	UNK/NR	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	DEFIANCE, OH	GRIESER
Wind Dir/Speed- 180/008 KTS	ATC/Airspace	Runway Ident - 09
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2600/ 50
Lowest Sky/Clouds - CLEAR	Type of Clearance - VFR	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 - 26	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1075
SE LAND, ME LAND	Months Since - 23	Last 24 Hrs - 3
	Aircraft Type - UNK/NR	Make/Model- 130
		Last 30 Days- 36
		Instrument- 123
		Last 90 Days- 165
		Multi-Eng - 125

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT LANDED & NOSED OVER ABOUT 770 FT UPWIND OF THE RWY IT HAD USED FOR TAKEOFF. THE CFI THOUGHT THAT THE SOD STRIP WAS TOO SOFT FOR THE STUDENT TO MAKE THE TAKEOFF SO HE TOOK THE CONTROLS. THE ACFT WAS UNABLE TO GAIN PROPER AIRSPEED OR ALT AND LANDED IN A PLOWED FIELD OFF THE DEPARTURE END OF THE SOD STRIP USED FOR TAKEOFF. AFTER A 60 FT SLIDE THE ACFT NOSED OVER. THE SOD STRIP HAD BEEN USED THE DAY BEFORE THE ACCIDENT BUT WAS IN POOR CONDITION.

Brief of Accident (Continued)

File No. - 803

3/31/86

WAUSEON, OH

A/C Reg. No. N2572C

Time (Lc1) - 1545 EST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND(CFI)
2. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
3. AIRCRAFT PERFORMANCE, TAKEOFF CAPABILITY - EXCEEDED
4. TERRAIN CONDITION - SOFT

Occurrence #2 NOSE OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. TERRAIN CONDITION - ROUGH/UNEVEN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 843 4/12/86 HARRISON, OH A/C Reg. No. N47187 Time (Lcl) - 1630 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries				
Fatal	Serious	Minor	None	
Crew 0	1	0	0	
Pass 0	0	1	0	

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Fire
NONE

-----Aircraft Information-----

Make/Model - AERONCA L-3B
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1260
No. of Seats - 2

Eng Make/Model - CONTINENTAL A65-8
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- 270/010 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
HARRISON, OH
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

HARRISON
Runway Ident - 27
Runway Lth/Wid - 2000/ 100
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE, COMMERCIAL, ATP
SE LAND, ME LAND
GLIDER

Age - 23
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - DC-3

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)

Total - 4099	Last 24 Hrs - 3
Make/Model- 30	Last 30 Days- UNK/NR
Instrument- 420	Last 90 Days- 200
Multi-Eng - 2230	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A DEMONSTRATION FLIGHT TO A RESIDENT WHO LIVED NEAR THE AIRPORT, THE ACFT CRASHED IN A PLOWED FIELD IN A DEPARTURE STALL. THE FLIGHT WAS INTENDED TO DEMONSTRATE THE SAFE MANEUVERABILITY OF THE ACFT AND DECEPTION OF ALTITUDE CLEARANCES FROM THE RESIDENT'S HOUSE. THERE WAS NO REPORT OF MECHANICAL DISCREPANCIES WITH THE ACFT.

Brief of Accident (Continued)

File No. - 843

4/12/86

HARRISON, OH

A/C Reg. No. N47187

Time (Lcl) - 1630 EST

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. PROPER CLIMB RATE - NOT OBTAINED - PILOT IN COMMAND
2. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND
4. TERRAIN CONDITION - OPEN FIELD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

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. - 946 5/31/86 AKRON, OH A/C Reg. No. N961Z Time (Lcl) - 1318 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL				
Flight Conducted Under	-14 CFR 91				
Accident Occurred During	-DESCENT				

DESTROYED

Fire

NONE

Crew

Pass

1

0

0

0

0

0

0

0

-----Aircraft Information-----

Make/Model - BERNARD DARMSTADT DAPHNE/SDIA

Eng Make/Model - CONTINENTAL C-85-8

ELT Installed/Activated - YES/YES

Landing Gear - TAILWHEEL-ALL FIXED

Number Engines - 1

Stall Warning System - UNK/NR

Max Gross Wt - 1350

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 2

Rated Power - 85 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 260/012 KTS

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

AKRON, OH

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

AKRON FULTON

Runway Ident - 25

Runway Lth/Wid - 6004/ 150

Runway Surface - ASPHALT

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 61

Biennial Flight Review

Current - YES

Months Since - 20

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 1878

Make/Model- 779

Instrument- 4

Multi-Eng - UNK/NR

Last 24 Hrs - 5

Last 30 Days- 6

Last 90 Days- 25

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS OBSERVED SPIRALING TO THE LEFT FROM 500 FT AGL AFTER TAKEOFF. THE SPIRAL CONTINUED UNTIL THE ACFT COLLIDED WITH A COMMERCIAL BLDG. BASED ON THE AUTOPSY REPORT THE PLT DIED OF NATURAL CAUSES DECLARED TO BE CARDIOVASCULAR COLLAPSE. THE ACFT WRECKAGE REVEALED NO SIGNS OF MALFUNCTION OR DEFECTS OF A CAUSAL NATURE.

Brief of Accident (Continued)

File No. - 946

5/31/86

AKRON, OH

A/C Reg. No. N961Z

Time (Lcl) - 1318 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. SPIRAL - PERFORMED - PILOT IN COMMAND
 2. INCAPACITATION(OTHER CARDIOVASCULAR) - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

3. OBJECT - BUILDING(NONRESIDENTIAL)
-

-----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. - 914 6/20/86 WEST CHESTER, OH A/C Reg. No. N6639P Time (Lcl) - 1445 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
Type of Operation	-BUSINESS	SUBSTANTIAL	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew	0	0	0
Accident Occurred During	-LANDING	NONE	Pass	0	0	0

-----Aircraft Information-----

Make/Model	- PIPER PA-24-250	Eng Make/Model	- LYCOMING O-540-A1C5	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2800	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 250 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - TELEPHONE</p> <p>Completeness - UNK/NR</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- CALM</p> <p>Visibility - 5.0 SM</p> <p>Lowest Sky/Clouds - 3500 FT SCATTERED</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>COLUMBUS, OH</p> <p>Destination</p> <p>CINCINNATI, OH</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FORCED LANDING</p>	<p>Airport Proximity</p> <p>OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND</p>	<p>Age - 54</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 3</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 1924</p> <p>Make/Model- 501</p> <p>Instrument- 241</p> <p>Last 24 Hrs - 5</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 50</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

DRG FLT, THE ENG LOST POWER & THE PLT WAS UNABLE TO MAINTAIN ALT. HE MADE A FORCED LANDING ON A ROAD, BUT DRG THE LNDG ROLL, THE ACFT COLLIDED WITH A ROAD SIGN. A POST CRASH EXAM OF THE ENG REVEALED THE #6 CYLINDER HAD SEPARATED APRX 4" ABOVE THE CYLINDER FLANGE. A METALLURGICAL EXAM OF THE FRACTURE SURFACE REVEALED THERE WAS A FATIGUE CRACK PRESENT PRIOR TO THE FAILURE. THE ENG WAS OVERHAULED APRX 11 FLT HRS PRIOR TO THE ACCIDENT. NO FATIGUE CRACKING WAS NOTED AT THAT TIME.

Brief of Accident (Continued)

File No. - 914

6/20/86

WEST CHESTER, OH

A/C Reg. No. N6639P

Time (Lcl) - 1445 EDT

Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation CRUISE - NORMAL

Finding(s)

1. ENGINE ASSEMBLY, PISTON - SEPARATION
 2. MAINTENANCE, OVERHAUL - POOR - OTHER MAINTENANCE PSNL
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 801 8/13/86 MELROSE, OH A/C Reg. No. N4454Y Time (Lcl) - 2035 EDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage	Injuries			
	SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation - AERIAL APPLICATION	Fire	0	1	0	0
Flight Conducted Under -14 CFR 137	NONE	0	0	0	0
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - PIPER PA-25-235	Eng Make/Model - LYCOMING O-540	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 - 235 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	NORTH CREEK, OH	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	Runway Ident - N/A
Wind Dir/Speed- 110/006 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 10000 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 25000 FT BROKEN	Type Apch/Lndg - NONE	
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 - 10528
SE LAND	Months Since - 24	Make/Model- 10029
	Aircraft Type - 150	Instrument- 10
		Last 24 Hrs - 5
		Last 30 Days- UNK/NR
		Last 90 Days- 100

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH A TRAFFIC SIGN DURING AN AERIAL APPLICATION FLT. THE PLT HAD MADE A LOW PASS PRIOR TO THE COLLISION.

Brief of Accident (Continued)

File No. - 801

8/13/86

MELROSE, OH

A/C Reg. No. N4454Y

Time (Lcl) - 2035 EDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. LOW PASS - PERFORMED - PILOT IN COMMAND
 2. OBJECT - UTILITY POLE
 3. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 874 8/15/86 GLEN WILLOW, OH A/C Reg. No. N52494 Time (Lcl) - 0820 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

DESTROYED
Fire
NONE

Injuries				
Fatal	Serious	Minor	None	
0	0	0	1	
0	0	0	0	

-----Aircraft Information-----

Make/Model - CESSNA 182
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3223
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470-R-25
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- 180/008 KTS
Visibility - 4.000 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
CLEVELAND, OH
Destination
CANTON, OH

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 71

Biennial Flight Review

Current - YES
Months Since - 16
Aircraft Type - C-182

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 1871	Last 24 Hrs	- 1
Make/Model-	1720	Last 30 Days-	UNK/NR
Instrument-	108	Last 90 Days-	141

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS DAMAGED DURING COLLISION WITH SCRUB PINE TREES DURING A FORCED LNDG ON A ROAD AFTER THE ENG QUIT IN FLT. THE PLT SAID HE WAS CRUISING AT 3500 FT WHEN THE ENG BEGAN TO SPUTTER. THE PLT STATED THAT HE CHANGED THE FUEL TANK SELECTOR FROM LEFT TO RIGHT BUT WAS UNABLE TO START THE ENGINE. AFTER THE ACCIDENT THE ACFTS LEFT FUEL TANK WAS FOUND EMPTY. THE FUEL STRAINER WAS FREE OF WATER. THE RT TANK WAS NOT CHECKED DUE TO WING DAMAGE. LATER DURING REMOVAL OF THE WRECKAGE THE PLT WAS ABLE TO DRAIN 11 GALLONS OF FUEL FROM THE RT TANK. THE PLT STATED THAT PROPER FUEL MANAGEMENT WOULD HAVE PREVENTED THE ACCIDENT.

Brief of Accident (Continued)

File No. - 874

8/15/86

GLEN WILLOW, OH

A/C Reg. No. N52494

Time (Lcl) - 0820 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FLUID, FUEL - STARVATION
2. FUEL TANK SELECTOR POSITION - NOT CORRECTED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

3. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 870	3/26/86	RED ROCK, OK	A/C Reg. No. N991X	Time (Lcl) - 1000 CST
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-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage	Injuries			
	SUBSTANTIAL		Fatal	Serious	Minor
Type of Operation - AERIAL APPLICATION	Fire	Crew	0	0	0
Flight Conducted Under - 14 CFR 137	NONE	Pass	0	0	0
Accident Occurred During - LANDING					

-----Aircraft Information-----

Make/Model - SCHWEIZER G-164A	Eng Make/Model - P&W R-985	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 3725	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 450 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	PERRY, OK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	
Wind Dir/Speed- 220/006 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 2200 FT THIN BKN	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - 2200 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 - 54	Medical Certificate - EXPIRED	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - UNK/NR	Total - UNK/NR	Last 24 Hrs - UNK/NR
ME LAND	Months Since - UNK/NR	Make/Model- UNK/NR	Last 30 Days- UNK/NR
	Aircraft Type - UNK/NR	Instrument- UNK/NR	Last 90 Days- UNK/NR
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT NOSED OVER DURING A FORCED LNDG AFTER A POWER LOSS. THE PLT WAS ENROUTE TO A SPRAYING OPERATION AND ATTEMPTED A LANDING IN A PASTURE AFTER THE POWER LOSS. AN ON SCENE INVESTIGATION REVEALED NO DISCREPANCIES IN THE ENGINE OR FUEL SYSTEM. A SUCCESSFUL TEST RUN WAS LATER PERFORMED AT SWEARINGEN ACFT IN BRISTOW, OK ON 7/22/86. THE PLT WAS NEVER LOCATED AFTER THE ACCIDENT AND NO PLT ACC REPORT (NTSB FORM 6120.1) WAS EVER FILED.

