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NATIONAL TRANSPORTATION SAFETY BOARD

WASHINGTON, D.C. 20594

AIRCRAFT ACCIDENT REPORTS

**BRIEF FORMAT
U.S. CIVIL AND FOREIGN AVIATION
ISSUE NUMBER 6 OF 1986 ACCIDENTS**

NTSB / AAB-87/08



UNITED STATES GOVERNMENT

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16. Abstract This publication contains selected aircraft accident reports in Brief Format occurring in U.S. civil and foreign aviation operations during Calendar Year 1986. Approximately 200 General Aviation and Air Carrier accidents contained in this publication represent a random selection. This publication is issued irregularly, normally eighteen times each year. The Brief Format represents the facts, conditions, circumstances and probable cause(s) for each accident. File Numbers: 1001 through 1200					
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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 6

CALENDAR YEAR 1986

File Order Listing - Issue No. 6, 1986

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
1001	85CK	072586	CLINTON, IA	HUIZENGA	SEA HAWK	NONE	148
1002	8917S	040586	HANNIBAL, MO	CESSNA	150F	SERIOUS	198
1003	83TJ	062886	AVOCA, PA	THOMAS	PITTS S-1T	NONE	282
1004	27EF	030186	MIDDLEBURY, CT	FOLSOM	SONERAI II	NONE	110
1005	1198Z	050986	GRAND ISLAND, NE	AERO COMMAND	68OFL	FATAL	228
1006	6490Z	062686	PULLMAN, WA	PIPER	PA-25-235	MINOR	354
1007	4973X	062586	CALDWELL, ID	ROCKWELL	S2R	NONE	156
1008	4835Q	062886	DURKEE, OR	CESSNA	188	NONE	274
1009	8W	061086	PETERSBURG, AK	SMITH	MINIPLANE	MINOR	2
1010	3742E	061386	MOORE, ID	PIPER	PA-36-300	NONE	154
1011	3253D	060686	CHEYENNE, WY	CESSNA	180	NONE	376
1012	78764	071286	NEW CASTLE, CO	CESSNA	182P	MINOR	100
1013	3856E	061986	ONIDA, SD	PIPER	PA-36	NONE	292
1014	8595D	091286	CASPER, WY	PIPER	PA-18A-150	NONE	382
1015	9105R	060786	MAGNOLIA SPRING, AL	CESSNA	A188B	MINOR	20
1016	20052	061086	COBB, GA	CESSNA	172M	NONE	134
1017	676B	092786	NASHVILLE, TN	BEECHCRAFT	35A	NONE	298
1018	900TS	082686	GRAND FORKS, ND	PIPER	PA-23E-250	NONE	222
1019	9628L	062486	BRANDYWINE, MD	GRUMMAN	AA1B	MINOR	194
1020	6198L	083086	HOUSTON, TX	GREAT LAKES	2T-1A-2	FATAL	332
1021	214PR	082986	AFTON, OK	PIPER	PA-28R-200	SERIOUS	268
1022	731RR	081386	ALTUS, OK	CESSNA	P210N	SERIOUS	262
1023	16978	091986	EUGENE ISLAND, GM	BELL	206B	SERIOUS	138
1024	2311B	091186	TEMPLE, TX	TEMCO	GLODE SWIF	MINOR	334
1025	40268	091386	NORIAS, TX	HILLER	UH-12E	NONE	336

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1026	7533Y	100186	SULPHUR, LA	PIPER	PA-30	NONE	190
1027	19DW	091286	RIO VISTA, CA	CHRISTEN	EAGLE II	FATAL	86
1028	4835A	070786	HILO, HI	BELL	206B	FATAL	142
1029	28138	050686	WINCHESTER, TN	BELLANCA	17-31ATC	FATAL	296
1030	NONE	082886	LIMA, OH	SUNBURST	N/A	NONE	254
1031	3001S	060286	ELIZABETHTOWN, KY	BEECH	95-B55	FATAL	174
1032	31185	081586	QUITMAN, GA	GRUMMAN AMER	G-164A	MINOR	136
1033	2730U	080986	CORDELL, OK	CESSNA	172D	NONE	260
1034	83847	072086	PLANO, TX	AERONCA	7AC	SERIOUS	324
1035	8422M	081786	LAKE MURRAY, OK	PIPER	PA-28-161	NONE	266
1036	6128Z	081686	ARDMORE, OK	CESSNA	206	NONE	264
1037	XAMXG	080986	DFW AIRPORT, TX	BOEING	727-200	SERIOUS	326
1038	4493M	082086	FORT STOCKTON, TX	HUGHES	369-500D	NONE	328
1039	7261T	082486	GAINESVILLE, TX	CESSNA	172A	NONE	330
1040	68573	090486	POSTON, AZ	BELLANCA	7KCAB	NONE	38
1041	9158L	052186	LOMPOC, CA	BELLANCA	7ACA	MINOR	62
1042	5925B	041186	DEATH VALLEY, CA	CESSNA	182A	NONE	52
1043	2532M	082986	BIG SANDY, MT	PIPER	PA-12	FATAL	204
1044	62719	072286	NORFOLK, NE	PIPER	PA-23-250T	NONE	234
1045	2054F	092086	CRESTON, IA	BARNES	AX-7	SERIOUS	150
1046	511JN	081786	VANCOUVER, WA	CURTISS	JN4-D	MINOR	368
1047	3764A	052786	KELSO, WA	ARBAUGH EVAN	EVANS VP-1	MINOR	350
1048	7642F	071886	PETERSBURG, AK	PIPER	PA-28	SERIOUS	6
1049	CFILT	071386	ROCHE HARBOR, WA	CESSNA	170B	NONE	360
1050	7001N	060786	YAKIMA, WA	AVIAN	SKYHAWK	NONE	352

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1051	6013T	051786	LANCASTER, CA	CESSNA	150D	NONE	58
1052	98B	072086	BRIDGEVILLE, CA	BROWN	PITTS SPEC	SERIOUS	76
1053	5074V	073186	EVERETT, WA	VARGA	2150A	NONE	364
1054	7583K	072086	THOMAS CREEK, ID	CESSNA	180	NONE	164
1055	86AB	073086	FRIEDENS, PA	BOMBERGER	VANS RV-4	SERIOUS	286
1056	140P	072786	FRANKLIN CENTER, PA	KENNETH PATS	FLY BABY I	FATAL	284
1057	9560J	091886	MESA, AZ	PIPER	PA-28-180	NONE	40
1058	714UL	051786	TONOPAH, AZ	CESSNA	152	MINOR	30
1059	9072Y	051586	TUCSON, AZ	ROBINSON	R22	MINOR	28
1060	89357	051586	JULIAN, CA	CESSNA	152	SERIOUS	56
1061	4239J	050186	PALMDALE, CA	BELL	47G-2	NONE	54
1062	41319	060886	RATHDRUM, ID	HILLER	UH12B	SERIOUS	152
1063	1403A	051786	BLUE RIVER, OR	LAKE AIRCRAF	LA-4-250	FATAL	272
1064	8283T	010786	LIVERMORE, CA	PIPER	PA-28-181	FATAL	46
1065	609PD	021086	COUGAR, WA	MCDONALD-DOU	369D	FATAL	348
1066	6VR	071986	ADDISON, TX	CESSNA	421	FATAL	320
1067	29DS	032086	CUYAMA, CA	BEECHCRAFT	65-A80	NONE	50
1068	6824V	062986	OCALA, FL	MOONEY	M20C	NONE	122
1069	6603	070386	OKOLONA, MS	GRUMMAN	G-164A	MINOR	200
1070	5021M	062986	POMPANO BEACH, FL	BEECH	C23	NONE	120
1071	3879G	052186	FELLSMERE, FL	BELL	UH-1B	MINOR	116
1072	9218X	051786	CRYSTAL RIVER, FL	CESSNA	182E	NONE	114
1073	8935Q	061786	LIVERPOOL, TX	AYERS	S-2R	SERIOUS	312
1074	4UD	070786	ZACHERY, LA	CESSNA	P-210N	MINOR	184
1075	8291E	070486	RICHFIELD, UT	CESSNA	172N	MINOR	344

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1076	8413V	071286	PLEASANT DALE, NE	AERO COMMAND	CALLAIR A-	SERIOUS	232
1077	23BK	020286	SEDGWICK, KS	KUHN	SONERAI II	SERIOUS	166
1080	3099N	071186	RIVERTON, WY	CESSNA	120	NONE	380
1081	6190Z	060786	WILLISTON, ND	PIPER	PA-25	NONE	216
1082	52985	061586	SANTA FE, NM	CESSNA	172P	MINOR	236
1083	2587B	070686	CIMARRON, NM	PIPER	PA-38	MINOR	238
1084	3567Y	060386	HILLSBORO, WI	CESSNA	182F	NONE	370
1085	6469E	061886	WEATHERFORD, TX	CESSNA	172	MINOR	314
1086	29589	101986	JACKSBORO, TX	CESSNA	177	MINOR	342
1087	229EH	061686	THERIOT, LA	AEROSPATIALE	AS350D	SERIOUS	180
1088	9937N	061986	NEW ORLEANS, LA	CESSNA	A185F	MINOR	182
1089	58420	030786	NEW BOSTON, TX	HUGHES	369D	MINOR	300
1090	352AT	071486	CONROE, TX	BELL	206B	SERIOUS	318
1091	65548	071286	BROKEN ARROW, OK	CESSNA	152	SERIOUS	258
1092	7759Z	091386	MARLIN, TX	PIPER	PA-25-235	MINOR	338
1093	3809R	073186	ALBUQUERQUE, NM	CESSNA	172H	MINOR	240
1094	4478V	082486	HELENA, MT	MAYALA	DRAGONFLY	SERIOUS	202
1095	50989	090586	GOODRICH, ND	CESSNA	150J	NONE	224
1096	79910	090786	MONTE VISTA, CO	CESSNA	172K	NONE	102
1098	70824	070686	WELCH, WV	PIPER	J3C-65	SERIOUS	372
1099	325WB	080486	TRENTON, KY	BERNARD	SONERAI II	FATAL	178
1100	76730	053186	MAGNOLIA, KY	CESSNA	120	SERIOUS	172
1103	4817N	080986	ORANGEBURG, SC	GRAY	DRIFTER XP	FATAL	290
1104	6046Z	061886	FUQUAY-VARINA, NC	BEECH	C-23	NONE	210
1105	5340U	092686	DOUGLAS, AZ	CESSNA	210N	NONE	42

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1106	914G	100486	CALISTOGA, CA	GROB	G103 TWIN	SERIOUS	94
1107	67752	102186	SCOTTSDALE, AZ	CESSNA	152	NONE	44
1108	28044	060786	FAYETTEVILLE, GA	PIPER	J3C-65	NONE	132
1109	2592U	051786	ATHENS, GA	CESSNA	172D	FATAL	130
1110	9135W	061586	MIDDLE BASS IS., OH	PIPER	PA-28-235	SERIOUS	248
1111	95354	101686	HANA, HI	CESSNA	152	NONE	144
1112	4083R	082586	RIVERSIDE, CA	PIPER	PA-32-300	NONE	82
1113	112LN	091086	MODESTO, CA	CESSNA	150	NONE	84
1114	3879X	091386	RIO LINDA, CA	AERO COMMAND	100	NONE	88
1115	7181G	091386	NOVATO, CA	CESSNA	172	NONE	90
1116	95010	091586	EL MONTE, CA	CESSNA	152	NONE	92
1117	6585T	052386	TAYLOR, AZ	BEECH	A19	MINOR	34
1118	5106N	070686	VAN NUYS, CA	BOEING	N25-3	NONE	74
1119	3496R	061486	LODI, CA	CESSNA	182L	NONE	70
1120	8780	061586	TAFT, CA	BELLANCA	KCAB	NONE	72
1121	62763	060586	SONOMA, CA	BOEING	A75N1	SERIOUS	68
1122	4146	052686	LAKEPORT, CA	MOONEY	M-18C	NONE	66
1123	172HW	052486	HUNTINGTON BCH, CA	CESSNA	172	NONE	64
1124	7176T	051786	TRACY, CA	CESSNA	172B	NONE	60
1125	3505K	052286	SPRINGERVILLE, AZ	PIPER	PA-28-140	NONE	32
1126	7382Q	082386	GRAND CANYON, AZ	CESSNA	172L	FATAL	36
1127	3632T	081486	LECOMPTE, LA	GRUMMAN	G-164B	NONE	186
1128	2155P	071386	GEORGETOWN, TX	PIPER	PA-23-150	MINOR	316
1129	737XJ	090586	VICK, LA	CESSNA	172N	NONE	188
1130	49037	053186	MOCKSVILLE, NC	CESSNA	152	NONE	206

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1131	30265	061486	PELION, SC	CESSNA	172	NONE	288
1132	861K	030486	MOUNT PLEASANT, TN	BEECH	B90	NONE	294
1133	5935L	060486	CHEYENNE, WY	AMERICAN	AA-1 YANKE	SERIOUS	374
1134	5531S	051186	LAWRENCE, KS	CESSNA	188	NONE	168
1135	66F	050486	MONTICELLO, IA	CESSNA	170B	NONE	146
1136	71551	042386	MOUNTAIN HOME, AR	CESSNA	182M	NONE	24
1137	6630	051486	TEKAMAH, NE	GRUMMAN	G-164A	NONE	230
1138	39967	051886	MONTEZUMA, KS	JACKMAN	PITTS S-1S	NONE	170
1139	4483Q	072186	JONESBORO, AR	CESSNA	188	NONE	26
1140	7982Y	101086	OCEANSIDE, CA	PIPER	PA-30	NONE	96
1141	9099M	062886	SHERIDAN, WY	CESSNA	182P	NONE	378
1142	3030T	071286	CEDAR CITY, UT	CESSNA	320C	NONE	346
1143	2417J	081086	LANGDON, ND	CESSNA	A188B	NONE	220
1144	6768F	072186	ALLEGAN, MI	CESSNA	150	NONE	196
1145	4927J	060386	TYLER, AL	CESSNA	T188	NONE	18
1146	50HZ	082486	WADSWORTH, OH	PIPER	PA-23-250	MINOR	252
1148	18174	030786	TEHACHAPI, CA	CESSNA	177B	NONE	48
1149	9031S	070686	MARCO ISLAND, FL	BEECH	36	MINOR	124
1150	30Y	021386	KALAUPAPA, HI	BEECH	E18S	MINOR	140
1151	6352D	052886	VEGA, TX	CESSNA	172N	NONE	302
1152	5542P	092586	PEARLAND, TX	CESSNA	152	FATAL	340
1153	3678Q	083086	MARYSVILLE, OH	BEECH	A23A	NONE	256
1154	7427D	100586	NORTH POLE, AK	PIPER	PA-22	NONE	16
1155	202T	092086	WINDY FORK RIVE, AK	PIPER	PA-18	NONE	12
1156	5354G	093086	FOGNAK ISLAND, AK	DEHAVILLAND	DHC-2	NONE	14

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1157	3996P	091386	WASILLA, AK	PIPER	PA-18-150	SERIOUS	8
1158	77LM	091686	REDOUBT BAY, AK	MAULE	M-5-235C	NONE	10
1160	285G	082486	ARDMORE, AL	BEECH	BE-19	NONE	22
1161	84463	070486	MULINO, OR	AERONCA	7AC	FATAL	278
1162	9761U	061086	ROUND MOUNTAIN, NV	GRUMMAN	AA-5A	FATAL	244
1163	3618R	083086	JOHN DAY, OR	PIPER	PA-28-180	FATAL	280
1164	5481L	080986	CLEVELAND, WA	GRUMMAN	AA-5	FATAL	366
1165	7092J	072186	NAHCOTTA, WA	BELL	47G3B2	MINOR	362
1166	5636D	071286	BOISE, ID	MAULE	M-5-235C	NONE	162
1167	5698X	071286	ROYAL CITY, WA	ROCKWELL	S2R	NONE	358
1168	40646	070886	JUNEAU, AK	MAULE	M-4-220C	NONE	4
1169	73BJ	061586	RALEIGH, NC	PITTS	S-15	NONE	208
1170	1641F	070486	GLENN'S FERRY, ID	CESSNA	172	NONE	160
1171	4013D	063086	JORDAN VALLEY, OR	AYERS THRUSH	S2RT34	FATAL	276
1172	9621P	070186	REXBURG, ID	PIPER	PA-25-260	MINOR	158
1173	9574J	070186	OTHELLO, WA	CESSNA	T-188-C	NONE	356
1174	2776V	052386	NOMAN'S LAND, MA	BELL	206B	FATAL	192
1175	10949	071086	SHELBYVILLE, KY	CESSNA	150L	NONE	176
1176	7098A	070786	KIRKLAND, OH	CESSNA	172	NONE	250
1177	169HA	081286	SALINAS, CA	HILLER	UH21E	NONE	80
1178	45188	080786	SAN JOSE, CA	CESSNA	177RG	NONE	78
1179	309EA	021586	JAMAICA, NY	LOCKHEED	L-1011-385	SERIOUS	246
1180	3410J	090486	SMITHFIELD, NC	CESSNA	150	NONE	212
1181	2373G	103186	WINSTON-SALEM, NC	PIPER	PA-38-112	NONE	214
1182	39204	091686	GRAND JUNCTION, CO	QUICKIE	Q-2	NONE	104

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1184	67297	071386	FARGO, ND	BEECH	95-B55	NONE	218
1185	24151	082386	SANTA FE, NM	PIPER	PA-38	MINOR	242
1186	8125H	100886	GRAFTON, ND	PIPER	PA-32R-301	NONE	226
1187	4226N	060386	WINNIE, TX	WSK-PZL-MIEL	PZL-M-18	MINOR	304
1188	37RA	060886	WITCHITA FALLS, TX	CESSNA	170B	NONE	306
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1190	23039	061186	MESQUITE, TX	CESSNA	150H	SERIOUS	308
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1193	2187C	071286	ORLANDO, FL	CESSNA	195A	NONE	128
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AIRCRAFT ACCIDENT REPORTS
BRIEF FORMAT
U.S. CIVIL AND FOREIGN AVIATION
ISSUE NUMBER 6 OF 1986 ACCIDENTS

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1009 6/10/86 PETERSBURG, AK A/C Reg. No. N8W Time (Lcl) - 1930 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

Make/Model - SMITH MINIPLANE 1
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1000
No. of Seats - 2

Eng Make/Model - LYCOMING UNK
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 125 HP

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

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

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
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
PETERSBURG, AK
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 30

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 505	Last 24 Hrs	- UNK/NR
Make/Model-	49	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	19
		Rotorcraft	- 1

Instrument Rating(s) - NONE

-----Narrative-----

AFTER DERARTING THE ARPT AND FLYING ABOUT 75 FT AGL, THE PLT ADDED POWER AND ATTEMPTED TO CLIMB. THERE WAS A POWER HESITATION AND THE ACFT DID NOT CLEAR TREES IN IT'S PATH. THE ACFT STRUCK TREES AND DESCENDED TO GROUND IMPACT. THE PLT STATED THAT HE THOUGHT THAT THERE HAD BEEN WATER IN THE FUEL AND THE ACFT HAD BEEN STORED WITHOUT THE FUEL TANKS BEING TOPPED OFF.

Brief of Accident (Continued)

File No. - 1009

6/10/86

PETERSBURG, AK

A/C Reg. No. N8W

Time (Lcl) - 1930 ADT

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

Finding(s)

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

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation CLIMB - TO CRUISE

Finding(s)

4. OBJECT - TREE(S)
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1168 7/08/86 JUNEAU, AK A/C Reg. No. N40646 Time (Lcl) - 2030 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	0	0	0	1
Flight Conducted Under	-14 CFR 91	0	0	0	1
Accident Occurred During	-LANDING	0	0	0	1

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

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

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

Make/Model - MAULE M-4-220C
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2100
No. of Seats - 4

Eng Make/Model - FRANKLIN 6A-350-C1
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 220 HP

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

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

Weather Data

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

Basic Weather - VMC

Wind Dir/Speed - CALM

Visibility - 30.0 SM

Lowest Sky/Clouds - 4000 FT SCATTERED

Lowest Ceiling - 7000 FT BROKEN

Obstructions to Vision - NONE

Precipitation - NONE

Condition of Light - DUSK

Itinerary

Last Departure Point

GUSTAVIS, AK

Destination

LOCAL

Airport Proximity

ON AIRPORT

Airport Data

JUNEAU

Runway Ident - 08

Runway Lth/Wid - 8456/ 150

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - VFR

Type of Clearance - NONE

Type Apch/Lndg - FULL STOP

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 37

Biennial Flight Review

Current - YES

Months Since - 0

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 141 Last 24 Hrs - 3

Make/Model - 5 Last 30 Days - UNK/NR

Instrument - 2 Last 90 Days - 5

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT VEERED LEFT AND GROUND LOOPED DURING LANDING ROLL. THE RIGHT MAIN GEAR STRUT COLLAPSED DURING THE LANDING. THE PLT HAD 5 HOURS TOTAL FLT TIME IN THIS ACFT AND STATED THE TOE BRAKES SEEMED "TOUCHY" DURING THE LANDING.

Brief of Accident (Continued)

File No. - 1168

7/08/86

JUNEAU, AK

A/C Reg. No. N40646

Time (Lcl) - 2030 ADT

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

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1048 7/18/86 PETERSBURG, AK A/C Reg. No. N7642F Time (Lcl) - 0330 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire
NONE

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

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

Make/Model - PIPER PA-28
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2325
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E3B
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 151 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 - IMC
Wind Dir/Speed - CALM
Visibility - UNK/NR
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - OBSCURED
Obstructions to Vision - FOG
Precipitation - NONE
Condition of Light - DAWN

Itinerary

Last Departure Point
PETERSBURG, AK
Destination
WRANGELL, 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)
STUDENT

Age - 47
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - EXPIRED
Flight Time (Hours)

Total	- 201	Last 24 Hrs	- UNK/NR
Make/Model	- UNK/NR	Last 30 Days	- UNK/NR
Instrument	- 4	Last 90 Days	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED HE HAD TAKEN OFF IN "OK VISIBILITY" AND PROCEEDED TOWARD WRANGELL, ALASKA. EN ROUTE HE ENCOUNTERED "GROUND FOG" AND WAS IN THE PROCESS OF TURNING AROUND WHEN HE "HIT CONNER (SIC) OF FOG ON THE HILLSIDE. THEN HIT TREES." THE PASSENGER REPORTED TO POLICE THAT THEY WERE GETTING LOWER AND LOWER DURING THE FLIGHT BEFORE HITTING THE TREES.

Brief of Accident (Continued)

File No. - 1048

7/18/86

PETERSBURG, AK

A/C Reg. No. N7642F

Time (Lcl) - 0330 ADT

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

Finding(s)

1. LIGHT CONDITION - DAWN
 2. WEATHER CONDITION - FOG
 3. WEATHER EVALUATION - POOR - PILOT IN COMMAND
 4. FLIGHT INTO KNOWN ADVERSE WEATHER - ATTEMPTED - PILOT IN COMMAND
-

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

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) 4

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1157	9/13/86	WASILLA,AK	A/C Reg. No. N3996P	Time (Lcl) - 1137 ADT
-----Basic Information-----				
Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Injuries		
	SUBSTANTIAL	Fatal	Serious	Minor
Type of Operation -PERSONAL	Fire	Crew	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0
Accident Occurred During -DESCENT			0	0
-----Aircraft Information-----				
Make/Model - PIPER PA-18-150	Eng Make/Model - LYCOMING O-320	ELT Installed/Activated - YES/NO		
Landing Gear - FLOAT	Number Engines - 1	Stall Warning System - NO		
Max Gross Wt - 1850	Engine Type - RECIPROCATING-CARBURETOR			
No. of Seats - 1	Rated Power - 150 HP			
-----Environment/Operations Information-----				
Weather Data	Itinerary	Airport Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP		
Method - N/A	WASILLA,AK			
Completeness - N/A	Destination	Airport Data		
Basic Weather - VMC	ANCHORAGE,AK	WASILLA LAKE SEAPLANE		
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - N/A		
Visibility - 75.0 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 - 33	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT		
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)		
COMMERCIAL	Current - UNK/NR	Total - 7000	Last 24 Hrs - UNK/NR	
SE LAND,ME LAND,SE SEA	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) - AIRPLANE				
-----Narrative-----				
FLOAT PLANE CRASHED INTO TREES AT END OF LAKE JUST AFTER TAKEOFF. WITNESSES REPORTED HEARING THE ENGINE BACKFIRE AND SPUTTER BEFORE IT QUIT. POST ACCIDENT EXAMINATION OF THE ENGINE FAILED TO DISCLOSE MECANICAL FAILURES/MALFUNCTIONS.				

Brief of Accident (Continued)

File No. - 1157

9/13/86

WASILLA, AK

A/C Reg. No. N3996P

Time (Lc1) - 1137 ADT

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

Finding(s)

1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1158 9/16/86 REDOUBT BAY, AK A/C Reg. No. N77LM Time (Lcl) - 1335 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	1

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

Fire NONE
Crew 0
Pass 0

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

Make/Model - MAULE M-5-235C
Landing Gear - FLOAT
Max Gross Wt - 2300
No. of Seats - 2

Eng Make/Model - LYCOMING O-540
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 235 HP

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

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

Weather Data

Wx Briefing - FSS
Method - ACFT RADIO
Completeness - PARTIAL, LMTD BY PILOT
Basic Weather - IMC
Wind Dir/Speed- CALM
Visibility - 7.0 SM
Lowest Sky/Clouds - 500 FT
Lowest Ceiling - BROKEN
Obstructions to Vision- UNK/NR
Precipitation - RAIN
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
AFOGNAK ISLAND, AK
Destination
KENAI, AK

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 40

Biennial Flight Review

Current - YES
Months Since - 12
Aircraft Type - M-5-235

Medical Certificate - EXPIRED

Flight Time (Hours)

Total - 411	Last 24 Hrs - UNK/NR
Make/Model- 149	Last 30 Days- UNK/NR
Instrument- 2	Last 90 Days- 34

Instrument Rating(s) - NONE

-----Narrative-----

THE NON-INSTRUMENT RATED PVT PLT BECAME CAUGHT ON TOP OF A CLOUD LAYER DURING FLT AND WAS GIVEN ATC ASSISTANCE. AFTER GETTING BELOW THE CLOUDS THE PLT ENCOUNTERED FOG COVERED LAND AND WATER. THE PLT LANDED THE FLOATPLANE IN SHALLOW WATER IN AN INLET. THE FLOATS HIT A SAND BAR CAUSING THE ACFT TO NOSE OVER.

Brief of Accident (Continued)

File No. - 1158

9/16/86

REDOUBT BAY, AK

A/C Reg. No. N77LM

Time (Lcl) - 1335 ADT

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

Finding(s)

1. WEATHER CONDITION - CLOUDS
2. WEATHER CONDITION - FOG
3. WEATHER FORECAST - NOT ATTAINED - PILOT IN COMMAND
4. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
5. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
6. VFR FLIGHT INTO IMC - INTENTIONAL - PILOT IN COMMAND

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

Finding(s)

7. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1155	9/20/86	WINDY FORK RIVE, AK	A/C Reg. No. N202T	Time (Lcl) - 2000 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 -LANDING			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 - YES
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 - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

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

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE PILOT LOST CONTROL OF THE AIRCRAFT AND NOSED OVER DURING LANDING ON A GRAVEL BAR. THE PILOT STATED THAT THE AIRPLANE NOSED OVER BECAUSE HE STOOD ON THE BRAKES HARD DURING THE LANDING ROLL TO PREVENT TRAVELING INTO THE RIVER. THE PLT COULD NOT BE CONTACTED AFTER THE ACCIDENT.

Brief of Accident (Continued)

File No. - 1155

9/20/86

WINDY FORK RIVE,AK

A/C Reg. No. N202T

Time (Lc1) - 2000 ADT

Occurrence NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

1. TERRAIN CONDITION - LOOSE GRAVEL/SANDY
2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
3. JUDGEMENT - POOR - PILOT IN COMMAND
4. BRAKES(NORMAL) - EXCESSIVE - 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) 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. - 1156	9/30/86	FOGNAK ISLAND, AK	A/C Reg. No. N5354G	Time (Lcl) - 1845 ADT
<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	Serious	0
Accident Occurred During	-TAKEOFF		Minor	0
			None	1
				0
<hr/>				
-----Aircraft Information-----				
Make/Model	- DEHAVILLAND DHC-2	Eng Make/Model	- P&W R985-14B	ELT Installed/Activated
Landing Gear	- FLOAT	Number Engines	- 1	- YES/NO
Max Gross Wt	- 5100	Engine Type	- RECIPROCATING-CARBURETOR	Stall Warning System
No. of Seats	- 6	Rated Power	- 450 HP	- YES
<hr/>				
-----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		
Basic Weather	- VMC	SAME AS ACC/INC	Airport Data	
Wind Dir/Speed	- CALM		Runway Ident - N/A	
Visibility	- 10.0 SM	ATC/Airspace	Runway Lth/Wid - N/A	
Lowest Sky/Clouds	- 1500 FT SCATTERED	Type of Flight Plan	Runway Surface - N/A	
Lowest Ceiling	- NONE	Type of Clearance	Runway Status - N/A	
Obstructions to Vision	- NONE	Type Apch/Lndg		
Precipitation	- NONE			
Condition of Light	- DAYLIGHT			
<hr/>				
-----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	- 7504	Last 24 Hrs - 2
SE LAND, ME LAND, SE SEA	Months Since - 2	Make/Model	- 110	Last 30 Days - 100
HELICOPTER	Aircraft Type - DHC-2	Instrument	- 105	Last 90 Days - 210
		Multi-Eng	- 1185	Rotorcraft - 523
<hr/>				
Instrument Rating(s) - AIRPLANE				
<hr/>				
-----Narrative-----				
ON TAKEOFF THE RIGHT DOOR POPPED OPEN. THE PILOT REACHED ACROSS TO PULL THE DOOR CLOSED AND LOST DIRECTIONAL CONTROL OF THE AIRCRAFT. THE AIRCRAFT THEN STRUCK A TREE NEAR THE BANK OF THE LAKE.				
<hr/>				

Brief of Accident (Continued)

File No. - 1156

9/30/86

FOGNAK ISLAND, AK

A/C Reg. No. N5354G

Time (Lcl) - 1845 ADT

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

Finding(s)

1. DOOR, EXTERIOR CREW - OPEN
2. IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION - PILOT IN COMMAND
3. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

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

Finding(s)

5. OBJECT - TREE(S)

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1154	10/05/86	NORTH POLE, AK	A/C Reg. No. N7427D	Time (Lcl) - 1230 ADT
<hr/>				
-----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 4
Accident Occurred During -LANDING				
<hr/>				
-----Aircraft Information-----				
Make/Model - PIPER PA-22	Eng Make/Model - LYCOMING O-320	ELT Installed/Activated - YES/NO		
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES		
Max Gross Wt - 2000	Engine Type - RECIPROCATING-CARBURETOR			
No. of Seats - 4	Rated Power - 150 HP			
<hr/>				
-----Environment/Operations Information-----				
Weather Data		Itinerary	Airport Proximity	
Wx Briefing - NO RECORD OF BRIEFING		Last Departure Point	ON AIRSTRIIP	
Method - N/A		SAME AS ACC/INC		
Completeness - N/A		Destination	Airport Data	
Basic Weather - VMC		SAME AS ACC/INC		
Wind Dir/Speed- 030/005 KTS		ATC/Airspace	Runway Ident - UNK/NR	
Visibility - 25.0 SM		Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR	
Lowest Sky/Clouds - 2500 FT SCATTERED		Type of Clearance - NONE	Runway Surface - UNK/NR	
Lowest Ceiling - NONE		Type Apch/Lndg - FULL STOP	Runway Status - UNK/NR	
Obstructions to Vision- NONE				
Precipitation - NONE				
Condition of Light - DAYLIGHT				
<hr/>				
-----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 - 285	Last 24 Hrs - 1	
SE LAND	Months Since - 16	Make/Model- 67	Last 30 Days- 1	
	Aircraft Type - PA-22	Instrument- 0	Last 90 Days- 7	
<hr/>				
Instrument Rating(s) - NONE				
<hr/>				
-----Narrative-----				
AFTER TOUCHDOWN ON THE GRASS NEXT TO THE RUNWAY, THE PILOT LOST DIRECTIONAL CONTROL OF THE AIRCRAFT AND STRUCK A SNOWBANK.				
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Brief of Accident (Continued)

File No. - 1154

10/05/86

NORTH POLE, AK

A/C Reg. No. N7427D

Time (Lcl) - 1230 ADT

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

Finding(s)

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

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

Finding(s)

4. TERRAIN CONDITION - SNOWBANK
-

----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. - 1145	6/03/86	TYLER,AL	A/C Reg. No. N4927J	Time (Lcl) - 1500 CDT
<hr/>				
----Basic Information----				
Type Operating Certificate-AGRICULTURAL AIRCRAFT		Aircraft Damage	Injuries	
		SUBSTANTIAL		
Type of Operation	-AERIAL APPLICATION	Fire	Fatal	Serious
Flight Conducted Under	-14 CFR 137	NONE	Crew 0	0
Accident Occurred During	-LANDING		Pass 0	0
			Minor 0	None 1
				0
<hr/>				
----Aircraft Information----				
Make/Model	- CESSNA T188	Eng Make/Model	CONTINENTAL TS10-520	
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	
Max Gross Wt	- 3300	Engine Type	- RECIP-FUEL INJECTED	
No. of Seats	- 1	Rated Power	- 300 HP	
			ELT Installed/Activated - NO -N/A	
			Stall Warning System - YES	
<hr/>				
----Environment/Operations Information----				
Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP	
Method	- N/A	SAME AS ACC/INC		
Completeness	- N/A	Destination	Airport Data	
Basic Weather	- VMC	SAME AS ACC/INC		
Wind Dir/Speed	- 140/004 KTS	ATC/Airspace	Runway Ident - N/A	
Visibility	- 5.0 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 - 32	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT		
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)		
COMMERCIAL	Current - YES	Total - 3560	Last 24 Hrs - 4	
SE LAND	Months Since - 1	Make/Model- 800	Last 30 Days- UNK/NR	
	Aircraft Type - UNK/NR	Instrument- 10	Last 90 Days- 80	
<hr/>				
Instrument Rating(s) - NONE				
<hr/>				
----Narrative----				
DURING A TAKEOFF FROM A FIELD STRIP THE PLT EXPERIENCED A COMPLETE ENG FAILURE. THE PLT MADE A FORCED LANDING IN A PECAN ORCHARD WHICH RESULTED IN AIRFRAME DAMAGE. POWERPLANT EXAM DISCLOSED THAT THE ENG DRIVE FUEL PUMP HAD FAILED.				
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Brief of Accident (Continued)

File No. - 1145

6/03/86

TYLER,AL

A/C Reg. No. N4927J

Time (Lc1) - 1500 CDT

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

Finding(s)
1. FUEL SYSTEM,PUMP - FAILURE,TOTAL
2. FLUID - STARVATION

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)
3. OBJECT - 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. - 1015	6/07/86	MAGNOLIA SPRING,AL	A/C Reg. No. N9105R	Time (Lcl) - 0930 CDT
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----Basic Information----

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

----Aircraft Information----

Make/Model - CESSNA A188B	Eng Make/Model - CONTINENTAL IO-520-D-23	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	MAGNOLIA SPRING,AL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 010/005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 2400 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 10000 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 - 44	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1606
SE LAND,ME LAND	Months Since - 10	Last 24 Hrs - 2
	Aircraft Type - PA-28	Make/Model- UNK/NR
		Last 30 Days- UNK/NR
		Instrument- 65
		Last 90 Days- 8
		Multi-Eng - 20
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

----Narrative----

DURING A SPRAY RUN THE PLT ATTEMPTED TO CLIMB OVER A TALL TREE, THE ACFT FAILED TO CLEAR THE TREE WHICH WAS CONTACTED WITH THE RIGHT WING. THE ACFT THEN CRASH LANDED IN A FIELD. THE ACFT WAS OBSERVED TO STAGGER DURING SEVERAL TURNS EARLIER IN THE OPERATION. NO MECHANICAL PROBLEMS WERE REPORTED.