Brief of Accident (Continued)

File No. - 870

3/26/86

RED ROCK,OK

A/C Reg. No. N991X

Time (Lcl) - 1000 CST

Occurrence #1 LOSS OF POWER
Phase of Operation CRUISE - NORMAL

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 941 8/04/86 WATSON,OK A/C Reg. No. N33W Time (Lcl) - 1430 CDT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation - OTHER WORK USE	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	1	0
Accident Occurred During -DESCENT			0	0	0
			0	0	0

-----Aircraft Information-----

Make/Model - BELL 206B	Eng Make/Model - ALLISON 250-C20B	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - 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	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- 200/005 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 12000 FT BROKEN	Type Apch/Lndg - NONE	
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,ATP	Current - YES	Total - 5116
SE LAND,ME LAND,SE SEA	Months Since - 22	Last 24 Hrs - 4
HELICOPTER	Aircraft Type - 212	Make/Model- UNK/NR
		Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 43
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PILOT OF BELL 206B CONDUCTING FORESTRY OPERATIONS EXPERIENCED PROBLEM WITH FIRE DISPENSING APPARATUS BEING SLUNG BENEATH AIRCRAFT WHILE RETURNING TO HELIPAD FOR FUEL. PILOT LANDED, RELEASED EXTERNAL LOAD, AND GOT OUT OF AIRCRAFT TO RELEASE ELECTRICAL CONNECTION. UPON RESUMING HIS FLIGHT HE WAS UNAWARE THAT A CABLE FROM THE RELEASED LOAD WAS CAUGHT ACROSS HIS RIGHT SKID. THE COMPANY MECHANIC WHO WITNESSED THE ACCIDENT STATED THAT HE ATTEMPTED TO ALERT THE PILOT AS HE TOOK OFF BUT WAS UNABLE TO GET HIS ATTENTION. THE PILOT STATED THAT HE MADE A CLIMBING RIGHT TURN AND LOST CONTROL OF THE AIRCRAFT AS THE EXTERNAL LOAD WAS INADVERTENTLY LIFTED AND IMMEDIATELY BEGAN SEVERE OSCILLATION. THE AIRCRAFT IMPACTED SMALL TREES PRIOR TO GROUND IMPACT. THE HELICOPTER SUSTAINED SUBSTANTIAL DAMAGE AS A RESULT OF THE ACCIDENT. THE PILOT, WHO HOLDS AN AIRLINE TRANSPORT RATING, WAS SERIOUSLY INJURED. VISUAL METEOROLOGICAL CONDITIONS PREVAILED AT THE TIME OF THE ACCIDENT.

Brief of Accident (Continued)

File No. - 941

8/04/86

WATSON,OK

A/C Reg. No. N33W

Time (Lcl) - 1430 CDT

Occurrence #1 ABRUPT MANEUVER
Phase of Operation TAKEOFF

Finding(s)

1. LIFT-OFF - IMPROPER - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE - PILOT IN COMMAND

Occurrence #2 CARGO SHIFT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

3. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
4. IMPROPER USE OF PROCEDURE - PILOT IN COMMAND
5. JUDGEMENT - POOR - PILOT IN COMMAND
6. MAINTENANCE,INSPECTION OF AIRCRAFT - INADEQUATE - PILOT IN COMMAND
7. MISCELLANEOUS EQUIPMENT - INADVERTENT - PILOT IN COMMAND
8. IMPROPER USE OF PROCEDURE,INATTENTIVE - PILOT IN COMMAND

Occurrence #3 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

9. DESCENT - UNCONTROLLED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5,6,7,8

Factor(s) relating to this accident is/are finding(s) 1,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 869 8/17/86 OKLAHOMA CITY,OK A/C Reg. No. N57DH Time (Lcl) - 1244 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries				
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	Crew	0	0	1	0
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During	-LANDING						

-----Aircraft Information-----

Make/Model	- HOMEBUILT SA-100	Eng Make/Model	- LYCOMING O-290-DZ	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- UNK/NR
Max Gross Wt	- 1320	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 1	Rated Power	- 135 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 360/005 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</p> <p>BETHANY,OK</p> <p>Destination</p> <p>BETHANY,OK</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FORCED LANDING</p>	<p>Airport Proximity</p> <p>OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - ROUGH</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 42	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 546
SE LAND	Months Since - 10	Make/Model- 29
	Aircraft Type - BE35	Instrument- 5
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 11

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT NOSED OVER DURING A FORCED LANDING AFTER A POWER LOSS. THE PLT STATED AFTER THE ACCIDENT THAT THE ENGINE LOST POWER DURING A ROLL MANEUVER. THE ENGINE RAN FOR A SHORT TIME AT APRX 1800 RPM AND THEN STOPPED COMPLETELY. THE PLT LANDED IN A CULTIVATED WHEAT FIELD WHILE ENROUTE TO THE NEAREST AIRPORT (SUNDANCE). DURING A POST ACCIDENT CHECK THE ENGINE STARTED BUT WOULD NOT DEVELOP FULL POWER AND CUT OUT AT 1300 RPM. WHEN THE CARBURETOR WAS REMOVED AND CHECKED IT WAS FOUND TO CONTAIN A TRASH BUILD-UP AT THE DISCHARGE NEEDLE PLUS A LEAN MIXTURE SETTING.

Brief of Accident (Continued)

File No. - 869

8/17/86

OKLAHOMA CITY,OK

A/C Reg. No. N57DH

Time (Lcl) - 1244 CST

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation MANEUVERING

Finding(s)

1. FUEL SYSTEM,CARBURETOR - CONTAMINATION
 2. FUEL SYSTEM,CARBURETOR - INCORRECT
 3. AEROBATICS - PERFORMED - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - 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) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 962	5/24/86	NYSSA,OR	A/C Reg. No. N53177	Time (Lcl) - 0930 MDT
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-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage DESTROYED	Fatal	Injuries		
Type of Operation -AERIAL APPLICATION	Fire	Crew 0	Serious 0	Minor 0	None 1
Flight Conducted Under -14 CFR 137	NONE	Pass 0	Serious 0	Minor 0	None 0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 188B	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 - 3300	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 1	Rated Power - 300 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	NYSSA,OR	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - N/A
Visibility - 19.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRAVEL
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 - 44	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2775
SE LAND,ME LAND	Months Since - UNK/NR	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Last 30 Days- UNK/NR
		Last 90 Days- 20
		Multi-Eng - 18

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING AERIAL APPLICATION THE ENGINE CEASED OPERATING DUE TO A BROKEN SHAFT IN THE FUEL PUMP. THE BOOST PUMP WAS TURNED ON AND THE ENGINE RAN MOMENTARILY. THE PILOT WAS UNABLE TO DUMP HIS 700 POUNDS OF DRY CHEMICAL AND HAD TO KEEP A NOSE DOWN ATTITUDE IN ORDER TO MAINTAIN FLYING SPEED. DURING FLARE FOR LANDING THE PILOT RAISED THE NOSE OF THE AIRCRAFT BUT STILL HIT THE GROUND HARD. THE AIRCRAFT SKIDDED ONLY 40 FEET AND THEN NOSED OVER INVERTED.

Brief of Accident (Continued)

File No. - 962

5/24/86

NYSSA,OR

A/C Reg. No. N53177

Time (Lcl) - 0930 MDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation CRUISE

Finding(s)

1. FUEL SYSTEM,PUMP - FAILURE,TOTAL

Occurrence #2 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 922	7/07/86	SANDY,OR	A/C Reg. No. N6606M	Time (Lcl) - 1255 PDT
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-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	1	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -MANEUVERING					

-----Aircraft Information-----

Make/Model - STINSON 108-3	Eng Make/Model - FRANKLIN 6A-350-C1A	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2400	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 220 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SANDY,OR	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	HILLSBORO,OR	Runway Ident - N/A
Wind Dir/Speed- 310/008 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 2000 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 8000 FT BROKEN	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 65	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT	Flight Time (Hours)
Certificate(s)/Rating(s)	Biennial Flight Review		
PRIVATE	Current - UNK/NR	Total - 1150	Last 24 Hrs - UNK/NR
SE LAND	Months Since - UNK/NR	Make/Model- 750	Last 30 Days- UNK/NR
	Aircraft Type - UNK/NR	Instrument- UNK/NR	Last 90 Days- UNK/NR
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

PLT EXPERIENCED POWER SURGES ON TAKEOFF, ELECTED OFF-AIRPORT LANDING, ALLOWED ACFT TO CONTACT GROUND NOSE-LOW WHILE MANEUVERING TO AVOID TREES. INSPECTION DID NOT REVEAL MECHANICAL FAILURE/MALFUNCTION.

Brief of Accident (Continued)

File No. - 922

7/07/86

SANDY,OR

A/C Reg. No. N6606M

Time (Lc1) - 1255 PDT

Occurrence #1 LOSS OF POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FUEL SYSTEM - UNDETERMINED

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

2. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 951	8/21/86	FRENCHGLEN,OR	A/C Reg. No. N73569	Time (Lcl) - 1015 PDT
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----Basic Information----

Type Operating Certificate-ON-DEMAND AIR TAXI Name of Carrier -IDAHO HELICOPTERS, INC. Type of Operation -NON SCHED,DOMESTIC,PASSENGER Flight Conducted Under -14 CFR 135 Accident Occurred During -DESCENT	Aircraft Damage DESTROYED Fire ON GROUND	Crew Pass	Fatal 1 5	Injuries Serious 0 0	Minor 0 0	None 0 0
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----Aircraft Information----

Make/Model - CESSNA T207A Landing Gear - TRICYCLE-FIXED Max Gross Wt - 3800 No. of Seats - 7	Eng Make/Model - CONTINENTAL TS10-520-M Number Engines - 1 Engine Type - RECIP-FUEL INJECTED Rated Power - 285 HP	ELT Installed/Activated - YES-UNK/NR Stall Warning System - YES
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----Environment/Operations Information----

Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 150/004 KTS Visibility - 60.0 SM Lowest Sky/Clouds - 12000 FT SCATTERED Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Point MCDERMITT,OR Destination BURNS,OR ATC/Airspace Type of Flight Plan - NONE Type of Clearance - NONE Type Apch/Lndg - NONE	Airport Proximity OFF AIRPORT/STRIP Airport Data Runway Ident - N/A Runway Lth/Wid - N/A Runway Surface - N/A Runway Status - N/A
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----Personnel Information----

Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,CFI SE LAND,ME LAND HELICOPTER	Age - 55 Biennial Flight Review Current - YES Months Since - 6 Aircraft Type - C-P210	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Flight Time (Hours) Total - 14106 Make/Model- 13 Instrument- 59 Multi-Eng - 22 Last 24 Hrs - 5 Last 30 Days- UNK/NR Last 90 Days- 158 Rotorcraft - 12231
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Instrument Rating(s) - AIRPLANE

----Narrative----

ALTHOUGH LOW ALTITUDE FLIGHT WITHIN THE GORGE WAS NOT IN ACCORDANCE WITH THE MISSION PROFILE THE PILOT ENTERED THE CANYON AND PROCEEDED UPSLOPE TOWARDS RISING TERRAIN. 87% OF THE PILOT'S EXTENSIVE FLIGHT EXPERIENCE WAS IN HELICOPTER AIRCRAFT AND HE HAD ACQUIRED AN ESTIMATED TOTAL OF ONLY 13 HOURS IN MAKE/MODEL AT THE TIME OF THE ACCIDENT. THE AIRCRAFT WAS SLIGHTLY OVER ITS GROSS WEIGHT AT THE TIME OF THE ACCIDENT AND HIGH DENSITY ALTITUDE CONDITIONS EXISTED. DURING THE PILOT'S ATTEMPT TO REVERSE DIRECTION AT THE END OF THE GORGE THE AIRCRAFT STALLED AND A LOSS OF CONTROL FOLLOWED. A STALL/SPIN MANEUVER RESULTED PLACING THE AIRCRAFT IN AN UNCONTROLLED DESCENT INTO THE TERRAIN.

Brief of Accident (Continued)

File No. - 951

8/21/86

FRENCHGLEN,OR

A/C Reg. No. N73569

Time (Lcl) - 1015 PDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. TERRAIN CONDITION - RISING
3. WEATHER CONDITION - HIGH DENSITY ALTITUDE
4. CLEARANCE - MISJUDGED - PILOT IN COMMAND
5. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND
6. AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND
7. IMPROPER DECISION,LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
8. STALL/SPIN

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) 1,6

Factor(s) relating to this accident is/are finding(s) 2,3,4,5,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 931 2/03/86 JOHNSTOWN, PA A/C Reg. No. N1144P Time (Lcl) - 1330 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		DESTROYED	Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	Crew 0	0	1	0
Flight Conducted Under	-14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During	-LANDING					

-----Aircraft Information-----

Make/Model	- MOONEY M20J	Eng Make/Model	- LYCOMING IO360-A3B69	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2740	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 4	Rated Power	- 200 HP		

-----Environment/Operations Information-----

<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- 150</p> <p>Visibility - 2.000 SM</p> <p>Lowest Sky/Clouds - UNK/NR</p> <p>Lowest Ceiling - 400 FT</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point LOUISVILLE, KY</p> <p>Destination JOHNSTOWN, PA</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - IFR</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FORCED LANDING</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - HIGH VEGETATION</p>
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-----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 - 565
SE LAND	Months Since - UNK/NR	Make/Model- 311
	Aircraft Type - UNK/NR	Instrument- 65
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 32

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE FLIGHT WAS ENROUTE FROM LOUISVILLE KENTUCKY TO CONNECTICUT. WHILE CRUISING AT 9000 FT AN ENGINE POWER LOSS WAS EXPERIENCED. AN EMERGENCY WAS DECLARED. THE ATC SET UP AN ILS APPROACH TO RUNWAY 33 AT JOHNSTOWN, PA. HOWEVER THE PILOT COULD NOT MAINTAIN GLIDESLOPE TO THE RUNWAY AND CRASHED LANDED IN A FIELD DEMOLISHING THE AIRCRAFT. THE ENGINE EXAMINATION DID NOT EXPLAIN THE ENGINE FAILURE.