Brief of Accident (Continued)

File No. - 1015

6/07/86

MAGNOLIA SPRING, AL

A/C Reg. No. N9105R

Time (Lcl) - 0930 CDT

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

Finding(s)

1. AIRCRAFT PERFORMANCE, CLIMB CAPABILITY - LACK OF
 2. PERFORMANCE DATA - NOT USED - PILOT IN COMMAND
 3. OBJECT - TREE(S)
-

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

Finding(s)

4. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1160	8/24/86	ARDMORE, AL	A/C Reg. No. N285G	Time (Lcl) - 1115 CDT
<hr/>				
----Basic Information----				
Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries	
		SUBSTANTIAL		
Type of Operation	-PERSONAL	Fire	Fatal	Serious
Flight Conducted Under	-14 CFR 91	NONE	Crew 0	0
Accident Occurred During	-LANDING		Pass 0	0
				Minor 0
				None 1
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----Aircraft Information----				
Make/Model	- BEECH BE-19	Eng Make/Model	- LYCOMING O-320	
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	
Max Gross Wt	- 2150	Engine Type	- RECIPROCATING-CARBURETOR	
No. of Seats	- 4	Rated Power	- 150 HP	
			ELT Installed/Activated - YES/NO	
			Stall Warning System - YES	
<hr/>				
----Environment/Operations Information----				
Weather Data		Itinerary	Airport Proximity	
Wx Briefing - NO RECORD OF BRIEFING		Last Departure Point	ON AIRPORT	
Method - N/A		LAWRENCEBURG, TN		
Completeness - N/A		Destination	Airport Data	
Basic Weather - VMC		ARDMORE, AL	ARDMORE	
Wind Dir/Speed- UNK/NR		ATC/Airspace	Runway Ident - 15	
Visibility - 5.0 SM		Type of Flight Plan - NONE	Runway Lth/Wid - 2600/ 75	
Lowest Sky/Clouds - CLEAR		Type of Clearance - NONE	Runway Surface - GRASS/TURF	
Lowest Ceiling - NONE		Type Apch/Lndg - FULL STOP	Runway Status - DRY	
Obstructions to Vision- NONE				
Precipitation - NONE				
Condition of Light - DAYLIGHT				
<hr/>				
----Personnel Information----				
Pilot-In-Command	Age - 33	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT		
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)		
COMMERCIAL, CFI	Current - YES	Total - 1391	Last 24 Hrs - 8	
SE LAND, ME LAND	Months Since - 12	Make/Model- 17	Last 30 Days- UNK/NR	
	Aircraft Type - PA-23	Instrument- 101	Last 90 Days- 202	
<hr/>				
Instrument Rating(s) - AIRPLANE				
<hr/>				
----Narrative----				
DURING THE LANDING ATTEMPT, THE PILOT ELECTED TO GO-AROUND AFTER HE REALIZED THAT A SAFE LANDING COULD NOT BE COMPLETED. DURING THE GO-AROUND THE ACFT SETTLED TO THE RWY AFTER THE PILOT RETRACTED THE FLAPS. THE ACFT ROLLED OFF THE DEPARTURE END OF THE RWY AT FULL PWR AND COLLIDED WITH A DIRT PILE AND ROCKS.				
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Brief of Accident (Continued)

File No. - 1160

8/24/86

ARDMORE,AL

A/C Reg. No. N285G

Time (Lc1) - 1115 CDT

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

Finding(s)

1. PLANNED APPROACH - INADEQUATE - PILOT IN COMMAND
2. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
3. ALTITUDE - DISREGARDED - PILOT IN COMMAND
4. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
5. GO-AROUND - IMPROPER - PILOT IN COMMAND

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

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) 4,5

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1136 4/23/86 MOUNTAIN HOME, AR A/C Reg. No. N71551 Time (Lcl) - 1400 CST

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRSTRIP
Method - TELEPHONE	MADISON, WI	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	UNK/NR	VALLEY
Wind Dir/Speed- 150/011 KTS	ATC/Airspace	Runway Ident - 09
Visibility - 15.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 2800/ 50
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
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 - YES	Total - 169
SE LAND	Months Since - 1	Last 24 Hrs - UNK/NR
	Aircraft Type - C-172	Make/Model- 11
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 14

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT NOSE GEAR COLLAPSED DURING A HARD LANDING. THE PLT STATED THAT HIS ORIGINAL DESTINATION WAS GASTONS ARPT, LAKEVIEW, AR, WHICH HAS A TURF RWY. THERE ARE THREE OTHER ARPTS IN CLOSE PROXIMITY TO GASTONS, BUT ALL HAVE PAVED RWYS. HE FURTHER STATED THAT AS HE ARRIVED IN THE AREA, HE WAS DISORIENTED ABOUT WHICH ARPT WAS THE CORRECT ONE. HE CHOSE VALLEY, A PRIVATE ARPT WITH A PAVED EAST-WEST RUNWAY. SURFACE WINDS WERE REPORTEDLY FROM THE SOUTHEAST AT ELEVEN KNOTS.

Brief of Accident (Continued)

File No. - 1136

4/23/86

MOUNTAIN HOME, AR

A/C Reg. No. N71551

Time (Lcl) - 1400 CST

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 2. IMPROPER USE OF PROCEDURE, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
 3. WEATHER CONDITION - CROSSWIND
 4. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
 5. FLARE - IMPROPER - PILOT IN COMMAND
-

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

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1139	7/21/86	JONESBORO, AR	A/C Reg. No. N4483Q	Time (Lcl) - 0900 CDT
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-----Basic Information-----

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

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

Make/Model - CESSNA 188	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 - 3800	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 1	Rated Power - 300 HP	

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed - 050/007 KTS</p> <p>Visibility - 15.0 SM</p> <p>Lowest Sky/Clouds - 8000 FT</p> <p>Lowest Ceiling - 8000 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 - LAKE CITY, AR</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</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 - 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 - 39</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 2</p> <p>Aircraft Type - C-150</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 2463</p> <p>Make/Model - 240</p> <p>Instrument - 48</p> <p>Last 24 Hrs - 10</p> <p>Last 30 Days - UNK/NR</p> <p>Last 90 Days - 241</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS ENGAGED IN SPRAYING A RICE FIELD WHEN, ACCORDING TO THE PLT, A TOTAL LOSS OF POWER OCCURRED. THE ACFT WAS SUBSEQUENTLY DAMAGED DURING A FORCED LANDING IN AN OPEN FIELD. DUE TO THE LACK OF FUEL WHICH HE OBSERVED AFTER THE ACCIDENT, THE ACFT OWNER STATED HE BELIEVED THE PLT RAN OUT OF FUEL. A POST ACCIDENT ENGINE RUN WAS SUCCESSFUL AND NO MECHANICAL DESCREPANCIES WERE FOUND.

Brief of Accident (Continued)

File No. - 1139

7/21/86

JONESBORO, AR

A/C Reg. No. N4483Q

Time (Lcl) - 0900 CDT

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

Finding(s)

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

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

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) 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. - 1059	5/15/86	TUCSON,AZ	A/C Reg. No. N9072Y	Time (Lcl) - 1100 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	1
Accident Occurred During - LANDING			0	0	0

----Aircraft Information----

Make/Model - ROBINSON R22	Eng Make/Model - LYCOMING O-320-B2C	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 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	TUCSON,AZ	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	RYAN FIELD
Wind Dir/Speed- 180/013 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 60.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 25000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - SIMULATED FORCED LANDING	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	Current - YES	Total - 2020
SE LAND,ME LAND,SE SEA	Months Since - 1	Make/Model- 1920
HELICOPTER	Aircraft Type - R-22	Instrument- 550
		Multi-Eng - 2160
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 175
		Rotorcraft - 1190

Instrument Rating(s) - AIRPLANE,HELICOPTER

----Narrative----

THE HELICOPTER LANDED HARD AFTER A PRACTICE AUTOROTATION WITH A POWER RECOVERY. AT APRX 550 FT AGL THE CFI ANNOUNCED A SIMULATED ENG FAILURE TO THE ATP AND THE THROTTLE WAS CLOSED TO FLIGHT IDLE. THE ATP ENTERED AN AUTOROTATION SMOOTHLY AND TURNED LEFT RAPIDLY INTO THE WIND. DURING THE TURN THE ROTOR RPM BEGAN TO INCREASE AND THE CFI INCREASED THE COLLECTIVE TO MAINTAIN ROTOR RPM WITHIN LIMITS AND THEN REDUCED IT. THE THE ATP BEGAN TO DECELERATE AT 300 FT AGL AND AIRSPEED BEGAN TO DECREASE. AT 55 KTS INDICATED AIRSPEED, THE CFI CALLED FOR A POWER RECOVERY. THE ROTOR RPM BEGAN TO DECREASE AND THE CFI GOT ON THE CONTROLS AND ATTEMPTED TO EXECUTE A POWER RECOVERY. THE ATP HAD A TIGHT GRIP ON THE THROTTLE IN THE OVERRIDE POSITION. THE CFI WAS UNABLE TO TWIST THE THROTTLE TO THE POSITIVE RANGE POSITION. AT 100 FT AGL THE CFI NOTICED LOW ROTOR RPM AND AN EXCESSIVE RATE OF DESCENT. THE CFI FLARED THE ACFT AND ATTEMPTED TO CUSHION THE LANDING BUT THE ACFT LANDED HARD.

Brief of Accident (Continued)

File No. - 1059

5/15/86

TUCSON, AZ

A/C Reg. No. N9072Y

Time (Lcl) - 1100 MST

Occurrence #2 MISCELLANEOUS/OTHER
Phase of Operation DESCENT

Finding(s)

1. AUTOROTATION - SIMULATED - PILOT IN COMMAND(CFI)
2. ROTOR RPM - NOT MAINTAINED - PILOT IN COMMAND
3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
4. PROPER DESCENT RATE - NOT MAINTAINED - PILOT IN COMMAND
5. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND(CFI)
6. CREW/GROUP COORDINATION - INADEQUATE - PILOT IN COMMAND(CFI)

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

Finding(s)

7. ROTOR RPM - INADEQUATE - PILOT IN COMMAND(CFI)
8. PROPER DESCENT RATE - EXCEEDED - PILOT IN COMMAND(CFI)

Occurrence #4 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

9. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND(CFI)

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

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

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,6,7,8,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1058	5/17/86	TONOPAH, AZ	A/C Reg. No. N714UL	Time (Lcl) - 0810 MST
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-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Fatal	Injuries		
	DESTROYED		Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew	0	1	0
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 D-235-L2C	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 108 HP	

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

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	PHOENIX, AZ	PHOENIX-GOODYEAR
Wind Dir/Speed- 020/012 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 65.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 20000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 46	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT		
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)		
PRIVATE	Current - NO	Total -	103	Last 24 Hrs - 4
SE LAND	Months Since - UNK/NR	Make/Model-	84	Last 30 Days- 8
	Aircraft Type - UNK/NR	Instrument-	0	Last 90 Days- 15

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH A TRUCK DURING TAKEOFF GROUND RUN FROM AN INTERSTATE. THE PLT INDICATED THE ACFT HAD RUN OUT OF FUEL ON THE X-COUNTRY FLT AND HE HAD NOT REFUELED AT THE DEPARTURE POINT. HE LANDED ON THE INTERSTATE WITHOUT INCIDENT AND SENT HIS PAX FOR FUEL. THE PAX RETURNED WITH APPROXIMATELY 10 GALS OF 100 LL. SEVERAL TRUCKERS STOPPED THE HWY TRAFFIC IN THE EASTBOUND LANES SO THE PLT COULD TAKEOFF. A TRUCK WAS PARKED APPROXIMATELY 600 FT FROM THE START POINT IN THE RIGHT EMERGENCY LANE (SOUTH SIDE OF EASTBOUND LANES.) THE PLT INITIATED A SOLO TAKEOFF FROM THE INTERSTATE AND THE ACFT ACCELERATED TO APPROXIMATELY 40 KNOTS. AS THE ACFT PASSED THE TRUCK THE RIGHT WING TIP STRUCK THE REAR CORNER OF THE TRUCK GROUND LOOPING THE ACFT INTO THE TRUCK'S LEFT SIDE. THE WINDS AT AN AIRPORT LOCATED 40 MILES TO THE EAST WERE REPORTED FROM THE NORTH AT 12 KNOTS AT THE TIME OF THE ACCIDENT.

Brief of Accident (Continued)

File No. - 1058

5/17/86

TONOPAH, AZ

A/C Reg. No. N714UL

Time (Lcl) - 0810 MST

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

Finding(s)

1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - CONGESTED
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
4. WEATHER CONDITION - CROSSWIND
5. WIND INFORMATION - NOT IDENTIFIED - PILOT IN COMMAND
6. COMPENSATION FOR WIND CONDITIONS - POOR - PILOT IN COMMAND
7. JUDGEMENT - POOR - PILOT IN COMMAND

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

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

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. - 1125 5/22/86 SPRINGERVILLE, AZ A/C Reg. No. N3505K Time (Lcl) - 0645 MST

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

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

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

Make/Model - PIPER PA-28-140	Eng Make/Model - LYCOMING O-320-E2A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2150	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SPRINGERVILLE, AZ	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	SPRINGERVILLE-EAGER MUNI
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 21
Visibility - 60.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 6600/ 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	GO AROUND	
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)
STUDENT	Current - N/A	Total - 12
	Months Since - N/A	Last 24 Hrs - 1
	Aircraft Type - N/A	Make/Model- 10
		Instrument- 0
		Last 30 Days- 12
		Last 90 Days- 12

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH TWO PARKED ACFT AFTER THE STUDENT PILOT LOST CONTROL DURING A GO-AROUND. THE STUDENT STATED THAT DURING HIS FIRST LANDING OF THE DAY THE ACFT STARTED TO "SLIDE SIDEWAYS" AND HE ELECTED TO GO-AROUND. HE INCREASED THE THROTTLE AND THE ACFT DRIFTED OFF THE RUNWAY AND EVENTUALLY BECAME AIRBORNE. HE THEN REALIZED THAT HE STILL HAD THE FLAPS IN THE FULL DOWN POSITION. REMEMBERING THAT HIS FLIGHT INSTRUCTOR TOLD HIM IT WAS WRONG TO TAKE OFF WITH FULL FLAPS, THE STUDENT PILOT RETRACTED THE FLAPS TO THE FULL UP POSITION. THE ACFT SETTLED ONTO THE RAMP AREA AND THE STUDENT ATTEMPTED TO TAKE OFF AGAIN BY APPLYING FULL POWER. THE ACFT ACCELERATED AND STRUCK TWO PARKED ACFT.

Brief of Accident (Continued)

File No. - 1125

5/22/86

SPRINGVILLE,AZ

A/C Reg. No. N3505K

Time (Lc1) - 0645 MST

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

Finding(s)

1. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
3. GO-AROUND - IMPROPER - PILOT IN COMMAND
4. RAISING OF FLAPS - NOT PERFORMED - PILOT IN COMMAND

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

Finding(s)

5. RAISING OF FLAPS - PREMATURE - PILOT IN COMMAND
6. STALL/MUSH - PERFORMED - PILOT IN COMMAND
7. IMPROPER USE OF PROCEDURE,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

8. OBJECT - AIRCRAFT PARKED

----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) 1,4,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1117	5/23/86	TAYLOR, AZ	A/C Reg. No. N6585T	Time (Lcl) - 2145 MST
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-----Basic Information-----

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

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

Make/Model - BEECH A19	Eng Make/Model - LYCOMING O-320-E2C	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2250	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	UNK/NR
Method - TELEPHONE	TAYLOR, AZ	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	MESA, AZ	TAYLOR
Wind Dir/Speed- 250/003 KTS	ATC/Airspace	Runway Ident - 22
Visibility - 20.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 4100/ 50
Lowest Sky/Clouds - 25000 FT	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 25000 FT OVERCAST	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 24	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 219
SE LAND	Months Since - 13	Last 24 Hrs - 2
	Aircraft Type - A19	Make/Model- 13
		Instrument- 51
		Last 30 Days- 3
		Last 90 Days- 3

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH WIRES AFTER A LOSS OF ALT DURING THE INITIAL CLIMB WHILE ON A NIGHT VFR FLT. THE PLT INDICATED THAT IT TOOK 3/4 OF THE RWY TO GET AIRBORNE AND THE ACFT DID NOT SEEM TO CLIMB WITH FULL PWR APPLIED. THE PLT DECIDED TO RETURN TO THE ARPT AND HE TURNED LEFT BECAUSE HE COULD SEE THE HORIZON BETTER. THE ARPT IS 5,600 FT MSL. BASED ON THE PLT'S REPORTED TEMPERATURE OF 60 DEG F, A DENSITY ALT OF 6,800 FT MSL WOULD HAVE EXISTED. THE TERRAIN SOUTHEAST OF THE ARPT, WHICH WOULD BE TO THE LEFT OF THE PLT AFTER HIS TAKEOFF, RISES TO A MAX ELEVATION OF 6,012 FT MSL WITHIN 3 MILES OF THE ARPT.

Brief of Accident (Continued)

File No. - 1117

5/23/86

TAYLOR, AZ

A/C Reg. No. N6585T

Time (Lcl) - 2145 MST

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

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. PERFORMANCE DATA - NOT UNDERSTOOD - PILOT IN COMMAND

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

Finding(s)

4. LIGHT CONDITION - DARK NIGHT
5. TERRAIN CONDITION - MOUNTAINOUS/HILLY
6. OBJECT - WIRE, TRANSMISSION
7. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
8. PROPER CLIMB RATE - NOT ATTAINED - PILOT IN COMMAND

----Probable Cause----

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

Factor(s) relating to this accident is/are finding(s) 1,3,4,5,6,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1126	8/23/86	GRAND CANYON, AZ	A/C Reg. No. N7382Q	Time (Lcl) - 2045 MST
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-----Basic Information-----

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

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

Make/Model - CESSNA 172L	Eng Make/Model - LYCOMING O-320-E2D	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - 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 - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	GRAND CANYON, AZ	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	PAGE, AZ	GRAND CANYON
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - 21
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 8999/ 150
Lowest Sky/Clouds - 5000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - WET
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----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 - 489	Last 24 Hrs - 4
SE LAND	Months Since - 13	Make/Model- 390	Last 30 Days- 4
	Aircraft Type - C-172	Instrument- 9	Last 90 Days- 9

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CRASHED IN A WOODED AREA SHORTLY AFTER DEPARTING RWY 21 AT GRAND CANYON NATIONAL PARK ARPT (GCN). THE PLT HAD MADE A PRECAUTIONARY LANDING AT GCN DURING THE X-COUNTRY FLT TO PAGE, AZ, SO HE CALL A FSS HAVING BEEN UNABLE TO ESTABLISH CONTACT IN-FLT. THE PLT CALLED PRESCOTT FSS WHO RECOMMENDED THE FLT BE DELAYED UNTIL MORNING. THE PLT STATED HE HAD A RESERVATION AND WOULD LOSE \$100.00 IF HE DIDN'T GET TO PAGE "EVEN THOUGH IT'S DANGEROUS". THE PLT THEN ELECTED TO GO AFTER SPEAKING WITH ANOTHER PLT WHO STATED WX AT PAGE WAS FINE. THE PLT REPORTED TAKEOFF WAS NORMAL BUT AS THE ACFT TRAVELED DOWN THE RWY IT SEEMED TO STOP CLIMBING. HE THEN LOST ALL OUTSIDE VISUAL REFERENCE AND ATTEMPTED TO KEEP THE WINGS LEVEL WHILE MAINTAINING AIRSPEED. THE PLT DOES NOT RECALL THE ACFT CONTACTING TREES. LOCAL PLTS REPORTED THAT ON MOONLESS NIGHTS A PLT HAS TO FLY INSTRUMENTS TO MAINTAIN CONTROL OF THE ACFT DURING DEPARTURES ON RWY 21 BECAUSE OF THE LACK OF VISUAL REFERENCES. IT WAS DESCRIBED AS "FLYING INTO A BLACK HOLE".