Brief of Accident (Continued)

File No. - 931

2/03/86

JOHNSTOWN,PA

A/C Reg. No. N1144P

Time (Lc1) - 1330 EST

Occurrence #1 LOSS OF POWER
Phase of Operation CRUISE - NORMAL
1. UNDETERMINED

Occurrence #2 FORCED 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. - 933	2/16/86	INDIANA, PA	A/C Reg. No. N71770	Time (Lcl) - 1750 EDT
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-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation - PERSONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -LANDING			0	0	1
					1

-----Aircraft Information-----

Make/Model - CESSNA 182M	Eng Make/Model - CONTINENTAL D-470-R	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2800	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 230 HP	

-----Environment/Operations Information-----

<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 - 4.000 SM</p> <p>Lowest Sky/Clouds - UNK/NR</p> <p>Lowest Ceiling - 40000 FT</p> <p>Obstructions to Vision- HAZE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point MARTINSVILLE, VA</p> <p>Destination DUBOIS, PA</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - IFR</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - ADF/NDB STRAIGHT-IN FULL STOP</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data INDIANA CO.</p> <p>Runway Ident - 28</p> <p>Runway Lth/Wid - 3600/ 75</p> <p>Runway Surface - CONCRETE</p> <p>Runway Status - SNOW - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL</p> <p>SE LAND</p>	<p>Age - 35</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 19</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 745</p> <p>Make/Model- 261</p> <p>Instrument- 121</p> <p>Last 24 Hrs - 2</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 19</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

CESSNA 182 LANDED IN DEEP SNOW OFF THE RIGHT SIDE OF THE RUNWAY. THE AIRCRAFT TOUCHED DOWN HARD BROKE THE NOSE WHEEL AND THE CESSNA FLIPPED OVER AND RECEIVED SUBSTANTIAL DAMAGE. THERE WAS NO FIRE. THERE WERE NO INJURIES TO THE PILOT AND ONE PASSENGER.. THE OTHER PASSENGER RECEIVED MINOR INJURIES.

Brief of Accident (Continued)

File No. - 933

2/16/86

INDIANA, PA

A/C Reg. No. N71770

Time (Lcl) - 1750 EDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. TERRAIN CONDITION - SNOW COVERED
 2. PROPER DESCENT RATE - EXCESSIVE - PILOT IN COMMAND
-

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

4. LANDING GEAR, NOSE GEAR ASSEMBLY - FAILURE, TOTAL
 5. LANDING GEAR, MAIN GEAR STRUT - OVERLOAD
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 983	3/16/86	POTTSTOWN, PA	A/C Reg. No. N224Y	Time (Lcl) - 1120 EST
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-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation -INSTRUCTIONAL	Fire NONE	Crew 0	Serious 1	Minor 1	None 0
Flight Conducted Under -14 CFR 91		Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - GULFSTREAM AMERICAN AA-1	Eng Make/Model - LYCOMING O-235-C2C	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1500	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 108 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	LIMERICK, PA	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	POTTSTOWN, PA	POTTSTOWN MUNICIPAL
Wind Dir/Speed- 340/012 KTS	ATC/Airspace	Runway Ident - 25
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2700/ 75
Lowest Sky/Clouds - UNK/NR THIN OVC	Type of Clearance - NONE	Runway Surface - MACADAM
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 33	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL, CFI	Current - YES	Total - 1435	Last 24 Hrs - UNK/NR
SE LAND, ME LAND	Months Since - 2	Make/Model- 7	Last 30 Days- UNK/NR
	Aircraft Type - PA38260	Instrument- 136	Last 90 Days- 7
		Multi-Eng - 190	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH AN EMBANKMENT SHORT OF THE INTENDED RWY. A CFI WAITING ON THE TAXIWAY FOR CLEARANCE TO TAKEOFF STATED THAT THE ACFT APPEARED TO BE OK ABOUT 200 FT FROM THE THRESHOLD OF THE RWY. THEN IT APPEARED TO SLIP TO THE LEFT AND TURN 90 DEGREES TO THE RT IN A NOSE DOWN ATTITUDE. THE IMPACT WAS NOT OBSERVED DUE TO THE HEIGHT OF THE EMBANKMENT. THE INSTRUCTOR IN THE ACCIDENT ACFT STATED THAT WHEN HE ASKED THE STUDENT PLT FLYING THE ACFT TO ADD POWER TO DECREASE THE ACFT SINK RATE THE STUDENT CLOSED THE THROTTLE. THE CFI PUSHED THE THROTTLE FOR FULL POWER BUT TOO LATE TO OVERCOME THE SINK RATE. THE CFI THEN ATTEMPTED TO LAND ON A ROAD BY THE EMBANKMENT. THE LANDING GEAR COLLAPSED DURING THE ATTEMPTED LANDING AND THE ACFT ENDED UP AGAINST THE EMBANKMENT MINUS THE LEFT WING, LEFT MAIN LNDG GEAR AND NOSE GEAR. THE DIRECTION OF THE ROAD WAS ABOUT 90 DEGREES OFF THE RWY HEADING. THERE WERE 4 CUTS IN THE ROAD FROM THE ACFT PROP RANGING IN DEPTH FROM 1/8 TO 3/4 INCHES DEEP AND 15 INCHES WIDE.

Brief of Accident (Continued)

File No. - 983

3/16/86

POTTSTOWN, PA

A/C Reg. No. N224Y

Time (Lc1) - 1120 EST

Occurrence #1 UNDERSHOOT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. PLANNED APPROACH - NOT ATTAINED - PILOT IN COMMAND(CFI)
2. PROPER DESCENT RATE - NOT MAINTAINED - DUAL STUDENT
3. INTERPRETATION OF INSTRUCTIONS - INACCURATE - DUAL STUDENT
4. REMEDIAL ACTION - INITIATED - PILOT IN COMMAND(CFI)
5. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

6. LANDING GEAR, NOSE GEAR ASSEMBLY - OVERLOAD
7. LANDING GEAR, NOSE GEAR ASSEMBLY - FAILURE, TOTAL
8. LANDING GEAR, MAIN GEAR - OVERLOAD
9. LANDING GEAR, MAIN GEAR - FAILURE, TOTAL
10. WING - OVERLOAD
11. WING - FAILURE, TOTAL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 825 3/23/86 PHILADELPHIA, PA A/C Reg. No. N512WW Time (Lcl) - 1345 EDT

-----Basic Information-----

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-DAMIN AVIATION CORP.	DESTROYED		Fatal	0	Serious	0
Type of Operation	-NON SCHED, DOMESTIC, PAX/CARGO	Fire	Crew	0	0	Minor	1
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0		0
Accident Occurred During	-LANDING						3

-----Aircraft Information-----

Make/Model	- AEROSPATIALE A-STAR-AS-350D	Eng Make/Model	- LYCOMING LTS101600A3	ELT Installed/Activated	- YES/YES
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 4300	Engine Type	- TURBOJET		
No. of Seats	- 5	Rated Power	- 600 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- FSS	Last Departure Point		OFF AIRPORT/STRIP	
Method	- IN PERSON	NEW YORK CITY, NY			
Completeness	- FULL	Destination		Airport Data	
Basic Weather	- VMC	PHILADELPHIA, PA		CITY LINE HELIPORT	
Wind Dir/Speed	- CALM			Runway Ident	- N/A
Visibility	- 10.0 SM	ATC/Airspace		Runway Lth/Wid	- N/A
Lowest Sky/Clouds	- CLEAR	Type of Flight Plan	- COMPANY (VFR)	Runway Surface	- CONCRETE
Lowest Ceiling	- BROKEN	Type of Clearance	- NONE	Runway Status	- DRY
Obstructions to Vision	- NONE	Type Apch/Lndg	- STRAIGHT-IN		
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 - 2200	Last 24 Hrs - 1
SE LAND	Months Since - 9	Make/Model - 260	Last 30 Days - UNK/NR
HELICOPTER	Aircraft Type - AS-350	Instrument - 155	Last 90 Days - 60
		Multi-Eng - 150	Rotorcraft - 2000

Instrument Rating(s) - HELICOPTER

-----Narrative-----

A AEROSPATIALE HELICOPTER AN A-STAR UNDER FAR 135 WITH PILOT AND 4 PASSENGERS ONCLIMB OUT REACHING AN ALTITUDE OF APPROX 100 TO 150' AGL WHEN PILOT AND PASSENGERS HEARD A LOUD BANG ACFT LOST POWER. PILOT ATTEMPTED AN AUTO ROTATION, DUE TO LOW AIRSPEED AND ALTITUDE ACFT IMPACTED THE GROUND HARD.

Brief of Accident (Continued)

File No. - 825

3/23/86

PHILADELPHIA, PA

A/C Reg. No. N512WW

Time (Lcl) - 1345 EDT

Occurrence #1 EXPLOSION
Phase of Operation CLIMB

Finding(s)

1. TURBOSHAFT ENGINE, GAS GENERATOR - BRITTLE FRACTURE

Occurrence #2 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation CLIMB - TO CRUISE

Finding(s)

2. AUTOROTATION - NOT ATTAINED - PILOT IN COMMAND

Occurrence #3 LOSS OF CONTROL - IN FLIGHT
Phase of Operation DESCENT - EMERGENCY

Occurrence #4 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 993 4/19/86 DORRSEYVILLE, PA A/C Reg. No. N40FP Time (Lcl) - 1500 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - VERE EZE LONG EZE	Eng Make/Model - LYCOMING O-235	ELT Installed/Activated - NO	-N/A
Landing Gear - UNK/NR	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - 1425	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	CEDAR RUN ARPT.
Wind Dir/Speed- 180/007 KTS	ATC/Airspace	Runway Ident - 36
Visibility - 25.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 1800/ 50
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 58	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 600
SE LAND	Months Since - 5	Last 24 Hrs - 1
	Aircraft Type - C-152	Make/Model- 2
		Last 30 Days- 2
		Instrument- 100
		Last 90 Days- 4
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE HOMEBUILT ACFT COLLIDED WITH A DITCH DURING A FORCED LNDG SHORT OF THE RWY AFTER A POWER LOSS DURING A TEST FLT. THE PLT HAD NOTED SMOKE IN THE COCKPIT AND A LOSS OF OIL PRESSURE. AS HE RETURNED TO THE ARPT THE ENG BEGAN TO RUN ROUGH AND SURGE BEFORE QUITTING. DURING THE LNDG THE LNDG GEAR SEPARATED FROM THE ACFT. DURING ENG EXAM THE CRANKCASE BREATHING TUBE WAS KINKED AND THE OIL SUMP WAS EMPTY OF OIL. THE ENG TURNED FREELY WITH COMPRESSION ON ALL CYLINDERS. NO SIGN OF MECHANICAL FAILURE WAS NOTED. THE LOWER SECTION OF THE ENG WAS COVERED WITH OIL FROM OIL BEING PUMPED OVERBOARD THRU A SEPARATED CRANKCASE OIL SEAL.

Brief of Accident (Continued)

File No. - 993

4/19/86

DORRSEYVILLE, PA

A/C Reg. No. N40FP

Time (Lc1) - 1500 EST

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation MANEUVERING

Finding(s)

1. LUBRICATING SYSTEM,OIL SEAL - SEPARATION
2. FLUID,OIL - LOSS,TOTAL

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 UNDERSHOOT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. TERRAIN CONDITION - DITCH
4. LANDING GEAR,MAIN GEAR - OVERLOAD
5. LANDING GEAR,MAIN GEAR - FAILURE,TOTAL
6. LANDING GEAR,NOSE GEAR ASSEMBLY - OVERLOAD
7. LANDING GEAR,NOSE GEAR ASSEMBLY - FAILURE,TOTAL

----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. - 995 5/10/86 INDIANA, PA A/C Reg. No. N41830 Time (Lcl) - 1730 EDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT		Aircraft Damage	Injuries				
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-AERIAL APPLICATION	Fire	Crew	0	0	1	0
Flight Conducted Under	-14 CFR 137	UNK/NR	Pass	0	0	0	0
Accident Occurred During	-DESCENT						

-----Aircraft Information-----

Make/Model	- CONTINENTAL COPTERS INC. OH13H	Eng Make/Model	- LYCOMING VO-435	ELT Installed/Activated	- NO	-N/A
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- NO	
Max Gross Wt	- UNK/NR	Engine Type	- RECIPROCATING-CARBURETOR			
No. of Seats	- 1	Rated Power	- 265 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- 004 KTS</p> <p>Visibility - 20.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>SAME AS ACC/INC</p> <p>Destination</p> <p>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>OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 44	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 5876
SE LAND, ME LAND	Months Since - 12	Make/Model- 2150
HELICOPTER	Aircraft Type - TOMCAT	Instrument- 103
		Multi-Eng - 298
		Last 24 Hrs - 6
		Last 30 Days- UNK/NR
		Last 90 Days- 25
		Rotorcraft - 2372

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH WIRES DURING A SPRAY RUN AND CRASHED OUT OF CONTROL. THE PLT TRIED TO FLY UNDER THE WIRES THAT WERE SIGHTED TOO LATE TO CLEAR. DURING HIS SURVEY OF THE FIELD THE PLT HAD FAILED TO SEE THE WIRES THAT WERE STRUCK. THE COLLISION BROKE OFF BOTH MAIN ROTOR BLADES. THE HELICOPTER TUMBLED FOR APRX 216 FT AFTER IMPACT.

Brief of Accident (Continued)

File No. - 995

5/10/86

INDIANA,PA

A/C Reg. No. N41830

Time (Lc1) - 1730 EDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. OBJECT - WIRE,TRANSMISSION
2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

3. CLEARANCE - INADEQUATE - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)

4. OBJECT - WIRE,TRANSMISSION

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 938 5/10/86 LUDLOW, PA A/C Reg. No. N999HT Time (Lcl) - 1715 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 1	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -MANEUVERING					

-----Aircraft Information-----

Make/Model - PIPER PA-28-180	Eng Make/Model - LYCOMING O-2360-A4A	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2450	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point UNKNOWN	OFF AIRPORT/STRIP
Method - N/A	Destination	Airport Data
Completeness - N/A	BRADFORD, PA	BRADFORD
Basic Weather - VMC	ATC/Airspace	Runway Ident - N/A
Wind Dir/Speed- 010/012 KTS	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Visibility - 20.0 SM	Type of Clearance - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 15000 FT SCATTERED	Type Apch/Lndg - NONE	Runway Status - N/A
Lowest Ceiling - 25000 FT BROKEN		
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 32	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 383
SE LAND	Months Since - 12	Make/Model- 383
	Aircraft Type - PA28180	Instrument- 20
		Last 24 Hrs - 2
		Last 30 Days- 3
		Last 90 Days- 3

Instrument Rating(s) - NONE

-----Narrative-----

AN ACFT FITTING THE DESCRIPTION OF THE ACDT ACFT WAS OBSERVED ENTERING THE LAKE ARM ABOUT 7 1/2 MI N OF THE ACDT SITE. THE ACFT WAS OBSERVED TO PULL UP TO CLEAR PWR LINES ACROSS THE LAKE ARM ABOUT 2 1/2 MI N OF THE ACDT SITE. THE ACFT WAS OBSERVED TO FLY INTO THE UNMARKED ELECTRICAL LINES ACROSS THE LAKE, FALL OR DIVE INTO THE WATER AND SINK. THE PILOT WAS FROM THE LOCAL AREA.

Brief of Accident (Continued)

File No. - 938

5/10/86

LUDLOW, PA

A/C Reg. No. N999HT

Time (Lcl) - 1715 EDT

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)

1. LIGHT CONDITION - DAYLIGHT
 2. JUDGEMENT - POOR - PILOT IN COMMAND
 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, MOTIVATION - PILOT IN COMMAND
 4. OBJECT - WIRE, TRANSMISSION
 5. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
 6. IMPROPER DECISION, MOTIVATION - PILOT IN COMMAND
 7. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
 8. BUZZING - ATTEMPTED - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,5,6,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 975 6/23/86 BRADFORD, PA A/C Reg. No. N4445D Time (Lcl) - 0015 EDT

-----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 91D	Fire	1	0	0	0
Accident Occurred During	-APPROACH	ON GROUND	Crew Pass	0	0	0

-----Aircraft Information-----

Make/Model	- BEECHCRAFT V35B	Eng Make/Model	- CONTINENTAL 10520-BB	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3400	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 5	Rated Power	- 285 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - TELEPHONE</p> <p>Completeness - PARTIAL,LMTD BY PILOT</p> <p>Basic Weather - IMC</p> <p>Wind Dir/Speed- 220/015 KTS</p> <p>Visibility - 2.000 SM</p> <p>Lowest Sky/Clouds - PART OBS</p> <p>Lowest Ceiling - 900 FT BROKEN</p> <p>Obstructions to Vision- FOG</p> <p>Precipitation - RAIN SHOWERS</p> <p>Condition of Light - NIGHT(DARK)</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">OCEAN CITY,MD</p> <p>Destination</p> <p style="padding-left: 20px;">BRADFORD,PA</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - IFR</p> <p>Type of Clearance - IFR</p> <p>Type Apch/Lndg - ILS-COMPLETE</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p style="padding-left: 20px;">BRADFORD</p> <p>Runway Ident - 32</p> <p>Runway Lth/Wid - 6499/ 150</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - WET</p> <p style="padding-left: 20px;">HIGH VEGETATION</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">PRIVATE</p> <p style="padding-left: 20px;">SE LAND</p>	<p>Age - 37</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - YES</p> <p style="padding-left: 20px;">Months Since - 2</p> <p style="padding-left: 20px;">Aircraft Type - V35B</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total</td> <td>- 391</td> <td>Last 24 Hrs</td> <td>- 2</td> </tr> <tr> <td>Make/Model-</td> <td>386</td> <td>Last 30 Days-</td> <td>UNK/NR</td> </tr> <tr> <td>Instrument-</td> <td>80</td> <td>Last 90 Days-</td> <td>27</td> </tr> </table>	Total	- 391	Last 24 Hrs	- 2	Make/Model-	386	Last 30 Days-	UNK/NR	Instrument-	80	Last 90 Days-	27
Total	- 391	Last 24 Hrs	- 2											
Make/Model-	386	Last 30 Days-	UNK/NR											
Instrument-	80	Last 90 Days-	27											

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PRIVATE, INSTRUMENT RATED PILOT FLYING A BEECHCRAFT V35 COLLIDED WITH THE GROUND, IN AN INVERTED ATTITUDE 1.5 MILES FROM THE APPROACH END OF THE RUNWAY WHILE ON AN ILS APPROACH DURING IFR CONDITIONS. HEAVY RAINSHOWERS FOG AND LIGHTNING WERE OBSERVED IN THE AREA OF THE AIRPORT DURING THE TIME OF THIS APPROACH.

Brief of Accident (Continued)

File No. - 975

6/23/86

BRADFORD, PA

A/C Reg. No. N4445D

Time (Lc1) - 0015 EDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation DESCENT

Finding(s)

1. WEATHER CONDITION - THUNDERSTORM
 2. IN FLIGHT WEATHER ADVISORIES - DISREGARDED - PILOT IN COMMAND
-

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

3. IMPROPER DECISION, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
-

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Occurrence #4 FIRE/EXPLOSION
Phase of Operation OTHER

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Brief of Accident

File No. - 876 4/19/86 GASTON, SC A/C Reg. No. N714PU Time (Lcl) - 1000 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		Other	0	0	1	1

-----Aircraft Information-----

Make/Model - CESSNA 150M	Eng Make/Model - CONTINENTAL O-200A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	GASTON, SC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	LEXINGTON CO
Wind Dir/Speed- 090/005 KTS	ATC/Airspace	Runway Ident - 11
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3350/ 90
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 25	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 872
SE LAND,ME LAND	Months Since - 12	Make/Model- 500
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - 70
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 200
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

TWO AIRCRAFT COLLIDED AND WERE SUBSTANTIALLY DAMAGED DURING LANDING FLARE/TOUCHDOWN AT THE UNCONTROLLED AIRPORT. BOTH AIRCRAFT FLEW A LEFT HAND TRAFFIC PATTERN AT A PATTERN ALTITUDE OF 1000 FT MSL. A WITNESS TO THE ACCIDENT RELATED THAT ONE AIRCRAFT FLEW DIRECTLY BELOW THE OTHER, AND AT NO TIME DURING THE APPROACH WAS THE VERTICAL SEPARATION BETWEEN THE AIRCRAFT MORE THAT 10 FT.

Brief of Accident (Continued)

File No. - 876

4/19/86

GASTON, SC

A/C Reg. No. N714PU

Time (Lc1) - 1000 EST

Occurrence #1 MIDAIR COLLISION
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND(CFI)
 2. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT
 3. VISUAL SEPARATION - NOT OBTAINED - PILOT IN COMMAND(CFI)
 4. RADIO COMMUNICATIONS - INADEQUATE - PILOT IN COMMAND(CFI)
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. TERRAIN CONDITION - GROUND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

Brief of Accident

File No. - 876 4/19/86 GASTON, SC A/C Reg. No. N3015X Time (Lcl) - 1000 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries			
Type of Operation - PERSONAL	Fire	Crew	0	0	0	1
Flight Conducted Under - 14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During - LANDING		Other	0	0	1	1

-----Aircraft Information-----

Make/Model - CESSNA 150F	Eng Make/Model - CONTINENTAL D-200A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	LEXINGTON CO.
Wind Dir/Speed- 090/005 KTS	ATC/Airspace	Runway Ident - 11
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3350/ 90
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 53	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 24
	Months Since - N/A	Last 24 Hrs - 1
	Aircraft Type - N/A	Make/Model- 24
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 9

Instrument Rating(s) - NONE

-----Narrative-----

TWO AIRCRAFT COLLIDED AND WERE SUBSTANTIALLY DAMAGED DURING LANDING FLARE/TOUCHDOWN AT THE UNCONTROLLED AIRPORT. BOTH AIRCRAFT FLEW A LEFT HAND TRAFFIC PATTERN AT A PATTERN ALTITUDE OF 1000 FT MSL. A WITNESS TO THE ACCIDENT RELATED THAT ONE AIRCRAFT FLEW DIRECTLY BELOW THE OTHER, AND AT NO TIME DURING THE APPROACH WAS THE VERTICAL SEPARATION BETWEEN THE AIRCRAFT MORE THAN 10 FT.

Brief of Accident (Continued)

File No. - 876

4/19/86

GASTON, SC

A/C Reg. No. N3015X

Time (Lc1) - 1000 EST

Occurrence #1 MIDAIR COLLISION
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND(CFI)
 2. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT
 3. VISUAL SEPARATION - NOT OBTAINED - PILOT IN COMMAND
 4. RADIO COMMUNICATIONS - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 913	6/21/86	CHESTER, SC	A/C Reg. No. N9700P	Time (Lc1) - 1305 EDT
<hr/>				
-----Basic Information-----				
Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries	
		SUBSTANTIAL		
Type of Operation	-PERSONAL	Fire	Fatal	0
Flight Conducted Under	-14 CFR 91	NONE	Crew	0
Accident Occurred During	-DESCENT		Pass	0
			Serious	1
			Minor	0
			None	0
<hr/>				
-----Aircraft Information-----				
Make/Model	- ANDREW D. MOORE HP-18	Eng Make/Model	- N/A	ELT Installed/Activated
Landing Gear	- HULL	Number Engines	- N/A	- NO -N/A
Max Gross Wt	- 900	Engine Type	- N/A	Stall Warning System
No. of Seats	- 1	Rated Power	- N/A	- NO
<hr/>				
-----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	LOCAL	CHESTER MUNI	
Wind Dir/Speed	- CALM	ATC/Airspace	Runway Ident - 35	
Visibility	- 15.0 SM	Type of Flight Plan	Runway Lth/Wid - 5000/ 100	
Lowest Sky/Clouds	- CLEAR	Type of Clearance	Runway Surface - ASPHALT	
Lowest Ceiling	- NONE	Type Apch/Lndg	Runway Status - DRY	
Obstructions to Vision	- NONE			
Precipitation	- NONE			
Condition of Light	- DAYLIGHT			
<hr/>				
-----Personnel Information-----				
Pilot-In-Command	Age - 49	Medical Certificate	- NO MEDICAL	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)		
PRIVATE	Current - YES	Total - 127	Last 24 Hrs - 1	
	Months Since - 1	Make/Model- 127	Last 30 Days- UNK/NR	
GLIDER	Aircraft Type - UNK/NR	Instrument- 0	Last 90 Days- 10	
<hr/>				
Instrument Rating(s) - NONE				
<hr/>				
-----Narrative-----				
<p>THE PILOT RELATED THAT WHILE TURNING FROM BASE TO FINAL HE HEARD A LOUD BANG FROM THE LEFT SIDE OF THE AIRCRAFT. THE AIRCRAFT ENTERED A STEEP LEFT TURN AND CRASHED LEFT OF FINAL APPROACH COURSE. POST CRASH EXAMINATION OF THE AIRCRAFT REVEALED THAT THE FLAP DISENGAGED FROM THE FLAP DRIVE UNIT RESULTING IN A SPLIT FLAP CONDITION. THE FLAPS HAD BEEN MODIFIED WITH THE USE OF POP RIVETS AT THE ATTACH POINTS.</p>				
<hr/>				

Brief of Accident (Continued)

File No. - 913

6/21/86

CHESTER, SC

A/C Reg. No. N9700P

Time (Lcl) - 1305 EDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. FLIGHT CONTROL, FLAP ATTACHMENT - FAILURE, TOTAL
-

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

2. FLT CONTROL SYST, WING FLAP CONTROL - ASYMMETRICAL
 3. MAINTENANCE, MODIFICATION - IMPROPER - OTHER MAINTENANCE PSNL
-

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 885 7/18/86 LAKE CITY, SC A/C Reg. No. N6116N Time (Lcl) - 1345 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 -LANDING			0	0	0
					1
					1

-----Aircraft Information-----

Make/Model - BEECH A23-24	Eng Make/Model - LYCOMING IO360A1B	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2550	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 180 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	LAKE CITY, SC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	COCKFIELD
Wind Dir/Speed- 230/004 KTS	ATC/Airspace	Runway Ident - 22
Visibility - 6.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3700/ 75
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 44	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 311
SE LAND	Months Since - 8	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Last 30 Days- UNK/NR
		Last 90 Days- 18

Instrument Rating(s) - NONE

-----Narrative-----

DURING LANDING ROLL THE PILOT NOTICED THAT THE AIRCRAFT BEGAN TO VEEER OFF THE RUNWAY. HE INITIATED A GO-AROUND IN ORDER TO ASSESS THE PROBLEM. IT WAS DETERMINED THAT THE NOSE WHEEL HAD MALFUNCTIONED. DURING THE LANDING ROLL THE AIRCRAFT VEEERED OFF THE RUNWAY AND WAS SUBSTANTIALLY DAMAGED. POST CRASH EXAMINATION OF THE AIRCRAFT REVEALED THAT A NOSE WHEEL CABLE WAS BROKEN, ALLOWING THE NOSE WHEEL TO TURN TO ONE SIDE DURING TOUCHDOWN.