Brief of Accident (Continued)

File No. - 1126

8/23/86

GRAND CANYON,AZ

A/C Reg. No. N7382Q

Time (Lc1) - 2045 MST

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

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
 2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - PILOT IN COMMAND
 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SELF-INDUCED PRESSURE - PILOT IN COMMAND
-

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

Finding(s)

4. OBJECT - TREE(S)
 5. TERRAIN CONDITION - MOUNTAINOUS/HILLY
-

----Probable Cause----

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

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. - 1040 9/04/86 POSTON,AZ A/C Reg. No. N68573 Time (Lcl) - 0900 MST

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

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

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

Make/Model - BELLANCA 7KCAB	Eng Make/Model - LYCOMING IO-320-E2A	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1650	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 2	Rated Power - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	PARKER,AZ	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	POSTON,AZ	BRUCE CHURCH
Wind Dir/Speed- 360/005 KTS	ATC/Airspace	Runway Ident - 19
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 42	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 219
SE LAND	Months Since - 1	Last 24 Hrs - UNK/NR
	Aircraft Type - 7KCAB	Make/Model- 8
		Instrument- 1
		Last 30 Days- 8
		Last 90 Days- 11

Instrument Rating(s) - NONE

-----Narrative-----

AT THE END OF A LOCAL PRACTICE FLIGHT THE PLT OVERFLEW THE RWY AND OBSERVED THE WIND SOCK. SHE NOTED THE SPEED AND DIRECTION TO BE 5 KTS FROM THE NORTH AND ELECTED TO LAND DOWNWIND FOR EASY ACCESS TO THE FUEL TANKS LOCATED ON THE SOUTH END. ON TOUCHDOWN, THE ACFT VEERED TO THE LEFT AND THE PLT ADDED POWER TO STRAIGHTEN THE ACFT. THE CONTROL OF THE ACFT WAS NOT MAINTAINED AND IT TRAVELED OFF THE RWY, COLLIDED WITH A BERM AND NOSED OVER.

Brief of Accident (Continued)

File No. - 1040

9/04/86

POSTON, AZ

A/C Reg. No. N68573

Time (Lcl) - 0900 MST

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
 2. WEATHER CONDITION - TAILWIND
 3. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
 4. BRAKES(NORMAL) - NOT USED - PILOT IN COMMAND
 5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 6. COMPENSATION FOR WIND CONDITIONS - MISJUDGED - PILOT IN COMMAND
-

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

Finding(s)

7. TERRAIN CONDITION - DIRT BANK
-

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) 5,6

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1057 9/18/86 MESA,AZ A/C Reg. No. N9560J Time (Lcl) - 1520 MST

-----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	- PIPER PA-28-180	Eng Make/Model	- LYCOMING O-360-A4A	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2400	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 180 HP		

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

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - UNK/NR</p> <p>Completeness - FULL</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 270/008 KTS</p> <p>Visibility - 35.0 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 TUCSON,AZ</p> <p>Destination MESA,AZ</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - VFR</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data</p> <p>FALCON FIELD</p> <p>Runway Ident - 22L</p> <p>Runway Lth/Wid - 5100/ 100</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 36	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 33
	Months Since - N/A	Last 24 Hrs - UNK/NR
	Aircraft Type - N/A	Make/Model- 15
		Instrument- 0
		Last 30 Days- 6
		Last 90 Days- 7

Instrument Rating(s) - NONE

-----Narrative-----

AT THE END OF THE FIRST LEG OF A SOLO CROSS-COUNTRY FLIGHT THE PLT EXPERIENCED A HARD LANDING AND THE ACFT PORPOISED. ON THE SECOND BOUNCE THE PLT ADDED POWER. THE ACFT THEN BOUNCED A THIRD TIME COLLAPSING THE NOSE GEAR.

Brief of Accident (Continued)

File No. - 1057

9/18/86

MESA, AZ

A/C Reg. No. N9560J

Time (Lcl) - 1520 MST

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

Finding(s)
1. FLARE - MISJUDGED - PILOT IN COMMAND

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

Finding(s)
2. LANDING GEAR, NOSE GEAR - OVERLOAD
3. RECOVERY FROM BOUNCED LANDING - DELAYED - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1105 9/26/86 DOUGLAS,AZ A/C Reg. No. N5340U Time (Lcl) - 1100 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation - PERSONAL	Fire	Crew 0	Serious 0	Minor 0	None 0
Flight Conducted Under -12	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/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - UNK/NR
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 - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	UNK/NR	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	UNK/NR	
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - N/A
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - NONE	Type Apch/Lndg - UNK/NR	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - UNK/NR		

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

Pilot-In-Command	Age - UNK/NR	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
UNK/NR	Current - UNK/NR	Total - UNK/NR
	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) - UNK/NR

-----Narrative-----

THE ACFT WAS FOUND ABANDONED 25 MILES WEST OF DOUGLAS, ARIZONA. A LANDING WAS MADE ON A DIRT ROAD WHERE THE ACFT CONTACTED A DITCH AND NOSED OVER. THE ACFT WAS REPORTED STOLEN AND THE PLT WAS NOT LOCATED. ACCORDING TO THE LOCAL SHERIFF'S OFFICE, TRACES OF ILLEGAL CONTRABAND WERE FOUND IN THE ACFT.

Brief of Accident (Continued)

File No. - 1105

9/26/86

DOUGLAS,AZ

A/C Reg. No. N5340U

Time (Lcl) - 1100 MST

Occurrence #1 MISCELLANEOUS/OTHER
Phase of Operation OTHER

Finding(s)

1. STOLEN AIRCRAFT/UNAUTHORIZED USE - PERFORMED - PILOT IN COMMAND

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

Finding(s)

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

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

Finding(s)

5. TERRAIN CONDITION - DIRT BANK

Occurrence #4 NOSE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

6. LANDING GEAR, NOSE GEAR - SEPARATION

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1107 10/21/86 SCOTTSDALE, AZ A/C Reg. No. N67752 Time (Lcl) - 1736 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL					
Type of Operation -INSTRUCTIONAL	Fire	Crew	Fatal	Injuries		
Flight Conducted Under -14 CFR 61	NONE	Pass	0	Serious	Minor	None
Accident Occurred During -LANDING			0	0	0	1
			0	0	0	0

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

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 110 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - 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	SCOTTSDALE
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 03
Visibility - 40.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 8251/ 75
Lowest Sky/Clouds - CLEAR	Type of Clearance - VFR	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TOUCH AND GO	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 39	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 26
	Months Since - N/A	Last 24 Hrs - 9
	Aircraft Type - N/A	Make/Model- 26
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 26
		Multi-eng - 0
		Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

DURING A FIRST SOLO INSTRUCTIONAL FLIGHT, THE PILOT WAS TAKING OFF FROM HIS THIRD TOUCH-AND-GO WHEN AT AN ALTITUDE OF APPROXIMATELY 10 FEET AGL THE RIGHT WING WAS SUDDENLY ROSE. THE AIRCRAFT THEN VEERED TO THE LEFT. THE LEFT MAIN GEAR THEN COLLIDED WITH A TAXIWAY MARKER AND THE AIRCRAFT COLLIDED WITH THE TERRAIN.

Brief of Accident (Continued)

File No. - 1107

10/21/86

SCOTTSDALE, AZ

A/C Reg. No. N67752

Time (Lc1). - 1736 MST

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

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 2. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
 3. REMEDIAL ACTION - POOR - PILOT IN COMMAND
-

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

Finding(s)

4. OBJECT - AIRPORT FACILITY
-

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1064	1/07/86	LIVERMORE, CA	A/C Reg. No. N8283T	Time (Lcl) - 2300 PST
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-----Basic Information-----

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

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

Make/Model - PIPER PA-28-181	Eng Make/Model - LYCOMING O-320-D3G	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2325	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 160 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - 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 - IMC	OXNARD, CA	LIVERMORE
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - N/A
Visibility - UNK/NR	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 - OBSCURED	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- FOG		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 35	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 147
SE LAND	Months Since - 16	Make/Model- 41
	Aircraft Type - UNK/NR	Instrument- 2
		Last 24 Hrs - 4
		Last 30 Days- 12
		Last 90 Days- 14

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT CRASHED SHORTLY AFTER TAKEOFF ABOUT A MILE FROM THE DEPARTURE AIRPORT. IFR CONDITIONS PREVAILED AT THE ACCIDENT SITE; HOWEVER, THE NON-INSTRUMENT RATED PILOT HAD TOLD HIS WIFE THAT THE WEATHER WAS CLEAR WHEN HE TELEPHONED HER FROM THE AIRPORT PRIOR TO HIS DEPARTURE. WITNESSES IN THE AREA AT THE TIME OF THE CRASH INDICATED VISIBILITY WAS ABOUT 15-20 FEET DUE TO DENSE FOG.

Brief of Accident (Continued)

File No. - 1064

1/07/86

LIVERMORE, CA

A/C Reg. No. N8283T

Time (Lcl) - 2300 PST

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

Finding(s)

1. WEATHER CONDITION - FOG
2. LIGHT CONDITION - DARK NIGHT
3. VFR FLIGHT INTO IMC - INADVERTENT - PILOT IN COMMAND
4. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
5. IMPROPER USE OF PROCEDURE, SPATIAL DISORIENTATION - PILOT IN COMMAND

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1148	3/07/86	TEHACHAPI, CA	A/C Reg. No. N18174	Time (Lcl) - 1113 PST
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-----Basic Information-----

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

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

Make/Model - CESSNA 177B	Eng Make/Model - LYCOMING O-360-A1F6D	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2500	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	SACRAMENTO, CA	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	VAN NUYS, CA	TEHACHAPI
Wind Dir/Speed- 180/010 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 25.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 7000 FT SCATTERED	Type of Clearance - IFR	Runway Surface - DIRT
Lowest Ceiling - 10000 FT BROKEN	Type Apch/Lndg - FORCED LANDING	Runway Status - ROUGH
Obstructions to Vision- NONE		
Precipitation - RAIN		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 22	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 247
SE LAND	Months Since - 1	Last 24 Hrs - 3
	Aircraft Type - C-177B	Make/Model- 7
		Last 30 Days- 22
		Instrument- 37
		Last 90 Days- 38

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER DETERMINING THE TAKEOFF WT OF THE ACFT WOULD BE OVER THE MAX GROSS, THE PLT ASKED THE OPERATOR THE DAY BEFORE THE ACCIDENT TO DRAIN 20 GALS OF FUEL FROM THE TANKS. A PLT WHO FLEW THE ACFT PRIOR TO THE ACCIDENT FLT SAID HE FLEW FOR ABOUT ONE HOUR AND DID NOT REFUEL THE ACFT DUE TO A BROKEN GAS PIT FUEL PUMP. THE ARPT MGR SAID HE REMOVED 15 GALS FROM THE TANKS THE NIGHT BEFORE THE ACCIDENT FLT, BUT DID NOT LOOK IN THE TANKS PRIOR TO THE DEFUELING. ON THE DAY OF DEPT THE PLT PREFLIGHTED THE ACFT BUT DID NOT USE A DIP STICK TO CHECK THE ACTUAL FUEL QUANTITY. THE PLT SAID WHEN THE ACFT MASTER SWITCH WAS ENERGIZED THE RT FUEL GAUGE READ "ALMOST EMPTY" AND THE LT GAUGE "LESS THAN ONE HALF." THE PLT SAID HE "ASSUMED THE GAUGES WERE INCORRECT" AND DEPARTED IFR FOR THE DESTINATION. ABOUT 2.8 HRS INTO THE FLT IN IFR CONDITIONS, THE ENGINE QUIT AND THE PLT MADE A FORCED LANDING ON A DIRT ROAD. EXAMINATION OF THE ACFT REVEALED CONTINUITY OF THE FUEL SYSTEM AND NO FUEL IN THE ACFT.

Brief of Accident (Continued)

File No. - 1148

3/07/86

TEHACHAPI, CA

A/C Reg. No. N18174

Time (Lcl) - 1113 PST

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

Finding(s)

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

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

6. CLEARANCE - NOT POSSIBLE - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1067	3/20/86	CUYAMA,CA	A/C Reg. No. N29DS	Time (Lcl) - 2330 PST
-----Basic Information-----				
Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		Injuries
Type of Operation -DRUG RELATED		SUBSTANTIAL		Fatal Serious Minor None
Flight Conducted Under -14 CFR 91		Fire NONE	Crew 0	0 0 0
Accident Occurred During -UNKNOWN			Pass 0	0 0 0
-----Aircraft Information-----				
Make/Model - BEECHCRAFT 65-A80		Eng Make/Model - LYCOMING IGSO-540-A1A	ELT Installed/Activated - YES/YES	
Landing Gear - TRICYCLE-RETRACTABLE		Number Engines - 2	Stall Warning System - YES	
Max Gross Wt - 8500		Engine Type - RECIP-FUEL INJECTED		
No. of Seats - UNK/NR		Rated Power - 380 HP		
-----Environment/Operations Information-----				
Weather Data		Itinerary	Airport Proximity	
Wx Briefing - UNK/NR		Last Departure Point	OFF AIRPORT/STRIP	
Method - UNK/NR		UNK/NR		
Completeness - WEATHER NOT PERTINENT		Destination	Airport Data	
Basic Weather - UNK/NR		UNK/NR		
Wind Dir/Speed- UNK/NR		ATC/Airspace	Runway Ident - N/A	
Visibility - UNK/NR		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 - UNK/NR		Type Apch/Lndg - UNK/NR	Runway Status - N/A	
Obstructions to Vision- UNK/NR				
Precipitation - UNK/NR				
Condition of Light - UNK/NR				
-----Personnel Information-----				
Pilot-In-Command	Age - UNK/NR	Medical Certificate - UNK/NR		
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)		
UNK/NR	Current - UNK/NR	Total - UNK/NR	Last 24 Hrs - UNK/NR	
	Months Since - UNK/NR	Make/Model- UNK/NR	Last 30 Days- UNK/NR	
	Aircraft Type - UNK/NR	Instrument- UNK/NR	Last 90 Days- UNK/NR	
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR	
Instrument Rating(s) - NONE				
-----Narrative-----				
THE ACFT CONTACTED TWO COWS WHILE OPERATING ALONG THE SIDE OF A ROAD IN A REMOTE AREA. VEHICLE TRACKS WERE FOUND NEAR THE WRECKAGE, HOWEVER, NO PERSONS WERE FOUND AT OR NEAR THE WRECKAGE. TRAINED DRUG SNIFFING DOGS WERE USED AT THE ACCIDENT SITE AND IT IS BELIEVED A SUBSTANTIAL AMOUNT OF DRUGS WERE ONBOARD THE ACFT.				

Brief of Accident (Continued)

File No. - 1067

3/20/86

CUYAMA, CA

A/C Reg. No. N29DS

Time (Lc1) - 2330 PST

Occurrence ON GROUND COLLISION WITH OBJECT
Phase of Operation UNKNOWN

Finding(s)

1. OBJECT - ANIMAL(S)
 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1042	4/11/86	DEATH VALLEY, CA	A/C Reg. No. N5925B	Time (Lcl) - 1650 PST
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----Basic Information----

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

----Aircraft Information----

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	RIO LINDA, CA	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	DEATH VALLEY, CA	DEATH VALLEY
Wind Dir/Speed- 250/016 KTS	ATC/Airspace	Runway Ident - 15
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3040/ 70
Lowest Sky/Clouds - 25000 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 - 40	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 800
SE LAND	Months Since - 14	Make/Model- UNK/NR
	Aircraft Type - C-152	Instrument- 65
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

----Narrative----

THE ACFT COLLIDED WITH TERRAIN AFTER A LOSS OF PWR 50 YARDS SHORT OF THE RWY. THE PLT STATED HE USED VARIOUS FUEL SELECTOR POSITIONS WHILE EN ROUTE. UPON ENTRY INTO THE TRAFFIC PATTERN ON A RIGHT DOWNWIND, THE LEFT TANK WAS SELECTED. ON FINAL APCH THE PLT REALIZED HE WAS TOO HIGH AND ENTERED A LEFT WING LOW SLIP. WHEN HE REACHED HIS DESIRED ALT HE ATTEMPTED TO ARREST THE SINK RATE BY APPLYING PWR. WHEN THE THROTTLE WAS APPLIED, THE ENG DID NOT RESPOND AND THE ACFT LANDED SHORT AND NOSED OVER. THE ACFT WAS OPERATING USING AUTOMOTIVE FUEL IN ACCORDANCE WITH SUPPLEMENTAL TYPE CERTIFICATE (STC) NUMBER SA694GL. THE INFORMATION CONTAINED IN THE STC CAUTIONS THE PLT STATING, "DO NOT OPEN A CARBURETOR THROTTLE ABRUPTLY AFTER IDLING IN FLIGHT. TO DO SO MAY CAUSE THE ENGINE TO STOP." THE ACFT OPERATING MANUAL STATES THAT THE FUEL SELECTOR SHOULD BE POSITIONED ON BOTH TANKS FOR TAKEOFFS AND LANDINGS.