Brief of Accident (Continued)

File No. - 885

7/18/86

LAKE CITY, SC

A/C Reg. No. N6116N

Time (Lcl) - 1345 EDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 2. LANDING GEAR, NOSE GEAR ASSEMBLY - FAILURE, PARTIAL
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 912 8/05/86 RIDGELAND, SC A/C Reg. No. N7946V Time (Lcl) - 1200 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	Crew Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - AERO COMMANDER CALLAIR A-9B	Eng Make/Model - LYCOMING IO-540-T485D	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3000	Engine Type - RECIP-FUEL INJECTED	
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	RIDGELAND, SC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 120/005 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 5.0 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 - 1744
SE LAND	Months Since - 15	Make/Model- 4
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 217
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 4
		Rotorcraft - 1638

Instrument Rating(s) - HELICOPTER

-----Narrative-----

THE PILOT WAS PERFORMING A TEST FLIGHT TO TEST A NEW SPRAY PUMP WHICH WAS RECENTLY INSTALLED ON THE AIRCRAFT. FOLLOWING A LOW PASS OVER THE RUNWAY THE PILOT HEARD A GRINDING NOISE FROM THE LEFT SIDE OF THE AIRCRAFT. SHORTLY THEREAFTER THE AIRCRAFT LOST TOTAL POWER AND THE PILOT LANDED IN A FIELD SHORT OF THE RUNWAY. POST CRASH EXAMINATION REVEALED THAT THE ENGINE LOST POWER DUE TO FUEL STARVATION. THE PILOT ALLOWED THE LEFT FUEL TANK TO RUN DRY. THE CAUSE OF THE GRINDING NOISE WAS NOT DISCOVERED IN POST ACC INVESTIGATION.

Brief of Accident (Continued)

File No. - 912

8/05/86

RIDGELAND, SC

A/C Reg. No. N7946V

Time (Lc1) - 1200 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

1. FLUID, FUEL - EXHAUSTION
 2. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
 3. PROCEDURES/DIRECTIVES - NOT UNDERSTOOD - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 952 6/04/86 SISSETON, SD A/C Reg. No. N84693 Time (Lc1) - 2030 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED		Injuries		
Type of Operation -PERSONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	1
Accident Occurred During -DESCENT			0	0	1
					0

-----Aircraft Information-----

Make/Model - AERONCA 7AC	Eng Make/Model - CONTINENTAL 65	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1220	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 65 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	SISSETON MUNI
Wind Dir/Speed- 040/005 KTS	ATC/Airspace	Runway Ident - 04
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2300/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	PRECAUTIONARY LANDING	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 58	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 432	Last 24 Hrs - 1
SE LAND	Months Since - 9	Make/Model- 4	Last 30 Days- UNK/NR
	Aircraft Type - J-3	Instrument- UNK/NR	Last 90 Days- 23
		Multi-Eng - 30	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE FRONT SEAT PLT, ON HIS FIRST FLT IN THE ACFT, WAS FLYING THE ACFT. AFTER TAKEOFF THE ACFT ENTERED A NOSE HIGH ATTITUDE BECAUSE THE ELEVATOR TRIM WAS IMPROPERLY SET. THE NOSE HIGH ATTITUDE WAS CORRECTED BUT THE RIGHT DOOR ON THE ENGINE COWLING CAME OPEN DURING THE MANEUVER. THE PLT IN THE REAR COCKPIT TOOK CONTROL OF THE ACFT, REDUCED POWER AND ENTERED A DOWNWIND FOR A CROSS RWY. THE REAR SEAT PLT REPORTED TROUBLE SEEING THE INSTRUMENT PANEL BECAUSE HIS VIEW WAS OBSTRUCTED BY THE FRONT SEAT OCCUPANT. THE PLT FELT THE ACFT WAS SLOW AS IT APPROACHED THE RWY AND HE ADDED PWR; HOWEVER, THE ACFT STALLED AT ABOUT 30 FT AGL, TOO LOW TO RECOVER. INVESTIGATION REVEALED THE RT REAR FASTENER WAS WORN AND BOTH PLTS WERE AWARE OF THE CONDITION PRIOR TO TAKEOFF.

Brief of Accident (Continued)

File No. - 952

6/04/86

SISSETON, SD

A/C Reg. No. N84693

Time (Lc1) - 2030 CDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. DOOR, INSPECTION - OPEN
 2. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT
 3. PRECAUTIONARY LANDING - INITIATED - PILOT IN COMMAND
-

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

4. STALL - INADVERTENT - PILOT IN COMMAND
-

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 954 7/22/86 SISSETON, SD A/C Reg. No. N8629L Time (Lcl) - 1000 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage SUBSTANTIAL	Fatal	Injuries			None
Type of Operation -AERIAL APPLICATION	Fire	Crew 0	Serious 0	Minor 0	1	
Flight Conducted Under -14 CFR 137	NONE	Pass 0	0	0	0	
Accident Occurred During -TAKEOFF						

-----Aircraft Information-----

Make/Model - PIPER PA-25-260	Eng Make/Model - LYCOMING O-540-G1A5	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	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	SISSETON MUNI
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - 22
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2300/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
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)
COMMERCIAL,CFI	Current - YES	Total - 1500
SE LAND	Months Since - 4	Make/Model- 350
	Aircraft Type - C-182RG	Instrument- 45
		Multi-Eng - UNK/NR
		Last 24 Hrs - 4
		Last 30 Days- UNK/NR
		Last 90 Days- 70
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED THAT THE ENG LOST ABOUT 200 RPM DURING THE TAKEOFF ROLL AND HE DECIDED TO ABORT. DURING THE ABORT THE PLT SWERVED TO AVOID A FENCE AT THE END OF THE RWY AND THE ACFT SLID SIDEWAYS COLLAPSING THE LT MLG. INVESTIGATION REVEALED A BROKEN CARBURETOR HEAT CABLE. THE CABLE WAS WORN IN THE AREA OF THE BREAK. WHEN THE CABLE BREAKS THE HEAT VALVE GOES TO THE HOT POSITION.

Brief of Accident (Continued)

File No. - 954

7/22/86

SISSETON, SD

A/C Reg. No. N8629L

Time (Lcl) - 1000 CDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. CARBURETOR HEAT CONTROL, CABLE - WORN
2. MAINTENANCE, ANNUAL INSPECTION - INADEQUATE - OTHER MAINTENANCE PSNL
3. CARBURETOR HEAT CONTROL, CABLE - FAILURE, TOTAL

Occurrence #2 MAIN GEAR COLLAPSED
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

4. ABORT - INITIATED - PILOT IN COMMAND
5. GROUND LOOP/SWERVE - ATTEMPTED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 945	5/17/86	LAWRENCEBURG, TN	A/C Reg. No. N98387	Time (Lc1) - 1048 EDT
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-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation - PERSONAL	Fire	Crew	0	1	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	1	0
Accident Occurred During -APPROACH				0	0

-----Aircraft Information-----

Make/Model - PIPER PA-28-140	Eng Make/Model - LYCOMING O-320-E2A	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2050	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- 240/010 KTS</p> <p>Visibility - 5.0 SM</p> <p>Lowest Sky/Clouds - UNK/NR</p> <p>Lowest Ceiling - UNK/NR</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 - TRAFFIC PATTERN</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data LAWRENCEBURG MUNI</p> <p>Runway Ident - 16</p> <p>Runway Lth/Wid - 4200/ 75</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s) STUDENT</p>	<p>Age - 70</p> <p>Biennial Flight Review Current - N/A</p> <p>Months Since - N/A</p> <p>Aircraft Type - N/A</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 60</p> <p>Make/Model- UNK/NR</p> <p>Instrument- UNK/NR</p> <p>Multi-Eng - UNK/NR</p> <p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 3</p> <p>Rotorcraft - UNK/NR</p>
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Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT HAD ASKED A PVT PLT TO RIDE WITH HIM WHILE HE (THE STUDENT) TOOK HIS SON IN LAW UP FOR A RIDE. WHEN APPROACHING THE RWY FOR LANDING, THE STUDENT PLT ALLOWED THE ACFT TO COLLIDE WITH THE BERM SHORT OF THE RWY. THE ACFT CAME TO A STOP ON THE APPROACH END OF THE RWY WITHOUT LDG GEAR.

Brief of Accident (Continued)

File No. - 945

5/17/86

LAWRENCEBURG, TN

A/C Reg. No. N98387

Time (Lcl) - 1048 EDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. TERRAIN CONDITION - DIRT BANK
2. PLANNED APPROACH - POOR - PILOT IN COMMAND
3. PROPER GLIDEPATH - NOT MAINTAINED - PILOT IN COMMAND
4. PROPER TOUCHDOWN POINT - NOT IDENTIFIED - PILOT IN COMMAND
5. DESCENT - NOT CORRECTED - PILOT IN COMMAND
6. VISUAL LOOKOUT - NOT MAINTAINED - COPILOT

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5,6

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 909	6/26/86	MEMPHIS, TN	A/C Reg. No. N24847	Time (Lcl) - 2015 EDT
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-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Injuries			
	SUBSTANTIAL				
Type of Operation - PERSONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	2
Accident Occurred During -LANDING			0	0	0
					None

-----Aircraft Information-----

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 108 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	MEMPHIS, TN	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	BOLIVAR, TN	
Wind Dir/Speed- 220/007 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 30	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
CFI	Current - YES	Total - 1470
SE LAND, ME LAND, SE SEA	Months Since - 6	Make/Model- 1260
	Aircraft Type - C-152	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 2
		Last 30 Days- 16
		Last 90 Days- 180
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE RETURNING FROM AN INSTRUMENT TRAINING FLIGHT, THE AIRCRAFT LOST TOTAL POWER AND THE CFI ATTEMPTED AN EMERGENCY LANDING ON A ROAD. DURING THE ATTEMPTED LANDING THE AIRCRAFT COLLIDED WITH A ROAD SIGN AND WAS SUBSTANTIALLY DAMAGED. THE PILOT RELATED THAT THE AIRCRAFT RAN OUT OF FUEL.

Brief of Accident (Continued)

File No. - 909

6/26/86

MEMPHIS, TN

A/C Reg. No. N24847

Time (Lc1) - 2015 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FLUID, FUEL - EXHAUSTION
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
3. REFUELING - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

4. OBJECT - UTILITY POLE(MARKED)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 871	2/16/86	RANGER, TX	A/C Reg. No. N9660N	Time (Lcl) - 1830 CST
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-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries	
Type of Operation - PERSONAL	Fire	Crew	Fatal	Serious
Flight Conducted Under - 14 CFR 91	NONE	Pass	0	0
Accident Occurred During - TAKEOFF			0	0
			0	2
			0	0

-----Aircraft Information-----

Make/Model - WAYNE MATHEWS GLAS AIR SH2R	Eng Make/Model - LYCOMING O-320	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - UNK/NR	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	RANGER MUNI
Wind Dir/Speed- 260/008 KTS	ATC/Airspace	Runway Ident - 17
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2050/ 75
Lowest Sky/Clouds - 15000 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 - 27	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1450
SE LAND	Months Since - 6	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 10
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT DRIFTED LEFT OFF THE RWY DURING TAKEOFF AND COLLIDED WITH TREES. THIS WAS A HOME BUILT ACFT THAT HAD JUST BEEN CERTIFIED. THE OWNER/BUILDER HAD MADE HIGH SPEED TAXI RUNS BUT DID NOT FEEL COMFORTABLE TO FLY IT. ANOTHER PLT WAS ASKED AND AFTER A SHORT TAXI AND RUN-UP THIS PLT ATTEMPTED TO FLY. HE LOST CONTRL AND CRASHED AFTER COLLIDING WITH THE TREE LINE TO THE LEFT OF THE RWY. THE OWNER/BUILDER SAID THAT THE POWER WAS APPLIED TOO RAPIDLY WITH TOO LITTLE RIGHT RUDDER APPLIED INITIALLY. BY THE TIME FULL RT RUDDER WAS APPLIED THE ACFT WAS GOING LEFT OFF THE RWY AND WAS PULLED OFF THE GROUND PREMATURELY TO TRY TO GET OVER THE TREE LINE. THIS WAS THE ACFTS MAIDEN FLT.

Brief of Accident (Continued)

File No. - 871

2/16/86

RANGER, TX

A/C Reg. No. N9660N

Time (Lc1) - 1830 CST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. AIRCRAFT HANDLING - INADEQUATE - PILOT IN COMMAND
2. RUDDER - IMPROPER USE OF - PILOT IN COMMAND
3. JUDGEMENT - POOR - PILOT IN COMMAND
4. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
5. LIFT-OFF - PREMATURE - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - EMERGENCY

Finding(s)

6. OBJECT - TREE(S)
7. CLEARANCE - NOT ATTAINED - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - INITIAL CLIMB

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 947	4/29/86	MIDLAND, TX	A/C Reg. No. N51JR	Time (Lcl) - 0915 CDT
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-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Injuries			
	SUBSTANTIAL				
Type of Operation - FLIGHT TEST	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 - AVIATION ADV. MUSTANG PSID	Eng Make/Model - FORD 351 C.I.	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL RETRACTABLE	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - UNK/NR	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 1	Rated Power - 350 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	MIDLAND, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	
Wind Dir/Speed- 200/011 KTS	ATC/Airspace	Runway Ident - 16
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3975/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 41	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 10968
SE LAND, ME LAND, SE SEA	Months Since - 12	Make/Model- 2
HELICOPTER	Aircraft Type - NA-265	Instrument- 700
		Multi-Eng - 3100
		Last 24 Hrs - 0
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - 1130

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE EXPERIMENTAL ACFT ON A TEST FLT SUFFERED AN ENGINE FAILURE DURING THE FINAL APPROACH TO LAND. THE PLT SAID THAT HE DID NOT BELIEVE HE COULD MAKE THE ARPT SO HE TURNED RIGHT TO AN OPEN FIELD TO LAND DOWNWIND. INVESTIGATION AFTER THE ACCIDENT REVEALED THAT THE DISTRIBUTOR DRIVE GEAR LOCK PIN SHEARED. NO OTHER MALFUNCTIONS WERE DISCOVERED.

Brief of Accident (Continued)

File No. - 947

4/29/86

MIDLAND, TX

A/C Reg. No. N51JR

Time (Lcl) - 0915 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. IGNITION SYSTEM, DISTRIBUTOR - DISABLED

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. - 868 8/03/86 LIBERTY, TX A/C Reg. No. N29754 Time (Lcl) - 1500 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation - PERSONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	1
Accident Occurred During -LANDING			0	0	0
					1

-----Aircraft Information-----

Make/Model - THORP 211	Eng Make/Model - CONTINENTAL O-200-A	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1270	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	PORTER, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	BATON ROUGE, LA	Runway Ident - N/A
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Surface - 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 - 53	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2483
SE LAND, ME LAND	Months Since - 22	Make/Model- 80
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH A DITCH WHICH SHEARED THE NOSE GEAR DURING A FORCED LANDING. THE PLT SAID HE HAD ONLY FLOWN ABOUT 30 MINUTES SINCE REFUELING AND SUSPECTED A FUEL PROBLEM. HE STATED THAT HE HAD CHECKED FOR WATER & CONTAMINENTS DURING PRE-FLT BUT FOUND NONE. AFTER THE ENG SUDDENLY QUIT IN FLT HE UNSUCCESSFULLY USED HEAT AND CHECKED IGNITION (MAGS ON), IN AN ATTEMPT TO RESTART THE ENG. DURING FORCED LANDING IN A HAY FIELD THE ACFT STRUCK A DITCH.

Brief of Accident (Continued)

File No. - 868

8/03/86

LIBERTY, TX

A/C Reg. No. N29754

Time (Lcl) - 1500 CST

Occurrence #1 LOSS OF POWER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

2. TERRAIN CONDITION - DITCH

Occurrence #4 MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

3. LANDING GEAR, NOSE GEAR ASSEMBLY - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 867	8/31/86	MINEOLA, TX	A/C Reg. No. N61923	Time (Lcl) - 1600 CDT
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-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation - PERSONAL	Fire	Crew	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -LANDING			0	0	3

-----Aircraft Information-----

Make/Model - CESSNA 172M	Eng Make/Model - LYCOMING O-320-E2D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SHERMAN, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	WISENER
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - 17
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3225/ 40
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 - 49	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 104
SE LAND	Months Since - UNK/NR	Make/Model- 104
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 72

Instrument Rating(s) - NONE

-----Narrative-----

THE INBOARD BRAKE PADS WERE WORN TO SUCH A DEGREE THAT METAL TO METAL CONTACT WAS OCCURRING. THIS GREATLY REDUCED THE AIRCRAFT'S BRAKING ABILITY. AFTER LANDING THE PILOT WAS UNABLE TO STOP THE AIRCRAFT UPON THE 3225 FOOT RUNWAY. THE AIRCRAFT RAN THROUGH A BARBED WIRE FENCE, RESULTING IN SUBSTANTIAL AIRCRAFT DAMAGE. THE AIRCRAFT'S LAST ANNUAL INSPECTION WAS COMPLETED ON 4-16-86. IT IS DOUBTFUL THAT AN ADEQUATE INSPECTION OF THE BRAKES WAS PERFORMED AT THAT TIME SINCE THEY WERE COMPLETELY WORN OUT 4.5 MONTHS LATER. THE NUMBER OF HOURS FLOWN DURING THAT TIME IS UNKNOWN.

Brief of Accident (Continued)

File No. - 867

8/31/86

MINEOLA, TX

A/C Reg. No. N61923

Time (Lc1) - 1600 CDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. LANDING GEAR, NORMAL BRAKE SYSTEM - FAILURE, PARTIAL
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
3. MAINTENANCE, INSPECTION OF AIRCRAFT - INADEQUATE - OTHER MAINTENANCE PSNL

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

4. OBJECT - FENCE

Occurrence #3 NOSE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

5. LANDING GEAR, NOSE GEAR - FAILURE, TOTAL

-----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) 5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 883	5/10/86	SALT LAKE CITY,UT	A/C Reg. No. N8043N	Time (Lcl) - 0955 MDT
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-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries		
	Fire	Crew	Serious	Minor	None
Type of Operation -PERSONAL	NONE	Pass	0	0	0
Flight Conducted Under -14 CFR 91			1	0	0
Accident Occurred During -CLIMB					

-----Aircraft Information-----

Make/Model - PIPER PA-28B-140	Eng Make/Model - LYCOMING O-320-E2A	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2150	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 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	SALT LAKE CITY,UT	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	HEBER CITY,UT	
Wind Dir/Speed- 200/019 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 20000 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 24	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 74
SE LAND	Months Since - 2	Make/Model- 2
GLIDER	Aircraft Type - C-152	Instrument- 3
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 8

Instrument Rating(s) - NONE

-----Narrative-----

PLT AND PAX DEPARTED SLC AT 0930 FOR SIGHTSEEING CROSS COUNTRY TRIP TO HEBER CITY AND RETURN. PLT SAID PLAN WAS TO FLY THROUGH LAMBS CANYON AND PARLEY'S CANYON. ACFT HIT TREE AND CRASHED AT 8040 FT MSL LEVEL IN LAMBS CANYON AT APPROXIMATELY 0955. TERRAIN VARIES FROM 6000 FT TO 10,246 FT. PLT WAS SERIOUSLY INJURED. PAX, A U.S. NAVY PLT, WAS KILLED. NO EVIDENCE OF PREIMPACT FAILURE/MALFUNCTION OF AIRFRAME, ENG, PROP, FLIGHT CONTROLS OR SYSTEMS/COMPONENTS.

Brief of Accident (Continued)

File No. - 883

5/10/86

SALT LAKE CITY,UT

A/C Reg. No. N8043N

Time (Lc1) - 0955 MDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation CLIMB

Finding(s)

1. OBJECT - TREE(S)
2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
3. AIRCRAFT PERFORMANCE,CLIMB CAPABILITY - INADEQUATE
4. JUDGEMENT - POOR - PILOT IN COMMAND
5. PROPER ALTITUDE - BELOW - PILOT IN COMMAND
6. IMPROPER DECISION,LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
7. CLEARANCE - INADEQUATE - PILOT IN COMMAND
8. IMPROPER DECISION,LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation CLIMB

Finding(s)

9. TERRAIN CONDITION - MOUNTAINOUS/HILLY
10. TERRAIN CONDITION - HIGH TERRAIN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,5,7

Factor(s) relating to this accident is/are finding(s) 1,3,6,8,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 939	5/20/86	GLEN CANYON, UT	A/C Reg. No. N22796	Time (Lcl) - 1645 MDT
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-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Injuries			
Type of Operation - PERSONAL	Fire	Fatal	Serious	Minor	None
Flight Conducted Under -14 CFR 91	Crew	0	0	0	1
Accident Occurred During -LANDING	Pass	0	1	0	0

-----Aircraft Information-----

Make/Model - CESSNA 150-H	Eng Make/Model - CONTINENTAL O-200-A	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	SPANISH FORK, UT	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	PAGE, AZ	Runway Ident - N/A
Wind Dir/Speed- 190/022 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 60.0 SM	Type of Flight Plan - VFR	Runway Surface - N/A
Lowest Sky/Clouds - 25000 FT THIN OVC	Type of Clearance - VFR	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 - 34	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 105
SE LAND	Months Since - 11	Last 24 Hrs - 6
	Aircraft Type - C-150	Make/Model- 38
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 20

Instrument Rating(s) - NONE

-----Narrative-----

WHILE IN A DESCENT 20 MILES BEFORE REACHING THE DESTINATION, THE ACFT ENGINE QUIT DUE TO FUEL EXHAUSTION. THE PLT INITIATED AN EMERGENCY FORCED LANDING TO A DRY STREAM BED IN ROUGH DESERT TERRAIN. AFTER TOUCHDOWN, THE ACFT IMPACTED AN EMBANKMENT AND FLIPPED INTO AN INVERTED POSITION. THE WRECKAGE WAS LOCATED BY AERIAL SEARCH. THE UNINJURED PLT AND SERIOUSLY INJURED PAX WERE TRANSPORTED TO A HOSPITAL IN PAGE, ARIZONA BY GROUND AMBULANCE.

Brief of Accident (Continued)

File No. - 939

5/20/86

GLEN CANYON,UT

A/C Reg. No. N22796

Time (Lcl) - 1645 MDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation DESCENT - NORMAL

Finding(s)

1. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
2. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
3. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - NONE SUITABLE

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 974 6/11/86 BOUNTIFUL,UT A/C Reg. No. N1739Q Time (Lcl) - 2030 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 - INSTRUCTIONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - DESCENT

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA 150L
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1600
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 330/007 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
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN
FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

SKYPARK
Runway Ident - 34
Runway Lth/Wid - 4700/ 60
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
STUDENT

Age - 33
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 9
Make/Model- 9
Instrument- 0
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- 9

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT SAID HE HAD BEEN AIRBORNE FOR ABOUT 1.25 HRS WHEN THE ENG BEGAN TO CUT OUT. EMERG PROCEDURES DID NOT REMEDY THE SITUATION AND AN OFF ARPT FORCED LANDING WAS NECESSARY. THE PLT SAID HE DID NOT LOOK IN THE FUEL TANKS PRIOR TO TAKEOFF BUT RELIED ON THE FUEL GAUGES. THE FUEL GAUGES SHOWED ONE-HALF ON THE L TANK AND ONE-QUARTER ON THE R TANK. THE AIRCRAFT WAS EXAMINED AFTER THE ACDT AND NO EVIDENCE OF FUEL WAS FOUND.