Brief of Accident (Continued)

File No. - 1042

4/11/86

DEATH VALLEY, CA

A/C Reg. No. N5925B

Time (Lc1) - 1650 PST

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

Finding(s)

1. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
2. THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND
3. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
4. FLIGHT MANUALS - NOT UNDERSTOOD - PILOT IN COMMAND
5. PERFORMANCE DATA - NOT UNDERSTOOD - PILOT IN COMMAND
6. CHECKLIST - NOT FOLLOWED - PILOT IN COMMAND

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

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

7. TERRAIN CONDITION - LOOSE GRAVEL/SANDY

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1061	5/01/86	PALMDALE, CA	A/C Reg. No. N4239J	Time (Lcl) - 1910 PDT
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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	1
Accident Occurred During - LANDING					

----Aircraft Information----

Make/Model - BELL 47G-2	Eng Make/Model - FRANKLIN 6VS-335-A	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2490	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 3	Rated Power - 225 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	PALMDALE, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	PALMDALE
Wind Dir/Speed- 260/011 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 35.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 16000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - NONE	Type Apch/Lndg - PRECAUTIONARY LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

----Personnel Information----

Pilot-In-Command	Age - 25	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE, COMMERCIAL, CFI	Current - YES	Total - 1943
SE LAND	Months Since - 23	Make/Model- 1538
HELICOPTER	Aircraft Type - 47G-2	Instrument- 0
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 90
		Rotorcraft - 1517

Instrument Rating(s) - NONE

----Narrative----

THE HELICOPTER LANDED HARD IN THE DESERT WHILE ON A VFR PERSONAL FLT. THE PLT INDICATED THAT HE JUST DEPARTED A MOUNTAIN AREA FOR REFUELING. HE ALSO INDICATED HE WAS DISORIENTED AND THE COMPASS WAS INOPERABLE. HE DECIDED TO LAND AND CHECK THE FUEL QUANTITY. HE STATED HE MISJUDGED THE LANDING, THE TAIL HIT THE DESERT FLOOR AND THE MAIN ROTOR STRUCK AND SEVERED THE TAIL BOOM. APRX 1 QUART OF FUEL WAS DRAINED FROM THE ENTIRE FUEL SYSTEM. ACCORDING TO THE MANUFACTURERS OPERATORS MANUAL FOR THE BELL 47G, THE FUEL CAPACITY IS 43 GALLONS TOTAL WITH 41 GALLONS USABLE.

Brief of Accident (Continued)

File No. - 1061

5/01/86

PALMDALE, CA

A/C Reg. No. N4239J

Time (Lcl) - 1910 PDT

Occurrence #1 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

1. FLUID, FUEL - LOW LEVEL
2. PRECAUTIONARY LANDING - INTENTIONAL - PILOT IN COMMAND
3. FLIGHT/NAV INSTRUMENTS, COMPASS - INOPERATIVE
4. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
5. FUEL CONSUMPTION CALCULATIONS - IMPROPER - PILOT IN COMMAND
6. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND

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

Finding(s)

7. FLARE - IMPROPER - PILOT IN COMMAND
8. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND

----Probable Cause----

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

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,6,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1060	5/15/86	JULIAN, CA	A/C Reg. No. N89357	Time (Lcl) - 1915 PDT
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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	1	0
Flight Conducted Under - 14 CFR 91	NONE	Crew	0	1	0
Accident Occurred During - DESCENT		Pass	0		0

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

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 108 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	LAS VEGAS, NV	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	SAN DIEGO, NV	BUTTERFIELD RANCH
Wind Dir/Speed- 280/008 KTS	ATC/Airspace	Runway Ident - 36
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2000/ 60
Lowest Sky/Clouds - 1900 FT SCATTERED	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - 2500 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 - 58	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 315
SE LAND	Months Since - 3	Last 24 Hrs - 3
	Aircraft Type - C-152	Make/Model- 275
		Last 30 Days- 2
		Instrument- 0
		Last 90 Days- 6

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH WIRES ON FINAL APCH TO A PRIVATE AIRSTRIIP WHILE ON A PERSONAL VFR X-COUNTRY FLT. THE PLT STATED THAT HE WAS CONCERNED ABOUT HIS FUEL QUANTITY AND DECIDED TO MAKE A PRECAUTIONARY LANDING AT AN ARPT OTHER THAN HIS DEST. THE PLT REALIZED HE WAS LOST WHEN HE COULD NOT FIND THE ARPT. HE SUBSEQUENTLY CONTINUED TO FLY NAVIGATING BY USING A ROAD UNTIL HE CAME ACROSS A PRIVATE AIRSTRIIP. HE SAW A DIRECTIONAL ARROW INDICATING LANDINGS SHOULD BE MADE HEADING SOUTH ON RWY 18. THE PLT ELECTED TO LAND HEADING NORTH ON RWY 36 DUE TO RISING TERRAIN ON THE NORTH END OF THE AIRSTRIIP CREATING A DOWNSLOPE LANDING ROLL ON RWY 18. ON FINAL APCH THE PLT NOTICED 30 FT TALL MARKED POWER LINES APPROXIMATELY 200 FT FROM THE RWY THRESHOLD. THE ACFT STRUCK THE HIGHER UNMARKED POWER LINES ON THE SAME POLE AND CRASHED SHORT OF THE RWY.

Brief of Accident (Continued)

File No. - 1060

5/15/86

JULIAN,CA

A/C Reg. No. N89357

Time (Lc1) - 1915 PDT

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

Finding(s)

1. AIRPORT FACILITIES, OBSTRUCTION MARKING - UNAPPROVED
 2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 3. IMPROPER USE OF FACILITY, LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND
 4. OBJECT - WIRE, TRANSMISSION
 5. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
 6. PLANNED APPROACH - 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) 1,5,6

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1051	5/17/86	LANCASTER, CA	A/C Reg. No. N6013T	Time (Lcl) - 1040 PDT
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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	1
Accident Occurred During -DESCENT					

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	MOJAVE, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 060/018 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 25000 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 44	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - NO	Total - 1443
SE LAND, ME LAND	Months Since - 53	Last 24 Hrs - 1
	Aircraft Type - CESSNA	Make/Model- 246
		Instrument- 9
		Last 30 Days- 6
		Last 90 Days- 17
		Multi-Eng - 254

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH A 60 FOOT TALL PINE TREE WHILE MANEUVERING OVER A RESIDENTIAL AREA. THE PILOT INDICATED THAT HE WAS HEADING WEST AT 750 FEET ABOVE THE GROUND WITH 30 DEGREES OF FLAPS AT APPROXIMATELY 60 MPH AIRSPEED WITH FIFTY PERCENT POWER APPLIED. HE WAS SHOUTING AND WAVING TO HIS WIFE ON THE GROUND WHEN THE TREE WAS CONTACTED.

Brief of Accident (Continued)

File No. - 1051

5/17/86

LANCASTER,CA

A/C Reg. No. N6013T

Time (Lc1) - 1040 PDT

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND
3. JUDGEMENT - POOR - PILOT IN COMMAND
4. ALTITUDE - INADEQUATE - PILOT IN COMMAND

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

Finding(s)

5. OBJECT - TREE(S)
6. CLEARANCE - 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) 1,4,6

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1124	5/17/86	TRACY, CA	A/C Reg. No. N7176T	Time (Lcl) - 2000 PDT
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----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Injuries		
	SUBSTANTIAL			
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
				3

----Aircraft Information----

Make/Model - CESSNA 172B	Eng Make/Model - CONTINENTAL D-300	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2200	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 145 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	TRACY, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2500/ 10
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	Runway Status - ROUGH
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DUSK		

----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 - 574
SE LAND, SE SEA	Months Since - 20	Make/Model- 409
	Aircraft Type - C-172	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 7
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

----Narrative----

THE ACFT VEERED OFF A RURAL DIRT ROAD BEING USED AS AN AIRSTRIP AND NOSED OVER IN A FARM FIELD. THE PLT INDICATED THAT HE WAS ATTEMPTING TO LAND ON A NARROW DIRT FARM ROAD WHEN THE ACFT VEERED INTO A FRESHLY PLOWED AND IRRIGATED TOMATO FIELD. THE NOSE GEAR SANK AND THE ACFT NOSED OVER. THE PLT ALSO INDICATED THAT THE DIRT ROAD WAS APRX 10 FT WIDE. THE OPERATORS MANUAL FOR THE CESSNA 172A ILLUSTRATES THE WIDTH OF THE MAIN LANDING GEAR AS 7 FT 2 INCHES.

Brief of Accident (Continued)

File No. - 1124

5/17/86

TRACY, CA

A/C Reg. No. N7176T

Time (Lc1) - 2000 PDT

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

Finding(s)

1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - INADEQUATE
2. TERRAIN CONDITION - SOFT
3. JUDGEMENT - POOR - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
5. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1041	5/21/86	LOMPOC, CA	A/C Reg. No. N9158L	Time (Lcl) - 1320 PDT
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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	0
Flight Conducted Under - 14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During - TAXI		Other	0	0	1

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

Make/Model - BELLANCA 7ACA	Eng Make/Model - CONTINENTAL A65-8-I	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1332	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	LOMPOC, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SANTA MARIA, CA	LOMPOC AIRPORT
Wind Dir/Speed- 320/020 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - 2000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 20000 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 32	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - YES	Total - 1819
SE LAND, ME LAND	Months Since - 6	Last 24 Hrs - 2
	Aircraft Type - C-172	Make/Model- 104
		Last 30 Days- 48
		Instrument- 69
		Last 90 Days- 91
		Multi-Eng - 64

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE BELLANCE CHAMPION WENT OUT OF CONTROL AND COLLIDED WITH TWO OTHER PARKED ACFT AFTER A HAND PROPPED START. THE PLT INDICATED THAT THE ACFT WAS TIED DOWN WITH TWO CHAINS ATTACHED TO EACH OF THE WINGS AT ONE END AND TO A CABLE THAT STRETCHED ACROSS THE RAMP AT THE OTHER END. THE PLT ELECTED TO HAND START THE ENG WITHOUT SOMEONE ON THE BRAKES. WHEN THE ENG STARTED IT DEVELOPED MORE THAN IDLE RPM. THE ACFT BROKE ONE OF THE TIE DOWN CHAINS AND STARTED A PIVOT TURN AROUND THE OTHER CHAIN AND STRUCK TWO PARKED ACFT BEFORE STOPPING. AC 61-21A STATES, "IT IS RECOMMENDED THAT AN ENGINE NEVER BE "HAND PROPPED" UNLESS A QUALIFIED PERSON THOROUGHLY FAMILAR WITH THE OPERATION OF ALL THE CONTROLS IS SEATED AT THE CONTROLS AND THE BRAKES SET. AS A ADDITIONAL PRECAUTION, CHOCKS SHOULD BE PLACED IN FRONT OF THE MAIN WHEELS. IF THIS IS NOT FEASIBLE, THE AIRPLANE'S TAIL SHOULD BE SECURELY TIED."

Brief of Accident (Continued)

File No. - 1041

5/21/86

LOMPOC, CA

A/C Reg. No. N9158L

Time (Lcl) - 1320 PDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation STANDING - STARTING ENGINE(S)

Finding(s)

1. AIRCRAFT PREFLIGHT - IMPROPER - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE, COMPLACENCY - PILOT IN COMMAND
3. PROPER ASSISTANCE - NOT ATTAINED - PILOT IN COMMAND
4. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
5. AIRCRAFT UNATTENDED/ENGINE(S) RUNNING - IMPROPER - PILOT IN COMMAND
6. STARTING PROCEDURE - IMPROPER - PILOT IN COMMAND

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1123	5/24/86	HUNTINGTON BCH,CA	A/C Reg. No. N172HW	Time (Lcl) - 1029 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	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	2
Accident Occurred During -APPROACH					

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

Make/Model - CESSNA 172	Eng Make/Model - CONTINENTAL O-300-D	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2220	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 145 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- UNK/NR</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 RIVERSIDE,CA</p> <p>Destination HUNTINGTON BCH,CA</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</p> <p>MEADOW LARK</p> <p>Runway Ident - 19</p> <p>Runway Lth/Wid - 2680/ 60</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND</p>	<p>Age - 46</p> <p>Biennial Flight Review</p> <p>Current - NO</p> <p>Months Since - UNK/NR</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 3293</p> <p>Make/Model- 33</p> <p>Instrument- UNK/NR</p> <p>Multi-Eng - UNK/NR</p> <p>Last 24 Hrs - 3</p> <p>Last 30 Days- 9</p> <p>Last 90 Days- 16</p> <p>Rotorcraft - UNK/NR</p>
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Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CONTACTED A PARKED CAR AND A HANGAR FOLLOWING A LOSS OF CONTROL DURING AN ATTEMPTED GO-AROUND. THE PLT REPORTED THE ACFT WAS HIGH AND FAST ON FINAL APCH. HE SELECTED FULL FLAPS AND A NOSE UP ATTITUDE TO LOSE AIRSPEED AND ALT. HE FLARED THE ACFT AT 20 FT AGL AT WHICH TIME, HE CLAIMED, HIS PASSENGER TOOK OVER THE CONTROLS TO HELP LAND THE ACFT. THE ACFT THEN SETTLED TO THE RWY AND BOUNCED 20 FT IN THE AIR. THE PLT APPLIED FULL POWER AND LOWERED THE NOSE TO GAIN AIRSPEED IN AN ATTEMPT TO CLEAR A BUILDING 600 FT AHEAD. THE ACFT THEN CONTACTED A PARKED CAR NEXT TO THE BUILDING. THE RT FRONT SEAT PASSENGER, WHO IS A CFI, DENIES TOUCHING THE CONTROLS. THE OPERATORS MANUAL STATES TO REDUCE FLAPS TO 20 DEGS IMMEDIATELY AFTER APPLYING FULL POWER FOR A BALKED LANDING.

Brief of Accident (Continued)

File No. - 1123

5/24/86

HUNTINGTON BCH,CA

A/C Reg. No. N172HW

Time (Lc1) - 1029 PDT

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

Finding(s)

1. PLANNED APPROACH - POOR - PILOT IN COMMAND
2. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
3. PROPER DESCENT RATE - NOT MAINTAINED - PILOT IN COMMAND
4. RELINQUISHING OF CONTROL - IMPROPER - PILOT IN COMMAND
5. STALL/MUSH - UNCONTROLLED - PILOT IN COMMAND
6. GO-AROUND - DELAYED - PILOT IN COMMAND

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

Finding(s)

7. GO-AROUND - IMPROPER - PILOT IN COMMAND
8. PERFORMANCE DATA - NOT UNDERSTOOD - PILOT IN COMMAND

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation APPROACH - GO-AROUND (VFR)

----Probable Cause----

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

Factor(s) relating to this accident is/are finding(s) 2,3,5,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1122	5/26/86	LAKEPORT, CA	A/C Reg. No. N4146	Time (Lcl) - 1215 PDT
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-----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	NONE	Crew 0	0
Accident Occurred During	-LANDING		Pass 0	0
				Minor 0
				None 1
				0
<hr/>				
-----Aircraft Information-----				
Make/Model	- MOONEY M-18C	Eng Make/Model	- CONTINENTAL C-65-8	ELT Installed/Activated - NO -N/A
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System - YES
Max Gross Wt	- 850	Engine Type	- RECIPROCATING-CARBURETOR	
No. of Seats	- 1	Rated Power	- 65 HP	
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-----Environment/Operations Information-----				
Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT	
Method	- N/A	AUBURN, CA		
Completeness	- N/A	Destination	Airport Data	
Basic Weather	- VMC	LAKEPORT, CA	LAMPSON	
Wind Dir/Speed	- 240/012 KTS	ATC/Airspace	Runway Ident - 28	
Visibility	- 50.0 SM	Type of Flight Plan	Runway Lth/Wid - 3450/ 40	
Lowest Sky/Clouds	- CLEAR	Type of Clearance	Runway Surface - ASPHALT	
Lowest Ceiling	- NONE	Type Apch/Lndg	Runway Status - DRY	
Obstructions to Vision	- NONE			
Precipitation	- NONE			
Condition of Light	- DAYLIGHT			
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-----Personnel Information-----				
Pilot-In-Command	Age - 59	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT		
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)		
PRIVATE	Current - YES	Total - 159	Last 24 Hrs - 1	
SE LAND	Months Since - 1	Make/Model- 4	Last 30 Days- 24	
	Aircraft Type - C-152II	Instrument- 3	Last 90 Days- 49	
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Instrument Rating(s) - NONE				
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-----Narrative-----				
THE PLT INDICATED THAT THERE WAS A GUSTY LEFT CROSSWIND PRESENT DURING LANDING. THE ACFT DRIFTED RIGHT OFF THE 40 FT WIDE ASPHALT RWY AND COLLIDED WITH A SMALL DITCH AND DIRT BANK. THE ACFT THEN NOSED OVER INTO THE ARPT DRAINAGE DITCH.				
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Brief of Accident (Continued)

File No. - 1122

5/26/86

LAKEPORT, CA

A/C Reg. No. N4146

Time (Lcl) - 1215 PDT

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

Finding(s)

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

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - DITCH
5. LANDING GEAR, NOSE GEAR - OVERLOAD

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1121 6/05/86 SONOMA, CA A/C Reg. No. N62763 Time (Lcl) - 1530 PDT

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

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

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

Make/Model - BOEING A75N1	Eng Make/Model - CONTINENTAL W670-6A	ELT Installed/Activated - NO	-N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - 2800	Engine Type - RECIPROCATING-CARBURETOR		
No. of Seats - 2	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	SONOMA, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	SONOMA VALLEY
Wind Dir/Speed- 250/013 KTS	ATC/Airspace	Runway Ident - 25
Visibility - 25.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2700/ 75
Lowest Sky/Clouds - 3000 FT	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - 3000 FT BROKEN	Type Apch/Lndg - STRAIGHT-IN	Runway Status - WET
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 22	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 853
SE LAND	Months Since - 6	Last 24 Hrs - 6
	Aircraft Type - T-34A	Make/Model- 115
		Last 30 Days- 87
		Instrument- 47
		Last 90 Days- 217

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH A POLE AND CRASHED IN A FLOODED FIELD WHILE ON FINAL APPROACH. THE PILOT INDICATED THAT HE FLEW A 20 MINUTE LOCAL VFR FLIGHT PRIOR TO THE ACCIDENT. HE STATED HE HAD SUFFERED HEAD INJURIES AND WAS UNABLE TO RECALL ANY DETAILS OF THE ACCIDENT AFTER THE ACFT STRUCK THE POLE. EXAMINATION OF THE ENGINE REVEALED MINOR IMPACT DAMAGE AND MUD AND RUST DEPOSITS. THE RIGHT MAGNETO WAS RUSTED SHUT. EXAMINATION OF THE PROPELLER REVEALED ONE BLADE BENT FORWARD AND THE OTHER DAMAGED DUE TO A STRIKE. THE ENGINE WAS RUN ON A TEST STAND WITHOUT ANY PROBLEMS AFTER THE ENGINE OIL WAS CHANGED AND THE RIGHT MAGNETO REPLACED.

Brief of Accident (Continued)

File No. - 1121

6/05/86

SONOMA, CA

A/C Reg. No. N62763

Time (Lcl) - 1530 PDT

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

Finding(s)

1. OBJECT - UTILITY POLE
2. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
3. ALTITUDE - INADEQUATE - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1119	6/14/86	LODI, CA	A/C Reg. No. N3496R	Time (Lcl) - 0925 PDT
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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	1
Accident Occurred During -LANDING					

----Aircraft Information----

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	ELKGROVE, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LODI, CA	LODI
Wind Dir/Speed- 310/007 KTS	ATC/Airspace	Runway Ident - 12
Visibility - 25.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2070/ 26
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

----Personnel Information----

Pilot-In-Command	Age - 57	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 1040	Last 24 Hrs - 1
SE LAND	Months Since - 8	Make/Model- 810	Last 30 Days- UNK/NR
	Aircraft Type - C-182	Instrument- 2	Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

----Narrative----

A ACFT COLLIDED WITH A GRAVEL PILE AFTER OVERRUNNING THE 2,070 FT ASPHALT RWY. THE PLT INDICATED THAT THE WIND SOCK AT THE ARPT WAS INDICATING A VARIABLE WIND DIRECTION FROM 200 DEG TO 230 DEG. THE PLT ELECTED TO LAND ON RWY 12. HE STATED HE WOULD HAVE HAD ENOUGH ROOM TO STOP THE ACFT ON THE GRASS OVERRUN IF IT HAD NOT BEEN FOR A 20 INCH HIGH PILE OF GRAVEL ACROSS IT.

Brief of Accident (Continued)

File No. - 1119

6/14/86

LODI, CA

A/C Reg. No. N3496R

Time (Lc1) - 0925 PDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - TAILWIND
2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
3. WIND INFORMATION - NOT UNDERSTOOD - PILOT IN COMMAND
4. COMPENSATION FOR WIND CONDITIONS - NOT PERFORMED - PILOT IN COMMAND
5. WRONG RUNWAY - SELECTED - PILOT IN COMMAND

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

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) 2,5

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

Brief of Accident

PAGE 72

Brief of Accident (Continued)

File No. - 1120

6/15/86

TAFT, CA

A/C Reg. No. N8780

Time (Lc1) - 1425 PDT

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

Finding(s)

1. PROPER DESCENT RATE - NOT MAINTAINED - PILOT IN COMMAND

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

Finding(s)

2. RECOVERY FROM BOUNCED LANDING - POOR - PILOT IN COMMAND
3. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
4. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1118	7/06/86	VAN NUYS, CA	A/C Reg. No. N5106N	Time (Lcl) - 1910 PDT
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-----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		NONE	Crew 0	0
Accident Occurred During - LANDING			Pass 0	0
				Minor 0
				None 1
				0
<hr/>				
-----Aircraft Information-----				
Make/Model - BOEING N25-3	Eng Make/Model - CONTINENTAL WR-670	ELT Installed/Activated - YES/YES		
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO		
Max Gross Wt - 2717	Engine Type - RECIPROCATING-CARBURETOR			
No. of Seats - 2	Rated Power - 220 HP			
<hr/>				
-----Environment/Operations Information-----				
Weather Data		Itinerary	Airport Proximity	
Wx Briefing - NO RECORD OF BRIEFING		Last Departure Point	ON AIRPORT	
Method - N/A		VAN NUYS, CA		
Completeness - N/A		Destination	Airport Data	
Basic Weather - VMC		LOCAL	VAN NUYS	
Wind Dir/Speed- 120/005 KTS		ATC/Airspace	Runway Ident - 16R	
Visibility - 25.0 SM		Type of Flight Plan - NONE	Runway Lth/Wid - 8001/ 150	
Lowest Sky/Clouds - CLEAR		Type of Clearance - VFR	Runway Surface - ASPHALT	
Lowest Ceiling - NONE		Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY	
Obstructions to Vision- NONE		FULL STOP		
Precipitation - NONE				
Condition of Light - DAYLIGHT				
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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)		
PRIVATE	Current - YES	Total - 1226	Last 24 Hrs - 1	
SE LAND, ME LAND	Months Since - 13	Make/Model- 2	Last 30 Days- 24	
	Aircraft Type - PA-44	Instrument- 167	Last 90 Days- 56	
		Multi-Eng - 209		
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Instrument Rating(s) - AIRPLANE				
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-----Narrative-----				
A BOEING N25-3 NOSED OVER ON LANDING WHILE ON A LOCAL VFR FLIGHT. THE PILOT INDICATED THAT HE HAD LOGGED A TOTAL OF 2.4 HOURS IN THIS MAKE AND MODEL AIRCRAFT ALL WITHIN THE PREVIOUS NINETY DAYS. THE PILOT STATED THAT ON HIS LAST APPROACH, THE SPEED WAS TOO FAST, THE AIRCRAFT BOUNCED AND HE OVERCONTROLLED CAUSING THE PROPELLER TO STRIKE THE RUNWAY. THE AIRCRAFT NOSED OVER AND CAME TO REST ON IT'S BACK. THE PILOT ALSO STATED THAT THERE WERE NO MECHANICAL FAILURES OR MALFUNCTIONS PRIOR TO THE ACCIDENT.				

Brief of Accident (Continued)

File No. - 1118

7/06/86

VAN NUYS,CA

A/C Reg. No. N5106N

Time (Lcl) - 1910 PDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - ROLL

Finding(s)

1. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
3. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1052	7/20/86	BRIDGEVILLE, CA	A/C Reg. No. N9BB	Time (Lcl) - 1030 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	1
Accident Occurred During - DESCENT			0	0
				Minor
				0
				None
				0

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

Make/Model - BROWN PITTS SPECIAL	Eng Make/Model - LYCOMING O-320-E2A	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 900	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 1	Rated Power - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	RUTH, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	RUTH
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - 13
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3170/ 45
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - MACADAM
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 29	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 440
SE LAND	Months Since - 20	Last 24 Hrs - 3
	Aircraft Type - UNK/NR	Make/Model- 77
		Last 30 Days- UNK/NR
		Instrument- 5
		Last 90 Days- 5

Instrument Rating(s) - NONE

-----Narrative-----

WITNESSES REPORTED THE PLT MADE 4 OR 5 LOW PASSES OVER THE RWY PRIOR TO THE ACCIDENT. DURING EACH PASS THE ACFT WAS ROLLED INVERTED, THE ENG WOULD QUIT AND THE PLT WOULD ROLL THE ACFT UPRIGHT. ON THE LAST PASS, ACCORDING TO WITNESSES, THE ENG QUIT AGAIN, THE ACFT STALLED AND COLLIDED WITH THE TERRAIN DURING A TURN BACK TOWARD THE ARPT.

Brief of Accident (Continued)

File No. - 1052

7/20/86

BRIDGEVILLE, CA

A/C Reg. No. N9BB

Time (Lcl) - 1030 PDT

Occurrence #1 LOSS OF POWER
Phase of Operation MANEUVERING

Finding(s)

1. AEROBATICS - PERFORMED - PILOT IN COMMAND
2. UNDETERMINED

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

Finding(s)

3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND

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

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1178	8/07/86	SAN JOSE, CA	A/C Reg. No. N45188	Time (Lcl) - 0810 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	0

----Aircraft Information----

Make/Model - CESSNA 177RG	Eng Make/Model - LYCOMING IO-360-A1B6W	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2800	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 200 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	TRACY, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - IMC	SAN JOSE, CA	REID HILLVIEW
Wind Dir/Speed- 150/006 KTS	ATC/Airspace	Runway Ident - 13L
Visibility - 3.000 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3099/ 75
Lowest Sky/Clouds - 900 FT	Type of Clearance - SPECIAL VFR	Runway Surface - ASPHALT
Lowest Ceiling - 900 FT OVERCAST	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- FOG	GO AROUND	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

----Personnel Information----

Pilot-In-Command	Age - 35	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 486	Last 24 Hrs - 2
SE LAND	Months Since - 23	Make/Model- 186	Last 30 Days- 16
	Aircraft Type - C-172	Instrument- 3	Last 90 Days- 30

Instrument Rating(s) - NONE

----Narrative----

THE ACFT WAS LANDED WITH THE GEAR IN THE PARTIALLY EXTENDED. TOWER PERSONNEL ATTEMPTED TO WARN THE PLT OF THE GEAR POSITION WITH USE OF THE RADIO AND LIGHT GUN SIGNALS; HOWEVER, THE LANDING WAS CONTINUED. POST ACCIDENT EXAMINATION OF THE LANDING GEAR SYSTEM FAILED TO DISCLOSE ANY FAILURE/MALFUNCTION. HOWEVER, IT WAS DISCOVERED THAT IF THE GEAR HANDLE WAS LOWERED TO THE NEUTRAL POSITION FROM THE GEAR UP POSITION, THE LANDING GEAR WOULD LOWER TO THE TRAIL POSITION.

Brief of Accident (Continued)

File No. - 1178

8/07/86

SAN JOSE,CA

A/C Reg. No. N45188

Time (Lcl) - 0810 PDT

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

Finding(s)

1. GEAR EXTENSION - INADEQUATE - PILOT IN COMMAND
2. GEAR DOWN AND LOCKED - NOT IDENTIFIED - 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. - 1177	8/12/86	SALINAS, CA	A/C Reg. No. N169HA	Time (Lcl) - 0845 PDT
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-----Basic Information-----

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

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

Make/Model - HILLER UH21E	Eng Make/Model - LYCOMING VO-540-C2A	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 3100	Engine Type - TURBOSHAFT	
No. of Seats - 3	Rated Power - 340 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SALINAS, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	SALINAS
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - N/A
Visibility - 2.000 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- FOG		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 34	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 7337
SE LAND, ME LAND	Months Since - 4	Last 24 Hrs - 8
HELICOPTER	Aircraft Type - UH-21E	Make/Model- 3123
		Instrument- 85
		Last 30 Days- UNK/NR
		Last 90 Days- 368
		Rotorcraft - 4169
		Multi-Eng - 355

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT EXPERIENCED A "RATCHETING" TO THE RIGHT AND A DECREASE IN ROTOR RPM DURING CRUISE FLT AT 75-100 FT AGL. THE PLT MADE AN AUTOROTATION BUT COULD NOT CUSHION THE LANDING DUE TO THE LOW ALT AND LACK OF ROTOR RPM. THE HELICOPTER IMPACTED HARD AND CARTWHEELED. POST ACCIDENT EXAMINATION OF THE HELICOPTER REVEALED THE UPPER HOUSING OIL ORIFICE WAS COMPLETELY BLOCKED WITH A FOREIGN MATERIAL WHICH RESULTED IN OIL STARVATION TO THE SECONDARY PLANET SYSTEM. THE FOREIGN MATERIAL WAS ANALYZED AND FOUND TO CONTAIN "SIGNIFICANT QUANTITIES OF SILICON".

Brief of Accident (Continued)

File No. - 1177

8/12/86

SALINAS,CA

A/C Reg. No. N169HA

Time (Lcl) - 0845 PDT

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

Finding(s)
1. LUBRICATING SYSTEM - BLOCKED(TOTAL)
2. FLUID,OIL - STARVATION

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)
3. AUTOROTATION - PERFORMED - PILOT IN COMMAND

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

Finding(s)
4. ROTOR RPM - INADEQUATE -

----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) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1112	8/25/86	RIVERSIDE, CA	A/C Reg. No. N4083R	Time (Lcl) - 0345 PST
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----Basic Information----

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

----Aircraft Information----

Make/Model - PIPER PA-32-300	Eng Make/Model - LYCOMING IO-540-K1A5	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3400	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 2	Rated Power - 300 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	PHOENIX, AZ	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	HAWTHORNE, CA	RIVERSIDE
Wind Dir/Speed- CALM		Runway Ident - N/A
Visibility - 5.0 SM	ATC/Airspace	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Flight Plan - IFR	Runway Surface - DIRT
Lowest Ceiling - NONE	Type of Clearance - IFR	Runway Status - DRY
Obstructions to Vision- HAZE	Type Apch/Lndg - FORCED LANDING	
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

----Personnel Information----

Pilot-In-Command	Age - 28	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - YES	Total - 1376
SE LAND	Months Since - 3	Make/Model - 145
	Aircraft Type - PA-28	Instrument - 80
		Multi-Eng - 6
		Last 24 Hrs - 5
		Last 30 Days - 104
		Last 90 Days - 336

Instrument Rating(s) - AIRPLANE

----Narrative----

WHILE EN ROUTE TO HAWTHORNE AIRPORT THE AIRCRAFT EXPERIENCED A TOTAL LOSS OF POWER. DURING A CIRCLING DESCENT THE PILOT ATTEMPTED TO RESTART THE ENGINE WITHOUT SUCCESS. THE AIRCRAFT COLLIDED WITH THE TERRAIN 500 FT SHORT OF RWY 27 AT RIVERSIDE AIRPORT. THE PILOT STATED THAT THE FUEL SELECTOR WAS ON THE LEFT MAIN WHEN THE ENGINE QUIT. EXAMINATION OF THE FUEL TANKS REVEALED THAT THE MAIN TANKS WERE EMPTY AND THE OUTBOARD TANKS CONTAINED 10 GALLONS OF FUEL EACH.

Brief of Accident (Continued)

File No. - 1112

8/25/86

RIVERSIDE, CA

A/C Reg. No. N4083R

Time (Lcl) - 0345 PST

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

Finding(s)

1. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
2. FUEL CONSUMPTION CALCULATIONS - IMPROPER - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 UNDERSHOOT
Phase of Operation LANDING

Finding(s)

3. PLANNED APPROACH - MISJUDGED - PILOT IN COMMAND

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

Finding(s)

4. TERRAIN CONDITION - ROUGH/UNEVEN

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1113	9/10/86	MODESTO, CA	A/C Reg. No. N112LN	Time (Lcl) - 1247 PST
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----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
Flight Conducted Under - 14 CFR 91	NONE	Pass	0	0	1
Accident Occurred During - LANDING					0

----Aircraft Information----

Make/Model - CESSNA 150	Eng Make/Model - CONTINENTAL O-200-A48	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	HAYWARD, CA	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	MODESTO, CA	MODESTO
Wind Dir/Speed- 360/010 KTS	ATC/Airspace	Runway Ident - 28
Visibility - 20.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 3459/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - VFR	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

----Personnel Information----

Pilot-In-Command	Age - 30	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 59
	Months Since - N/A	Make/Model- 30
	Aircraft Type - N/A	Instrument- 10
		Last 24 Hrs - 1
		Last 30 Days- 13
		Last 90 Days- 40

Instrument Rating(s) - NONE

----Narrative----

AT THE END OF ONE LEG OF A SOLO CROSS-COUNTRY FLIGHT THE STUDENT PILOT EXPERIENCED A HARD LANDING WHICH RESULTED IN A PORPOISE ON THE RWY. THE PILOT DID NOT REALIZE THE SEVERITY OF THE INITIAL BOUNCE AND TRIED TO RE-FLARE THE AIRCRAFT WITHOUT ADDING POWER. THE AIRCRAFT BOUNCED A SECOND TIME AND ON THE THIRD BOUNCE THE NOSE GEAR COLLAPSED. THE PILOT REPORTED THAT DURING THE APPROACH SHE WAS DISTRACTED WITH THE THOUGHT OF WHERE SHE WOULD PARK SO THE AIRCRAFT COULD BE RE-FUELED.

Brief of Accident (Continued)

File No. - 1113

9/10/86

MODESTO,CA

A/C Reg. No. N112LN

Time (Lcl) - 1247 PST

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

Finding(s)

1. PROPER GLIDEPATH - BELOW - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND
3. FLARE - MISJUDGED - PILOT IN COMMAND

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

Finding(s)

4. THROTTLE/POWER CONTROL - NOT USED - PILOT IN COMMAND
5. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
6. RECOVERY FROM BOUNCED LANDING - NOT PERFORMED - PILOT IN COMMAND

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

Finding(s)

7. LANDING GEAR, NOSE GEAR - OVERLOAD

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1027	9/12/86	RIO VISTA,CA	A/C Reg. No. N19DW	Time (Lcl) - 1653 PDT
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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		2	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Crew	0	0	0	0
Accident Occurred During -DESCENT		Pass				

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

Make/Model - CHRISTEN EAGLE II	Eng Make/Model - LYCOMING AE10-360-A1D	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1600	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 2	Rated Power - 200 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	RIO VISTA,CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	UNK/NR	RIO VISTA
Wind Dir/Speed- 250/018 KTS	ATC/Airspace	Runway Ident - 25
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - 3060/ 60
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 67	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT	Flight Time (Hours)
Certificate(s)/Rating(s)	Biennial Flight Review		
PRIVATE	Current - UNK/NR	Total - 1700	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- 0	Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WITNESSES REPORTED THE ACFT SOUNDED NORMAL DURING RUN-UP AND TAKEOFF UNTIL IT REACHED AN ALT BTW 150-500 FT AGL AT WHICH TIME THE ENG QUIT. THE ACFT THEN ENTERED A TURN BACK TOWARD THE ARPT AND DESCENDED TO GROUND IMPACT. POST ACCIDENT INSPECTION REVEALED APRX 1 INCH OF FUEL IN THE FUEL TANK AND VERY LITTLE FUEL THROUGHOUT THE FUEL SYSTEM. ACCORDING TO A WITNESS, ONE PLT QUESTIONED THE OTHER CONCERNING FUEL QUANTITY PRIOR TO TAKEOFF AND THE ACFT DEPARTED WITHOUT HAVING BEEN REFUELED.