Brief of Accident (Continued)

File No. - 974

6/11/86

BOUNTIFUL,UT

A/C Reg. No. N1739Q

Time (Lcl) - 2030 MDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - VFR PATTERN - DOWNWIND

Finding(s)

1. FLUID,FUEL - EXHAUSTION
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE,INADEQUATE INITIAL TRAINING - FLIGHT INSTRUCTOR(ON GROUND)

Occurrence #2 FORCED LANDING
Phase of Operation APPROACH - VFR PATTERN - DOWNWIND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

4. TERRAIN CONDITION - DIRT BANK

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 808	7/05/86	PROVO, UT	A/C Reg. No. N8253J	Time (Lcl) - 1100 MDT
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----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation - PERSONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under - 14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During - LANDING			0	0	0
					1
					3

----Aircraft Information----

Make/Model - PIPER PA-60-601P	Eng Make/Model - LYCOMING IO-540-S1A5	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - NO
Max Gross Wt - 6000	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 290 HP	

----Environment/Operations Information----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - IN PERSON	EL PASO, TX	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	PROVO MUNICIPAL
Wind Dir/Speed- 090/002 KTS	ATC/Airspace	Runway Ident - 18
Visibility - 50.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 6937/ 150
Lowest Sky/Clouds - UNK/NR	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - 16000 FT OVERCAST	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

----Personnel Information----

Pilot-In-Command	Age - 61	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1252
SE LAND, ME LAND	Months Since - 14	Last 24 Hrs - 3
	Aircraft Type - PA60601	Make/Model- 1102
		Instrument- 187
		Last 30 Days- UNK/NR
		Last 90 Days- 32
		Multi-Eng - 952

Instrument Rating(s) - AIRPLANE

----Narrative----

PLT AND THREE PAX FLEW FROM EL PASO, TX TO PROVO, UT EN ROUTE TO ALASKA VACATION. LEFT MAIN TIRE BLEW AFTER ACFT TOUCHED DOWN. ACFT VEERED TO LEFT AND WENT OFF RWY. EXAMINATION OF TIRE REVEALED LARGE HOLE BUT WITH GOOD TREAD REMAINING. ACFT DAMAGE WAS CONFINED TO LEFT MAIN LANDING GEAR AND WING SKIN BETWEEN FUSELAGE AND LEFT ENGINE. RIGHT MAIN TIRE WAS INFLATED IN EXCESS OF 100 PSI. WITNESSES SAID ACFT LANDED LONG AND FAST WITH SLIGHT TAILWIND.

Brief of Accident (Continued)

File No. - 808

7/05/86

PROVO,UT

A/C Reg. No. N8253J

Time (Lcl) - 1100 MDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - TAILWIND
2. MAINTENANCE, SERVICE OF AIRCRAFT - IMPROPER - FBO PERSONNEL
3. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
4. ALL AVAILABLE RUNWAY - NOT USED - PILOT IN COMMAND
5. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
6. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
7. ABORTED LANDING - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation LANDING - ROLL

Finding(s)

8. LANDING GEAR, TIRE - BURST
9. BRAKES(NORMAL) - EXCESSIVE - PILOT IN COMMAND
10. LANDING GEAR, TIRE - PRESSURE EXCESSIVE

Occurrence #3 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

11. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #4 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) 8,9,11

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,6,7,10

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 968	8/16/86	STANLEY, VA	A/C Reg. No. N36489	Time (Lcl) - 1330 EDT
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-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries		
Type of Operation -PERSONAL	Fire	Crew	Serious	Minor	None
Flight Conducted Under -14 CFR 91	ON GROUND	Pass	0	1	0
Accident Occurred During -DESCENT			0	1	0

-----Aircraft Information-----

Make/Model - PIPER PA 28-161	Eng Make/Model - LYCOMING O-320-D3G	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2325	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 160 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	LURAY, VA	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	FT. EUSTIS, VA	Runway Ident - N/A
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 5.0 SM	Type of Flight Plan - VFR	Runway Surface - N/A
Lowest Sky/Clouds - 2000 FT SCATTERED	Type of Clearance - VFR	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 26	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE, COMMERCIAL, MILITARY	Current - YES	Total - 1300
SE LAND	Months Since - 12	Make/Model - 24
HELICOPTER	Aircraft Type - UNK/NR	Instrument - 183
		Last 24 Hrs - 3
		Last 30 Days - 16
		Last 90 Days - 24
		Rotorcraft - 1244

Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

THE ACFT COLLIDED WITH TREES AND THE GROUND DURING A X-COUNTRY FLT OVER MOUNTAINOUS TERRAIN. THE PLT HAD CROSSED THE 1ST RIDGE AT APRX 800 FT AGL ACCORDING TO THE PLT. THE FRONT SEAT PASSENGER SAID LATER THAT HE COMPLAINED SEVERAL TIMES DURING THE FLT THAT THE ACFT WAS TOO LOW. HE SAID THAT THE PLT TOLD HIM THAT "THE SCENARY IS BETTER DOWN HERE." THE PASSENGER SAID THAT THE ACFT WAS NEVER HIGHER THAN THE THIRD RIDGE. WHEN THE PLT TRIED TO CLIMB OVER THIS THIRD RIDGE THE AIRSPEED BEGAN TO DROP. THE PASSENGER STATED THAT THE PLT CONTINUED A STEADY COURSE TOWARD THE RIDGE AND JUST PRIOR TO IMPACT TRIED TO CLIMB STEEPER. THE STALL WARNING WENT OFF AND SHORTLY AFTERWARDS THE ACFT IMPACTED THE TREES.

Brief of Accident (Continued)

File No. - 968

8/16/86

STANLEY, VA

A/C Reg. No. N36489

Time (Lcl) - 1330 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation CLIMB

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - INACCURATE - PILOT IN COMMAND
2. ALTITUDE - INADEQUATE - PILOT IN COMMAND
3. STALL - INADVERTENT - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

5. OBJECT - TREE(S)

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 928	1/12/86	BENNINGTON, VT	A/C Reg. No. N49653	Time (Lc1) - 1130 EDT
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----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation - PERSONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -LANDING			0	0	0
					None
					1
					1

----Aircraft Information----

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 110 HP	

----Environment/Operations Information----

<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- 230/017 KTS</p> <p>Visibility - 25.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</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 FACTORYVILLE, PA</p> <p>Destination BENNINGTON, VT</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - STRAIGHT-IN FULL STOP</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data BENNINGTON ST.</p> <p>Runway Ident - 31</p> <p>Runway Lth/Wid - 3700/ 75</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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----Personnel Information----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND</p>	<p>Age - 23</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 - 43</p> <p>Make/Model- 43</p> <p>Instrument- 4</p> <p>Last 24 Hrs - 1</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 15</p>
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Instrument Rating(s) - NONE

----Narrative----

AFTER FLYING IN THE BENNINGTON, VERMONT AREA FOR AWHILE, THE PILOT DECIDED TO LAND FOR REFUELING. ON LANDING THE FLIGHT ENCOUNTERED STRONG GUSTY WINDS. THE AIRCRAFT WAS PUSHED OFF TO THE SIDE OF THE RUNWAY, BEFORE PILOT COULD CORRECT FOR THE WIND. THE AIRCRAFT COLLIDED WITH A SNOWBANK AND RECEIVED SUBSTANTIAL DAMAGE.

Brief of Accident (Continued)

File No. - 928

1/12/86

BENNINGTON,VT

A/C Reg. No. N49653

Time (Lc1) - 1130 EDT

Occurrence #1 ON GROUND ENCOUNTER WITH WEATHER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - GUSTS
 2. DIRECTIONAL CONTROL - NOT MAINTAINED - 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 - SNOWBANK
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 930	2/27/86	LYNDONVILLE, VT	A/C Reg. No. N108DT	Time (Lcl) - 1410 EST
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-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage				Injuries
	SUBSTANTIAL				
Type of Operation - PERSONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	1
Accident Occurred During -DESCENT			0	0	1
					None
					0

-----Aircraft Information-----

Make/Model - STINSON 108	Eng Make/Model - FRANKLIN 6A4-165-B3	ELT Installed/Activated - NO -N/A
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 - 165 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	LYNDONVILLE, VT	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	MANCHESTER, NH	LYNDONVILLE
Wind Dir/Speed- 270/010 KTS	ATC/Airspace	Runway Ident - 20
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3300/ 60
Lowest Sky/Clouds -	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling -	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 39	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - UNK/NR
SE LAND, SE SEA	Months Since - 9	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 12
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

AFTER THE PILOT PERFORMED A RUN UP AND ALL APPEARED NORMAL A GROUND RUN WAS COMMENCED. ABOUT 700' DOWN THE RUNWAY TRIM WAS SET TO CLIMB OUT AT ABOUT 76IAS. HOWEVER, THE PILOT STATED THAT A BAD DOWNDRAFT WAS ENCOUNTERED. A CHECK OF THE AIRSPEED WAS OK. AT 200 FT A DOWNDRAFT AND TAILWIND WERE ENCOUNTERED AND THE AIRCRAFT CONTINUED TO DESCEND AT A RATE OF 50-75' A MINUTE. THE AIRCRAFT IMPACTED THE GROUND AT THE END OF THE RUNWAY IN ABOUT 3' OF SNOW. THE PLT'S FLT TIME WAS NOT REPORTED.

Brief of Accident (Continued)

File No. - 930

2/27/86

LYNDONVILLE, VT

A/C Reg. No. N108DT

Time (Lc1) - 1410 EST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - DOWNDRAFT
 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 3. AIRSPEED - 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) 2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 991 6/21/86 KENT, WA A/C Reg. No. N76VR Time (Lcl) - 1450 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-BIENNIAL FLT	Fire	0	0	0	2
Flight Conducted Under	-14 CFR 91	Crew	0	0	0	0
Accident Occurred During	-LANDING	Pass	0	0	0	0

-----Aircraft Information-----

Make/Model	- MELLEMA BEDE 4	Eng Make/Model	- LYCOMING O-360	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- UNK/NR
Max Gross Wt	- 800	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 160 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	ON AIRPORT
Method	SAME AS ACC/INC	
Completeness	Destination	Airport Data
Basic Weather	LOCAL	CREST AIRPARK
Wind Dir/Speed		Runway Ident
Visibility	ATC/Airspace	- 33
Lowest Sky/Clouds	Type of Flight Plan	- 3267/ 40
Lowest Ceiling	Type of Clearance	Runway Surface
Obstructions to Vision	Type Apch/Lndg	- ASPHALT
Precipitation		Runway Status
Condition of Light		- DRY

-----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
SE LAND, SE SEA	Months Since	- 23	Make/Model-
	Aircraft Type	- UNK/NR	Instrument-
			77
			Last 24 Hrs - UNK/NR
			Last 30 Days- UNK/NR
			Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ENGINE CEASED OPERATING 10 FEET A.G.L. DURING TAKEOFF WHILE ON A BIENNIAL FLIGHT REVIEW. A LANDING STRAIGHT AHEAD WAS MADE ONTO THE RUNWAY, BUT IN ORDER TO AVOID AN OVERRUN AN INTENTIONAL GROUND LOOP WAS MADE. ON ENGINE EXAMINATION A LARGE BUG WAS FOUND IMPACTED IN THE NEWLY INSTALLED FUEL METER WHICH THE PILOT HAD INSTALLED JUST PRIOR TO THIS FLIGHT.

Brief of Accident (Continued)

File No. - 991

6/21/86

KENT,WA

A/C Reg. No. N76VR

Time (Lcl) - 1450 PDT

Occurrence #1 LOSS OF POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FUEL SYSTEM - BLOCKED(TOTAL)

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

2. 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) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 990 6/22/86 KENT,WA A/C Reg. No. N3667K Time (Lcl) - 1030 PDT

-----Basic Information-----

Type Operating Certificate	-NONE (GENERAL AVIATION)	Aircraft Damage					
		SUBSTANTIAL					
Type of Operation	-PERSONAL	Fire	Crew	Fatal	Injuries	Minor	None
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During	-LANDING			0	0	0	0

-----Aircraft Information-----

Make/Model	- PIPER J3C	Eng Make/Model	- CONTINENTAL C-85-12	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 1220	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 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	ENUMCLAW,WA			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	LOCAL			
Wind Dir/Speed	- 350/008 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	- DIRT
Lowest Ceiling	- NONE	Type Apch/Lndg	- FORCED LANDING	Runway Status	- DRY
Obstructions to Vision	- NONE				
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

-----Personnel Information-----

Pilot-In-Command	Age - 62	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 2714	Last 24 Hrs - UNK/NR
SE LAND,SE SEA	Months Since - 13	Make/Model- 2642	Last 30 Days- UNK/NR
	Aircraft Type - UNK/NR	Instrument- UNK/NR	Last 90 Days- 6
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

A FORCED LANDING WAS MADE AFTER A TOTAL LOSS OF POWER. LANDING WAS ACCOMPLISHED ONTO VERY ROUGH RISING TERRAIN. DURING LANDING ROLL THE LEFT MAIN GEAR COLLAPSED. INVESTIGATION REVEALED A BROKEN CRANKSHAFT. A TOP OVERHAUL HAD BEEN DONE LESS THAN 30 HOURS PRIOR AND A MAJOR OVERHAUL DONE LESS THAN 300 HOURS PRIOR.