Brief of Accident (Continued)

File No. - 1027

9/12/86

RIO VISTA,CA

A/C Reg. No. N19DW

Time (Lc1) - 1653 PDT

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

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 DESCENT - EMERGENCY

Occurrence #3 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1114	9/13/86	RIO LINDA, CA	A/C Reg. No. N3879X	Time (Lcl) - 1822 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					1
					2

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

Make/Model - AERO COMMANDER 100	Eng Make/Model - LYCOMING O-320-A2B	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2250	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	MARYSVILLE, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	MARYSVILLE, CA	Runway Ident - N/A
Wind Dir/Speed- 140/010 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - DIRT
Lowest Sky/Clouds - 25000 FT SCATTERED	Type of Clearance - NONE	Runway Status - HIGH VEGETATION
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 30	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 302
SE LAND	Months Since - 23	Last 24 Hrs - 1
	Aircraft Type - 100	Make/Model- 295
		Instrument- 6
		Last 30 Days- 11
		Last 90 Days- 20

Instrument Rating(s) - NONE

-----Narrative-----

AT THE END OF A LOCAL PLEASURE FLIGHT, THE PILOT NOTICED A LOSS OF OIL PRESSURE APPROXIMATELY 10 MILES NORTH OF RIO LINDA AIRPORT. THREE MINUTES LATER THE ENGINE BEGAN RUNNING ROUGH AND THE PILOT INITIATED AN EMERGENCY LANDING IN A RICE FIELD. UPON TOUCHDOWN, THE NOSE GEAR DUG INTO THE SOFT DIRT, BROKE OFF AND THE AIRCRAFT NOSED OVER. POST ACCIDENT INSPECTION REVEALED A 16TH INCH COPPER LINE BETWEEN THE OIL PRESSURE SWITCH AND THE OIL PRESSURE GAGE FAILED DUE TO FATIGUE.

Brief of Accident (Continued)

File No. - 1114

9/13/86

RIO LINDA, CA

A/C Reg. No. N3879X

Time (Lc1) - 1822 PDT

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

Finding(s)

1. LUBRICATING SYSTEM,OIL LINE - FATIGUE
2. FLUID,OIL - STARVATION

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

3. LANDING GEAR,NOSE GEAR - SEPARATION
4. TERRAIN CONDITION - SOFT

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1115	9/13/86	NOVATO, CA	A/C Reg. No. N7181G	Time (Lcl) - 1830 PDT
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-----Basic Information-----

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

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

Make/Model	- CESSNA 172	Eng Make/Model	- LYCOMING O-320-E2D	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2300	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 150 HP		

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

Weather Data	Itinerary	Airport Proximity	
Wx Briefing	- FSS	ON AIRPORT	
Method	- TELEPHONE		
Completeness	- FULL	Airport Data	
Basic Weather	- VMC	GROSS FLD	
Wind Dir/Speed	- 270/015 KTS	Runway Ident	- 31
Visibility	- 35.0 SM	Runway Lth/Wid	- 3300/ 60
Lowest Sky/Clouds	- CLEAR	Runway Surface	- ASPHALT
Lowest Ceiling	- NONE	Runway Status	- DRY
Obstructions to Vision	- NONE		
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 31	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 124
SE LAND	Months Since - 2	Make/Model - 22
	Aircraft Type - C-172	Instrument - 3
		Last 24 Hrs - 1
		Last 30 Days - 1
		Last 90 Days - 2

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT ATTEMPTED A CROSSWIND LANDING AT THE END OF A PLEASURE CROSS COUNTRY FLIGHT. A LOSS OF DIRECTIONAL CONTROL OCCURRED ON SHORT FINAL AND THE AIRCRAFT DRIFTED RIGHT OF THE RUNWAY. A GO-AROUND WAS ATTEMPTED WITHOUT SUCCESS AND THE AIRCRAFT ROLLED OFF THE RIGHT SIDE OF THE RUNWAY WHERE IT CONTACTED A DITCH AND NOSED OVER.

Brief of Accident (Continued)

File No. - 1115

9/13/86

NOVATO, CA

A/C Reg. No. N7181G

Time (Lc1) - 1830 PDT

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
3. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
4. GO-AROUND - ATTEMPTED - PILOT IN COMMAND
5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

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

Finding(s)

6. TERRAIN CONDITION - DITCH

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1116	9/15/86	EL MONTE,CA	A/C Reg. No. N95010	Time (Lcl) - 1825 PDT
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-----Basic Information-----

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

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

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235-N2C	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 108 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - UNK/NR	EL MONTE,CA	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	LOCAL	EL MONTE
Wind Dir/Speed- 190/008 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 8.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 35	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT		
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)		
STUDENT	Current - N/A	Total - 16	Last 24 Hrs - 0	
	Months Since - N/A	Make/Model- 6	Last 30 Days- 5	
	Aircraft Type - N/A	Instrument- 0	Last 90 Days- 5	

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT WAS TAXIING TO THE RUN-UP AREA WHEN HIS LEFT WING STRUCK THE CORNER OF A HANGAR. THE PILOT STATED HE WAS PAYING ATTENTION TO THE RIGHT WING WHICH WAS CLOSE TO ANOTHER AIRCRAFT AT THE TIME.

Brief of Accident (Continued)

File No. - 1116

9/15/86

EL MONTE, CA

A/C Reg. No. N95010

Time (Lcl) - 1825 PDT

Occurrence ON GROUND COLLISION WITH OBJECT
Phase of Operation TAXI

Finding(s)

1. OBJECT - AIRPORT FACILITY
 2. DISTANCE - MISJUDGED - PILOT IN COMMAND
 3. IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION - PILOT IN COMMAND
-

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1106	10/04/86	CALISTOGA, CA	A/C Reg. No. N914G	Time (Lcl) - 1350 PDT
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-----Basic Information-----				
Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries	
		SUBSTANTIAL	Fatal	Serious Minor None
Type of Operation	-PERSONAL	Fire	Crew 0	1 0 0
Flight Conducted Under	-14 CFR 91	NONE	Pass 0	0 0 0
Accident Occurred During	-LANDING			
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-----Aircraft Information-----				
Make/Model	- GROB G103 TWIN II	Eng Make/Model	- N/A	
Landing Gear	- TAILWHEEL-RETRACTABLE MAINS	Number Engines	- N/A	
Max Gross Wt	- 1279	Engine Type	- N/A	
No. of Seats	- 2	Rated Power	- N/A	
		ELT Installed/Activated - NO -N/A		
		Stall Warning System - NO		
<hr/>				
-----Environment/Operations Information-----				
Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP	
Method	- N/A	CALISTOGA, CA		
Completeness	- N/A	Destination	Airport Data	
Basic Weather	- VMC	LOCAL		
Wind Dir/Speed	- 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	- TRAFFIC PATTERN	
Obstructions to Vision	- NONE	FORCED LANDING		
Precipitation	- NONE			
Condition of Light	- DAYLIGHT			
<hr/>				
-----Personnel Information-----				
Pilot-In-Command	Age - 36	Medical Certificate - NO MEDICAL		
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)		
PRIVATE	Current - YES	Total - 82	Last 24 Hrs - UNK/NR	
	Months Since - 2	Make/Model- 19	Last 30 Days- UNK/NR	
GLIDER	Aircraft Type - 103	Instrument- 0	Last 90 Days- 2	
<hr/>				
Instrument Rating(s) - NONE				
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-----Narrative-----				
AT THE END OF A LOCAL PLEASURE FLIGHT NEAR CLISTOGA, CLAIFORNIA, THE PILOT STATED THE NOSE OF HIS GLIDER WAS PUSHED DOWN WHILE ON BASE LEG AT CALISTAGA AIRPARK. DUE TO A LOSS IN ALTITUDE TO INCREASE AIRSPEED, THE PILOT WAS UNABLE TO REACH THE RUNWAY. A FORCED LANDING WAS ATTEMPTED IN A NEARBY PLOWED FIELD; HOWEVER, A ROW OF TREES WAS IN THE WAY WHICH THE PILOT THOUGHT HE COULD PORPOISE OVER. THE GLIDER COLLIDED WITH A TREE AND STALLED INTO THE FIELD. THE PILOT REPORTED THAT HE HAD OBTAINED HIS WEATHER INFORMATION FROM OTHER PILOTS WHO WERE FLYING IN THE AREA.				
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Brief of Accident (Continued)

File No. - 1106

10/04/86

CALISTOGA, CA

A/C Reg. No. N914G

Time (Lcl) - 1350 PDT

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

Finding(s)
1. WEATHER CONDITION - DOWNDRAFT
2. WIND INFORMATION - INADEQUATE - PILOT IN COMMAND

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

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1140 10/10/86 OCEANSIDE, CA A/C Reg. No. N7982Y Time (Lcl) - 1530 PDT

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

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

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

Make/Model - PIPER PA-30	Eng Make/Model - LYCOMING IO-360	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 3725	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	SAN JOSE, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAN DIEGO, CA	Runway Ident - N/A
Wind Dir/Speed- 200/006 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - WATER
Lowest Sky/Clouds - 7000 FT SCATTERED	Type of Clearance - NONE	Runway Status - WATER - CHOPPY
Lowest Ceiling - 7000 FT BROKEN	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 52	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 5000
SE LAND, ME LAND, SE SEA	Months Since - 2	Make/Model- 200
	Aircraft Type - M20J/A	Instrument- 654
		Multi-Eng - 450
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 50

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A X-COUNTRY FLT, THE PLT STATED, THAT JUST SOUTH OF LOS ANGELES INTERNATIONAL ARPT, THE ACFT'S RIGHT ENGINE WAS RUNNING ROUGH. AT THE SAME TIME PWR IN THE LEFT ENGINE BEGAN DECREASING, THEN THE PROP AUTOMATICALLY FEATHERED. THE PLT ATTEMPTED A RE-START WITH NO SUCCESS. UNABLE TO MAINTAIN ALT, THE PLT DITCHED THE ACFT APRX 2 MILES OFF SHORE. POST ACCIDENT EXAM REVEALED THE LEFT ENGINE OIL DRAIN PLUG WAS MISSING. THE OIL DRAIN PLUG ON THE RIGHT ENG WAS FOUND LOOSE AND THE QUICK DRAIN WAS OPEN AND UNLOCKED. NEITHER ENGINE SHOWED EVIDENCE OF HEAT DAMAGE.

Brief of Accident (Continued)

File No. - 1140

10/10/86

OCEANSIDE, CA

A/C Reg. No. N7982Y

Time (Lc1) - 1530 PDT

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

Finding(s)

1. MAINTENANCE, SERVICE OF AIRCRAFT - INADEQUATE - OTHER MAINTENANCE PSNL
2. MAINTENANCE, INSPECTION OF AIRCRAFT - INADEQUATE - PILOT IN COMMAND

Occurrence #2 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation CRUISE

Finding(s)

3. FLUID, OIL - LOSS, TOTAL

Occurrence #3 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

4. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
5. IN-FLIGHT PLANNING/DECISION - DELAYED - PILOT IN COMMAND

Occurrence #4 DITCHING
Phase of Operation LANDING

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) 1,2,4,5

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1197 2/20/86 DENVER, CO A/C Reg. No. N17309 Time (Lcl) - 1539 MDT

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

Type Operating Certificate	AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage		Injuries			
Name of Carrier	-CONTINENTAL AIRLINES, INC	SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-SCHEDULED, DOMESTIC, PASSENGER	Fire	Crew	0	0	0	6
Flight Conducted Under	-14 CFR 121	NONE	Pass	0	0	0	105
Accident Occurred During	-TAKEOFF						

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

Make/Model	- BOEING 737-300	Eng Make/Model	- GENERAL ELEC. CFM-56-3	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 139000	Engine Type	- TURBOFAN		
No. of Seats	- 149	Rated Power	- 2000 LBS THRUST		

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- COMPANY	Last Departure Point	ON AIRPORT
Method	- IN PERSON	SAME AS ACC/INC	
Completeness	- UNK/NR	Destination	Airport Data
Basic Weather	- VMC	SALT LAKE CITY, UT	STAPLETON INTL
Wind Dir/Speed	- 030/005 KTS	ATC/Airspace	Runway Ident
Visibility	- 7.0 SM	Type of Flight Plan	- 08R
Lowest Sky/Clouds	- 12000 FT SCATTERED	Type of Clearance	- 10010/ 150
Lowest Ceiling	- 20000 FT BROKEN	Type Apch/Lndg	- CONCRETE
Obstructions to Vision	- NONE		Runway Status
Precipitation	- NONE		- DRY
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)	
COMMERCIAL, ATP	Current - YES	Total - 20000	Last 24 Hrs - 6
SE LAND, ME LAND	Months Since - 1	Make/Model - 531	Last 30 Days - UNK/NR
	Aircraft Type - 737	Instrument - UNK/NR	Last 90 Days - UNK/NR
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

F/O WAS ON THE 3RD INITIAL OPERATING EXPERIENCE FLT WITH A CHECK AIRMAN. CAPT AND F/O HAD DISCUSSED RAPID RATE OF ROTATION ON PREVIOUS FLTS AND AGAIN ON ACCIDENT FLT. THE F/O PERFORMED THE TAKEOFF FROM DENVER AND EXCEEDED ROTATION RATE OF 3 DEGREES PER SEC. THE AFT FUSELAGE UNDERBELLY STRUCK THE RWY, SUBSTANTIALLY DAMAGING THE AIRCRAFT.

Brief of Accident (Continued)

File No. - 1197

2/20/86

DENVER, CO

A/C Reg. No. N17309

Time (Lcl) - 1539 MDT

Occurrence ON GROUND COLLISION WITH TERRAIN

Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. PROCEDURES/DIRECTIVES - NOT FOLLOWED - COPILOT
 2. AIRCRAFT HANDLING - IMPROPER - COPILOT
 3. IMPROPER USE OF PROCEDURE, INADEQUATE INITIAL TRAINING - COPILOT
 4. INSUFFICIENT STANDARDS/REQUIREMENTS, AIRMAN - COMPANY/OPERATOR MGMT
 5. ROTATION - EXCESSIVE - COPILOT
 6. SUPERVISION - INADEQUATE - 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. - 1012	7/12/86	NEW CASTLE, CO	A/C Reg. No. N78764	Time (Lcl) - 1115 MDT
<hr/>				
----Basic Information----				
Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		
		SUBSTANTIAL		
Type of Operation	-PERSONAL	Fire	Crew	Fatal
Flight Conducted Under	-14 CFR 91	NONE	Pass	0
Accident Occurred During	-LANDING			0
		Injuries		
		Serious Minor None		
		0 1 0		
		0 1 0		
<hr/>				
----Aircraft Information----				
Make/Model	- CESSNA 182P	Eng Make/Model	- CONTINENTAL O-470	
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	
Max Gross Wt	- 2950	Engine Type	- RECIPROCATING-CARBURETOR	
No. of Seats	- 4	Rated Power	- 230 HP	
		ELT Installed/Activated - YES/NO		
		Stall Warning System - YES		
<hr/>				
----Environment/Operations Information----				
Weather Data		Itinerary		Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING		Last Departure Point		OFF AIRPORT/STRIP
Method - N/A		RIFLE, CO		
Completeness - N/A		Destination		Airport Data
Basic Weather - VMC		COLD SPRINGS, CO		
Wind Dir/Speed - CALM		ATC/Airspace		Runway Ident - N/A
Visibility - 90.0 SM		Type of Flight Plan - NONE		Runway Lth/Wid - N/A
Lowest Sky/Clouds - 15000 FT SCATTERED		Type of Clearance - NONE		Runway Surface - DIRT
Lowest Ceiling - NONE		Type Apch/Lndg - FULL STOP		Runway Status - DRY
Obstructions to Vision - NONE				
Precipitation - NONE				
Condition of Light - DAYLIGHT				
<hr/>				
----Personnel Information----				
Pilot-In-Command		Age - 48	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT	
Certificate(s)/Rating(s)		Biennial Flight Review	Flight Time (Hours)	
PRIVATE		Current - YES	Total - 901	Last 24 Hrs - 1
SE LAND		Months Since - 13	Make/Model - 319	Last 30 Days - UNK/NR
		Aircraft Type - C-182P	Instrument - 0	Last 90 Days - 70
<hr/>				
Instrument Rating(s) - NONE				
<hr/>				
----Narrative----				
PLT ATTEMPTED TO ABORT LANDING WHILE ON SHORT FINAL WITH 40 DEGREES OF FLAPS. PLT DECIDED THAT HE WOULD NOT CLEAR TREES AT THE FAR END OF MEADOW SO HE EXECUTED A PRECAUTIONARY LANDING DURING WHICH THE ACFT STRUCK A DITCH AND NOSED OVER. THE DENSITY ALTITUDE WAS CALCULATED TO BE 11,823 FEET.				
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Brief of Accident (Continued)

File No. - 1012

7/12/86

NEW CASTLE, CO

A/C Reg. No. N78764

Time (Lcl) - 1115 MDT

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

Finding(s)

1. PLANNED APPROACH - POOR - PILOT IN COMMAND
2. ABORTED LANDING - ATTEMPTED - PILOT IN COMMAND
3. RAISING OF FLAPS - NOT PERFORMED - PILOT IN COMMAND
4. WEATHER CONDITION - HIGH DENSITY ALTITUDE
5. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
6. TERRAIN CONDITION - DITCH

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) 2,5,6

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. - 1096 9/07/86 MONTE VISTA, CO A/C Reg. No. N79910 Time (Lcl) - 1150 MDT

-----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	3
Accident Occurred During -LANDING						

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

Make/Model - CESSNA 172K	Eng Make/Model - LYCOMING O-320-E2D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 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	WINSLOW, AZ	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	ERIE, CO	SAN LUIS VALLEY
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 34
Visibility - 60.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2100/ 50
Lowest Sky/Clouds - 20000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - DIRT
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 - 33	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - NO	Total - 124
SE LAND	Months Since - 25	Last 24 Hrs - 7
	Aircraft Type - PA-38	Make/Model- 41
		Last 30 Days- UNK/NR
		Instrument- 2
		Last 90 Days- 34

Instrument Rating(s) - NONE

-----Narrative-----

THE FLT DEPARTED WINSLOW, AZ, AND WAS EN ROUTE TO ERIE, CO, WHEN THE ACCIDENT OCCURRED. THE PLT SAID HE DECIDED TO DIVERT TO MONTE VISTA TO "TAKE A BREAK" AND VISIT WITH HIS PARENTS WHO LIVED NEARBY. THE PLT SAID THE WINDS WERE LIGHT AND VARIABLE WITH SOME LIGHT TURBULENCE. THE PLT SAID THAT AS HE APPROACHED RWY 34 (2100 FT X 50 FT, DIRT), HE ENCOUNTERED A HIGH SINK RATE AND THE AIRPLANE TOUCHED DOWN SHORT OF THE RUNWAY EDGE. THE MAIN LANDING GEAR STRUCK THE RWY LIP, RESULTING IN SUBSTANTIAL DAMAGE TO THE LANDING GEAR BULKHEAD AND FUSELAGE SKIN. THE PLT WAS ABLE TO TAXI THE ACFT TO THE RAMP. ANOTHER RWY (01-19/6000 FT X 50 FT, ASPHALT) WAS AVAILABLE FOR LANDINGS. THE PLT'S LAST BIENNIAL FLIGHT REVIEW WAS ACCOMPLISHED IN AUGUST, 1984.