Brief of Accident (Continued)

File No. - 990

6/22/86

KENT,WA

A/C Reg. No. N3667K

Time (Lcl) - 1030 PDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation CRUISE

Finding(s)

1. ENGINE ASSEMBLY,CRANKSHAFT - DISINTEGRATED

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

Occurrence #3 GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

2. TERRAIN CONDITION - NONE SUITABLE
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) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 927 7/11/86 RICHLAND,WA A/C Reg. No. N2056 Time (Lcl) - 1450 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 Crew
ON GROUND Pass

Injuries			
Fatal	Serious	Minor	None
1	0	0	0
1	0	0	0

-----Aircraft Information-----

Make/Model - THORP T-18
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1500
No. of Seats - 2

Eng Make/Model - LYCOMING O-290-GPO
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 125 HP

ELT Installed/Activated - UNK/NR
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 230/020 KTS
Visibility - 35.0 SM
Lowest Sky/Clouds - 6000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SUN RIVER,OR
Destination
RICHLAND,WA

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - VFR
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

RICHLAND, WA
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND
GLIDER

Age - 57
Biennial Flight Review
Current - YES
Months Since - 22
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total - 1000	Last 24 Hrs - 4
Make/Model- 400	Last 30 Days- 9
Instrument- UNK/NR	Last 90 Days- 20
Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

AT TIME OF MISHAP, ACFT PRESUMED TO BE IN RT-HAND APPROACH TO LAND IN 20-KT, 40 DEGREE RT CROSSWIND. WITNESSES FIRST OBSERVED ACFT DESCENDING VERTICALLY, OUT OF CONTROL, IN AN AREA CONSISTENT WITH THE 90 DEGREE APPROACH POSITION. EVIDENCE INDICATES ACFT CONTACTED SOFT, SANDY TERRAIN IN VERTICAL ATTITUDE, THEN FELL OVER TO UPRIGHT FLAT ATTITUDE BEFORE INTENSE POST-IMPACT FIRE INCINERATED MOST OF AIRFRAME. NO EVIDENCE FOUND OF MECHANICAL FAILURE/MALFUNCTION. SCENARIO INDICATIVE OF STEEP TURN TO CORRECT CROSSWIND-INDUCED CLOSE-IN PATTERN.

Brief of Accident (Continued)

File No. - 927

7/11/86

RICHLAND,WA

A/C Reg. No. N2056

Time (Lcl) - 1450 PDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - VFR PATTERN - BASE TO FINAL

Finding(s)

1. PROPER ALIGNMENT - NOT ATTAINED - PILOT IN COMMAND
 2. REMEDIAL ACTION - EXCESSIVE - PILOT IN COMMAND
 3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 4. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
 5. WEATHER CONDITION - CROSSWIND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

Factor(s) relating to this accident is/are finding(s) 1,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 924 7/24/86 ISSAQUAH, WA A/C Reg. No. N65141 Time (Lcl) - 1530 PDT

-----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 - BLANIK L-13
Landing Gear - HULL
Max Gross Wt - 1100
No. of Seats - 2

Eng Make/Model - N/A
Number Engines - N/A
Engine Type - N/A
Rated Power - N/A

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 335/007 KTS
Visibility - 12.0 SM
Lowest Sky/Clouds - 4000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

Airport Proximity
ON AIRSTRIP

Airport Data

SKYPORT
Runway Ident - 36
Runway Lth/Wid - 1800/ 50
Runway Surface - GRASS/TURF
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN
FULL STOP

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE

GLIDER

Age - 58

Biennial Flight Review

Current - YES
Months Since - 9
Aircraft Type - UNK/NR

Medical Certificate - NO MEDICAL

Flight Time (Hours)

Total	- 365	Last 24 Hrs	- 0
Make/Model-	13	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-----

PLT UNDERSHOT APPROACH AFTER ENCOUNTERING DOWNDRAFT, COLLIDED WITH PERIMETER FENCE.

Brief of Accident (Continued)

File No. - 924

7/24/86

ISSAQUAH, WA

A/C Reg. No. N65141

Time (Lcl) - 1530 PDT

Occurrence #1 UNDERSHOOT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
1. PROPER GLIDEPATH - MISJUDGED - PILOT IN COMMAND
2. WEATHER CONDITION - DOWNDRAFT

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
3. OBJECT - FENCE

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 926	8/06/86	VANCOUVER,WA	A/C Reg. No. N310MT	Time (Lcl) - 0545 PDT
-----Basic Information-----				
Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries	
		DESTROYED	Fatal	Serious Minor None
Type of Operation	-PERSONAL	Fire	Crew 1	0 0 0
Flight Conducted Under	-14 CFR 91	NONE	Pass 0	0 3 0
Accident Occurred During	-TAKEOFF			
-----Aircraft Information-----				
Make/Model	- CESSNA 310C	Eng Make/Model	- CONTINENTAL IO-470-D	ELT Installed/Activated - YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System - YES
Max Gross Wt	- 4830	Engine Type	- RECIP-FUEL INJECTED	
No. of Seats	- 4	Rated Power	- 260 HP	
-----Environment/Operations Information-----				
Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- FSS	Last Departure Point	OFF AIRPORT/STRIP	
Method	- TELEPHONE	VANCOUVER,WA		
Completeness	- FULL	Destination	Airport Data	
Basic Weather	- IMC	MESA,AZ	TAYLOR'S GREEN MNT AIRPRK	
Wind Dir/Speed	- 330/004 KTS	ATC/Airspace	Runway Ident - N/A	
Visibility	- .500 SM	Type of Flight Plan	Runway Lth/Wid - 2000/ 35	
Lowest Sky/Clouds	- PART OBS	Type of Clearance	Runway Surface - MACADAM	
Lowest Ceiling	- 20 FT OBSCURED	Type Apch/Lndg	Runway Status - DRY	
Obstructions to Vision	- FOG			
Precipitation	- NONE			
Condition of Light	- DAWN			
-----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 - UNK/NR	Total - 4000	Last 24 Hrs - UNK/NR	
SE LAND,ME LAND	Months Since - UNK/NR	Make/Model- 125	Last 30 Days- 4	
	Aircraft Type - UNK/NR	Instrument- UNK/NR	Last 90 Days- 25	
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR	
Instrument Rating(s) - NONE				
-----Narrative-----				
PLT NOT IFR RATED. ATTEMPTED DEPARTURE FROM OWN AIRSTRIIP IN FOG DURING EARLY DAWN. POSITIVE RATE OF CLIMB NOT ESTABLISHED. ACFT CONTACTED TERRAIN 3/4 MILE FROM RUNWAY END. PSGRS REPORTED NO SENSATION OF POWER PROBS, BUT COMPLETE LOSS OF GROUND REF AT LIFTOFF. PVT PLT IN RT SEAT RECALLED IND AIRSPEED JUST BEFORE GROUND CONTACT AT ABT 100 MPH. CALCULATIONS BASED ON GROUND PROP MARKS SHOW AIRSPEED AT GROUND CONTACT WAS 155 MPH. GEAR AND FLAPS RETRACTED AFTER TAKEOFF. AIRSPEED INDICATOR REMOVED AND BENCH-CHECKED; INDICATED STEADY 10 MPH LOW AT ALL SPEEDS. PITOT-STATIC SYS CHECKED CLEAR OF PRE-IMPACT DEBRIS OR FOREIGN MATERIAL. ATTITUDE GYRO DAMAGED BY IMPACT; UNABLE TO DETERMINE PRE-IMPACT NOSE ATTITUDE REFERENCE.				

Brief of Accident (Continued)

File No. - 926

8/06/86

VANCOUVER,WA

A/C Reg. No. N310MT

Time (Lc1) - 0545 PDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. PLANNING-DECISION - POOR - PILOT IN COMMAND
 2. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND
 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
 4. PROPER CLIMB RATE - NOT ATTAINED - PILOT IN COMMAND
 5. WEATHER CONDITION - FOG
 6. PITOT/STATIC SYSTEM - UNDETERMINED
-

-----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. - 915 4/21/86 AUGUSTA,WI A/C Reg. No. N94586 Time (Lc1) - 0905 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 182
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2950
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470W
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 230 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 350/011 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds -
Lowest Ceiling - 3000 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
LAKEVILLE,MN
Destination
AUGUSTA,WI

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN
FULL STOP

Airport Proximity
ON AIRSTRIP

Airport Data

BRUNZLICK
Runway Ident - 27
Runway Lth/Wid - 1350/ 11
Runway Surface - GRASS/TURF
Runway Status - WET

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 52

Biennial Flight Review

Current - YES
Months Since - 19
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 197	Last 24 Hrs	- 1
Make/Model-	28	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	28

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT MADE HIS APPROACH TO RUNWAY 27 AFTER NOTICING THAT THE WINDS WERE FROM THE NORTH NORTHWEST. HE SAID THE MADE HIS APPROACH AT 80 KTS BECAUSE OF THE CROSSWIND. AFTER TOUCHING DOWN BEYOND HIS INTENDED TOUCHDOWN AREA HE FELT HE WOULD NOT CLEAR THE TREES AT THE DEPARTURE END OF THE RUNWAY IF HE ATTEMPTED A GO-AROUND. A PARKED SEMITRACTOR ON THE END RIGHT SIDE OF RUNWAY 27 WAS STRUCK BY THE RIGHT WING OF THE AIRCRAFT.

Brief of Accident (Continued)

File No. - 915

4/21/86

AUGUSTA, WI

A/C Reg. No. N94586

Time (Lcl) - 0905 CST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL
1. COMPENSATION FOR WIND CONDITIONS - POOR - PILOT IN COMMAND
2. JUDGEMENT - POOR - PILOT IN COMMAND
3. AIRSPEED(VREF) - IMPROPER - PILOT IN COMMAND
4. GO-AROUND - NOT PERFORMED - 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) 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. - 940 5/28/86 CASPER,WY A/C Reg. No. N3109 Time (Lc1) - 0851 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Aircraft Damage
SUBSTANTIAL
Fire NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - HISPANO AVIATION ME109
Landing Gear - TAILWHEEL-ALL RETRACTABLE
Max Gross Wt - 7900
No. of Seats - 1

Eng Make/Model - ROLLS ROYCE MERLIN 500-29
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 14000 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- 110/007 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

NATRONA COUNTY INTER'L
Runway Ident - 21
Runway Lth/Wid - 10200/ 150
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
ATP
SE LAND,ME LAND

Age - 53

Biennial Flight Review

Current - YES
Months Since - 1
Aircraft Type - B-25

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 15000	Last 24 Hrs	- 5
Make/Model-	UNK/NR	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	75
Multi-Eng	- 500	Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING TAKEOFF GROUND ROLL ON A TEST FLT, THE ACFT LEFT BRAKE FAILED CAUSING THE LEFT MAIN WHEEL TO LOCK UP. THE PLT LOST DIRECTIONAL CONTROL AND THE ACFT DEPARTED THE LEFT SIDE OF THE RUNWAY WHERE IT GROUND LOOPED. THE AIRCRAFT WAS DESTROYED. THE PILOT WAS NOT INJURED.

Brief of Accident (Continued)

File No. - 940

5/28/86

CASPER, WY

A/C Reg. No. N3109

Time (Lcl) - 0851 MDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. LANDING GEAR, NORMAL BRAKE SYSTEM - FAILURE, TOTAL
2. LANDING GEAR, NORMAL BRAKE SYSTEM - LOCKED
3. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - GROUND RUN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 986	9/21/86	CASPER, WY	A/C Reg. No. N117RD	Time (Lcl) - 1015 MDT
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----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries		
Type of Operation - PERSONAL	Fire	Crew	Serious	Minor	None
Flight Conducted Under - 14 CFR 91	NONE	Pass	1	0	0
Accident Occurred During - DESCENT			0	0	0

----Aircraft Information----

Make/Model - HOMEBUILT BUSHBY MUSTANG	Eng Make/Model - LYCOMING O-320-A2A	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1000	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	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- 010/004 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 CASPER, WY</p> <p>Destination CASPER, WY</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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----Personnel Information----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND</p>	<p>Age - 34</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 14</p> <p>Aircraft Type - 7GCCA</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 448</p> <p>Make/Model- 49</p> <p>Instrument- 26</p> <p>Multi-Eng - 1</p> <p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- 20</p> <p>Last 90 Days- 38</p>
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Instrument Rating(s) - NONE

----Narrative----

THE HOMEBUILT ACFT CRASHED DURING LOW ALT MANEUVERS FROM ABOUT 150 FT AGL. A WITNESS WHO HELPED BUILD THE ACFT WAS TAKING PICTURES AND RECORDING DATA OF THE FLT AT THE TIME OF THE ACCIDENT. THIS WITNESS STATED THAT THE PLT ATTEMPTED AN AILERON ROLL. THE FIRST HALF OF THE ROLL WAS NORMAL BUT WHILE THE ACFT WAS INVERTED THE NOSE DROPPED BELOW THE HORIZON. THE ACFT CONTINUED TO ROLL WHILE TURNING ABOUT 30 DEGREES TO THE RIGHT BEFORE GROUND IMPACT. THE PLT HAD ABOUT 50 HOURS IN THIS MODEL OF ACFT OF WHICH LESS THAN 20 HRS WAS AEROBATIC EXPERIENCE.

Brief of Accident (Continued)

File No. - 986

9/21/86

CASPER, WY

A/C Reg. No. N117RD

Time (Lc1) - 1015 MDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

1. LOW PASS - PERFORMED - PILOT IN COMMAND
2. AEROBATICS - ATTEMPTED - PILOT IN COMMAND
3. MANEUVER - IMPROPER - PILOT IN COMMAND
4. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - 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) 1,2,3,4,5

EMBRY-RIDDLE AERO U. DAYTONA BEACH



3 1745 00065 7505

NTSB/AAB-87/07

Aircraft Accident Briefs - Brief
Format, U.S. Civil and Foreign
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