Brief of Accident (Continued)

File No. - 1096

9/07/86

MONTE VISTA, CO

A/C Reg. No. N79910

Time (Lcl) - 1150 MDT

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

Finding(s)

1. PLANNED APPROACH - POOR - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, INADEQUATE RECURRENT TRAINING - PILOT IN COMMAND
3. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
4. AIRSPEED(VREF) - BELOW - PILOT IN COMMAND
5. PROPER GLIDEPATH - BELOW - PILOT IN COMMAND

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

Finding(s)

6. TERRAIN CONDITION - GROUND
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) 4,5

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1182 9/16/86 GRAND JUNCTION, CO A/C Reg. No. N39204 Time (Lc1) - 1157 MDT

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

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

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

Make/Model - QUICKIE Q-2	Eng Make/Model - REVMASER 2100-DT	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 - 80 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	GRAND JUNCTION, CO	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	WALKER FIELD
Wind Dir/Speed- 330/006 KTS		Runway Ident - 11
Visibility - 90.0 SM	ATC/Airspace	Runway Lth/Wid - 10501/ 150
Lowest Sky/Clouds - CLEAR	Type of Flight Plan - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type of Clearance - NONE	Runway Status - DRY
Obstructions to Vision- NONE	Type Apch/Lndg - FULL STOP	
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 - UNK/NR	Total - 240
SE LAND	Months Since - UNK/NR	Make/Model- 12
	Aircraft Type - UNK/NR	Instrument- 4
		Last 24 Hrs - 3
		Last 30 Days- 20
		Last 90 Days- 40

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT THE ACFT ENTERED A PORPOISE DURING LANDING. WHILE ATTEMPTING TO ADD POWER THE ENG QUIT. THE LANDING GEAR THEN BROKE OFF AND THE ACFT ENTERED A GROUND LOOP AND RAN OFF THE RWY. THE PLT NOTES THAT THE ACFT HAS A TENDENCY TO BOUNCE DURING LANDING DUE TO THE LOCATION OF THE MAIN LANDING GEAR WHICH ATTACHES AT THE ENDS OF THE CANARD. HE ALSO NOTES THAT THE THROTTLE AND MIXTURE MUST BE ADVANCED TOGETHER TO INCREASE POWER.

Brief of Accident (Continued)

File No. - 1182

9/16/86

GRAND JUNCTION, CO

A/C Reg. No. N39204

Time (Lc1) - 1157 MDT

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

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN KIND OF AIRCRAFT - PILOT IN COMMAND
3. REMEDIAL ACTION - ATTEMPTED - PILOT IN COMMAND
4. LANDING GEAR - INADEQUATE - PRODUCTION/DESIGN PSNL
5. POWERPLANT CONTROLS - INADEQUATE - PRODUCTION/DESIGN PSNL

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

Finding(s)

6. LANDING GEAR, MAIN GEAR - OVERLOAD

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1183	10/15/86	FORT MORGAN, CO	A/C Reg. No. N9748D	Time (Lcl) - 1140 MDT
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----Basic Information----

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

----Aircraft Information----

Make/Model - PIPER PA-22-160	Eng Make/Model - LYCOMING O-320-B2A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2000	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 160 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	WIGGINS, CO	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	FORT MORGAN MUNI
Wind Dir/Speed- 290/003 KTS	ATC/Airspace	Runway Ident - 32
Visibility - 100.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5222/ 60
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - CONCRETE
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

----Personnel Information----

Pilot-In-Command	Age - 47	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 29
	Months Since - N/A	Last 24 Hrs - 1
	Aircraft Type - N/A	Make/Model- 14
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 7

Instrument Rating(s) - NONE

----Narrative----

THE STUDENT PLT HAD JUST BEEN ENDORSED FOR HIS FIRST SUPERVISED SOLO FLT. HE HAD SUCCESSFULLY COMPLETED ONE LANDING AND WAS ATTEMPTING HIS SECOND LANDING WHEN THE ACCIDENT OCCURRED. THE PLT SAID HE LOST DIRECTIONAL CONTROL, TOUCHED DOWN, AND OVER CORRECTED. THE ACFT WENT OFF THE SIDE OF THE RWY 32 AND OVERTURNED. THE PLT ESTIMATED THE WINDS TO BE 290 DEG AT 5 KTS.

Brief of Accident (Continued)

File No. - 1183

10/15/86

FORT MORGAN, CO

A/C Reg. No. N9748D

Time (Lcl) - 1140 MDT

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

Finding(s)

1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - RUNWAY
2. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, INADEQUATE INITIAL TRAINING - FLIGHT INSTRUCTOR (ON GROUND)

Occurrence #2 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
6. REMEDIAL ACTION - EXCESSIVE - PILOT IN COMMAND

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

7. TERRAIN CONDITION - SOFT
8. TERRAIN CONDITION - GROUND

----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) 1,3,4,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1196 1/03/86 SO.GLASTONBURY,CT A/C Reg. No. N3349R Time (Lcl) - 0103 EST

-----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	ON GROUND	Pass 1	0	0	0
Accident Occurred During -APPROACH					

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	PAWTCKET,RI	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	HARTFORD,CT	HARTFORD-BRAINARD
Wind Dir/Speed- 060/008 KTS	ATC/Airspace	Runway Ident - 02
Visibility - 1.000 SM	Type of Flight Plan - IFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - IFR	Runway Surface - N/A
Lowest Ceiling - 800 FT OVERCAST	Type Apch/Lndg - VOR/TVOR	Runway Status - N/A
Obstructions to Vision- FOG		
Precipitation - RAIN		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 60	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - 7000
SE LAND,SE SEA	Months Since - UNK/NR	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS ON A VOR INSTRUMENT APCH WHEN IT COLLIDED WITH 250 FT HIGH TERRAIN APPROX 6 MILES SOUTH OF THE ARPT AND APPROX 2 MILES NORTH OF THE VOR/FAF. SHORTLY BEFORE THE ACCIDENT THE PILOT NOTIFIED ATC THAT HE WAS IN TURBULENCE; THEN REPORTED HE WAS CLEAR OF TURBULENCE. EXAMINATION OF THE ACFT DID NOT DISCLOSE EVIDENCE OF MECHANICAL FAILURE/ MALFUNCTION. PATHOLOGICAL FINDINGS WERE NEGATIVE. FLIGHT TESTS REVEALED SATISFACTORY OPERATION OF NAVAIDS.

Brief of Accident (Continued)

File No. - 1196

1/03/86

SO.GLASTONBURY,CT

A/C Reg. No. N3349R

Time (Lcl) - 0103 EST

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

Finding(s)

1. WEATHER CONDITION - LOW CEILING
2. DESCENT - EXCESSIVE - PILOT IN COMMAND
3. MINIMUM DESCENT ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1004	3/01/86	MIDDLEBURY, CT	A/C Reg. No. N27EF	Time (Lcl) - 1145 EST
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-----Basic Information-----

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

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

Make/Model - FOLSOM SONERAI II	Eng Make/Model - VOLKSWAGEN UNK	ELT Installed/Activated - NO	N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - 800	Engine Type - RECIPROCATING-CARBURETOR		
No. of Seats - 2	Rated Power - 40 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	MIDDLEBURY, CT	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	
Wind Dir/Speed - 340/015 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 - 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 - 57	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1250
SE LAND	Months Since - 21	Last 24 Hrs - 2
	Aircraft Type - PA-28	Make/Model - 26
		Last 30 Days - 5
		Instrument - 65
		Last 90 Days - 15

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT THE ACFT WAS SLOW TO CLIMB AFTER TAKEOFF AND HAD REACHED AN ALT OF ONLY 100' AGL AT THE END OF THE 5000' LONG RWY. THE PLT CONTINUED TO STATE THE ACFT WAS UNABLE TO CLEAR RISING TERRAIN APRX 1/2 MILE FROM THE ARPT. THE ACFT CONTACTED THE ROCKY TERRAIN WHICH RESULTED IN THE NOSE GEAR AND LEFT MAIN GEAR COLLAPSING. A NEW PROPELLER WAS INSTALLED ON THE ACFT PRIOR TO THIS FLIGHT, HOWEVER, THE PLT CITED NO MECHANICAL FAILURE/MALFUNCTION.

Brief of Accident (Continued)

File No. - 1004

3/01/86

MIDDLEBURY,CT

A/C Reg. No. N27EF

Time (Lc1) - 1145 EST

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

Finding(s)

1. PROPER CLIMB RATE - NOT POSSIBLE - PILOT IN COMMAND
 2. UNDETERMINED
-

Occurrence #2 GEAR COLLAPSED
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) 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. - 1195 5/07/86 HOLLYWOOD, FL A/C Reg. No. N55NU Time (Lcl) - 1800 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	0	2
Accident Occurred During -LANDING			0	0	1	1

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

Make/Model - LEAR JET 24	Eng Make/Model - GE CJ610-4	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 13500	Engine Type - TURBOJET	
No. of Seats - 8	Rated Power - 2850 LBS THRUST	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	NORTH PERRY
Wind Dir/Speed- 090/008 KTS	ATC/Airspace	Runway Ident - 09R
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3000/ 100
Lowest Sky/Clouds - 3000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 10000 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 - 41	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE,COMMERCIAL,ATP	Current - YES	Total - 13325
ME LAND,SE SEA,ME SEA	Months Since - 6	Make/Model- 2367
HELICOPTER ,GYROPLANE	Aircraft Type - BELL206	Instrument- 975
		Multi-Eng - 5862
FREE BALLOON ,GLIDER		Last 24 Hrs - 4
Instrument Rating(s) - AIRPLANE,HELICOPTER		Last 30 Days- UNK/NR
		Last 90 Days- 236
		Rotorcraft - 6577

-----Narrative-----

THE PLT STATED HE MADE A NORMAL APCH AND LANDING BUT ON ROLLOUT DISCOVERED HE HAD NO BRAKES. THE ACFT TRAVELED OFF THE LEFT SIDE OF THE RWY AND COLLIDED WITH A FENCE SURROUNDING A BALLPARK. POST CRASH EXAMINATION OF THE HYDRAULIC SYSTEM REVEALED THAT THE HYDRAULIC RESERVOIR WAS EMPTY AND THE MAIN ACCUMULATOR AND THE THRUST REVERSER ACCUMULATOR HAD NO AIR CHARGE.

Brief of Accident (Continued)

File No. - 1195

5/07/86

HOLLYWOOD, FL

A/C Reg. No. N55NJ

Time (Lc1) - 1800 EDT

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

Finding(s)

1. HYDRAULIC SYSTEM, RESERVOIR - LOW LEVEL
 2. AIRCRAFT PREFLIGHT - POOR - PILOT IN COMMAND
 3. MAINTENANCE, SERVICE OF AIRCRAFT - IMPROPER - OTHER MAINTENANCE PSNL
-

Occurrence #2 OVERRUN
Phase of Operation LANDING - ROLL

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

Finding(s)

4. OBJECT - FENCE
-

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1072	5/17/86	CRYSTAL RIVER, FL	A/C Reg. No. N9218X	Time (Lcl) - 1045 EDT
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----Basic Information----

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

----Aircraft Information----

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	TALLAHASSEE, FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	CRYSTAL RIVER, FL	
Wind Dir/Speed- 130/007 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 3000 FT	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 3000 FT BROKEN	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

----Personnel Information----

Pilot-In-Command	Age - 52	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 772
	Months Since - 5	Make/Model- 143
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 42
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

----Narrative----

THE PLT STATED THAT JUST BEFORE DESCENT HE PUSHED THE PROPELLER CONTROL FULL FORWARD, EXPERIENCED A RUNAWAY PROP AND LOST OIL PRESSURE. MOMENTS LATER A CONNECTING ROD FAILURE WAS EXPERIENCED AND AN EMERGENCY LANDING WAS EXECUTED IN A MARSHY AREA NORTHWEST OF CRYSTAL RIVER, FL. POST CRASH EXAMINATION OF THE PROPELLER AND THE PROPELLER GOVERNOR REVEALED NO EVIDENCE OF ANY MALFUNCTION OR FAILURE OF EITHER COMPONENT. ALSO, EXAMINATION OF THE ENG DRIVEN OIL PUMP REVEALED NO EVIDENCE OF ANY FAILURE OR MALFUNCTION.

Brief of Accident (Continued)

File No. - 1072

5/17/86

CRYSTAL RIVER, FL

A/C Reg. No. N9218X

Time (Lc1) - 1045 EDT

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

Finding(s)

1. LUBRICATING SYSTEM - NO PRESSURE
 2. LUBRICATING SYSTEM - UNDETERMINED
 3. ENGINE ASSEMBLY, CONNECTING ROD - FAILURE, TOTAL
 4. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

5. TERRAIN CONDITION - WET
 6. TERRAIN CONDITION - HIGH VEGETATION
-

----Probable Cause----

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

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. - 1071	5/21/86	FELLSMERE, FL	A/C Reg. No. N3879G	Time (Lcl) - 0255 EDT
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-----Basic Information-----

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

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

Make/Model - BELL UH-1B	Eng Make/Model - LYCOMING T-5311D	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 8500	Engine Type - TURBOPROP	
No. of Seats - 6	Rated Power - 1150 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- 260/004 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 15000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(BRIGHT)		

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

Pilot-In-Command	Age - 30	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2837
SE LAND	Months Since - 14	Make/Model- 513
HELICOPTER	Aircraft Type - 182	Instrument- 33
		Multi-Eng - UNK/NR
		Last 24 Hrs - 1
		Last 30 Days- 10
		Last 90 Days- 30
		Rotorcraft - 2536

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT HE HAD ABOUT 350 LBS OF FUEL ONBOARD WHEN HE TOOK OFF ON HIS 4TH NIGHT CROP DUSTING MISSION. HE INDICATED THAT EACH MISSION IS 6 TO 8 MINS IN DURATION AND THAT THE AVERAGE FUEL CONSUMPTION IS ABOUT 570 LBS PER HR. HE STATED THAT THE 20 MIN LOW FUEL LEVEL WARNING LIGHT HAD BEEN ON FOR 3 TO 5 MINS WHEN THE ENG FAILED. THE ACFT NOSED OVER DURING THE NIGHT FORCED LANDING ROLL. THE PLT STATED HE DID NOT THINK HE HAD RUN OUT OF FUEL BUT HE WAS NOT SURE. THE PLT REPORTED THAT THE ACFT HAD PERFORMED NORMAL PRIOR TO THE ENG FAILURE.

Brief of Accident (Continued)

File No. - 1071

5/21/86

FELLSMERE, FL

A/C Reg. No. N3879G

Time (LC1) - 0255 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 ROLL OVER
Phase of Operation LANDING

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1191	5/29/86	PANAMA CITY BCH, FL	A/C Reg. No. N10065	Time (Lcl) - 1345 CDT
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-----Basic Information-----

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

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

Make/Model - BELL 47-D1	Eng Make/Model - FRANKLIN 210	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2150	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 3	Rated Power - 200 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	UNK/NR
Method - N/A	PANAMA CITY BCH, FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 190/008 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Surface - ASPHALT
Lowest Sky/Clouds - 4500 FT	Type of Clearance - NONE	Runway Status - DRY
Lowest Ceiling - 4500 FT BROKEN	Type Apch/Lndg - UNK/NR	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 39	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 4400
	Months Since - 1	Last 24 Hrs - 11
HELICOPTER	Aircraft Type - 47-D1	Make/Model- 1480
		Last 30 Days- UNK/NR
		Instrument- 1870
		Last 90 Days- 68
		Multi-Eng - 1000

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT HAD INTENDED TO HOVER THE HELICOPTER AND ALLOW A "CLOWN" TO TOUCH THE SKIDS WHILE A PHOTOGRAPHER RECORDED THE EVENT LOOKING UPWARD TO GIVE THE APPEARANCE THAT THE "CLOWN" WAS HANGING FROM THE SKID. THE "CLOWN" GRABBED THE LEFT REAR SKID AND THE PILOT ADDED POWER AND FULL RIGHT FORWARD CYCLIC CONTROL. THE PILOT THEN ADDED MORE POWER AND LOST PARTIAL CONTROL OF THE AIRCRAFT. HE THEN CIRCLED OVER THE HIGHWAY AND THE HELIPORT BUILDING BEFORE CRASHING NOSE LOW INTO AN ADJACENT PARKING LOT. THE "CLOWN" JUMPED FROM THE HELICOPTER JUST PRIOR TO IMPACT.

Brief of Accident (Continued)

File No. - 1191

5/29/86

PANAMA CITY BCH,FL

A/C Reg. No. N10065

Time (Lc1) - 1345 CDT

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE, COMPLACENCY - PILOT IN COMMAND
3. DISTURBANCE - INADVERTENT - PASSENGER
4. CREW/GROUP BRIEFING - INADEQUATE -

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

Finding(s)

5. OBJECT - UTILITY POLE

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) 4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1070	6/29/86	POMPANO BEACH, FL	A/C Reg. No. N5021M	Time (Lcl) - 1026 EDT
<hr/>				
----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	-LANDING			
<hr/>				
----Aircraft Information----				
Make/Model	- BEECH C23	Eng Make/Model	- LYCOMING O-260-A4K	
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	
Max Gross Wt	- 2450	Engine Type	- RECIPROCATING-CARBURETOR	
No. of Seats	- 4	Rated Power	- 180 HP	
		ELT Installed/Activated	- YES/NO	
		Stall Warning System	- YES	
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----Environment/Operations Information----				
Weather Data		Itinerary	Airport Proximity	
Wx Briefing - NO RECORD OF BRIEFING		Last Departure Point	ON AIRPORT	
Method - N/A		KEY WEST, FL		
Completeness - N/A		Destination	Airport Data	
Basic Weather - VMC		SAME AS ACC/INC	POMPANO AIRPARK	
Wind Dir/Speed- 070/008 KTS		ATC/Airspace	Runway Ident - 05	
Visibility - 15.0 SM		Type of Flight Plan - VFR	Runway Lth/Wid - 4000/ 100	
Lowest Sky/Clouds - 2000 FT SCATTERED		Type of Clearance - VFR	Runway Surface - ASPHALT	
Lowest Ceiling - NONE		Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY	
Obstructions to Vision- NONE		FULL STOP		
Precipitation - NONE				
Condition of Light - DAYLIGHT				
<hr/>				
----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 - 175	Last 24 Hrs - 3
SE LAND		Months Since - 1	Make/Model- 8	Last 30 Days- UNK/NR
		Aircraft Type - UNK/NR	Instrument- 2	Last 90 Days- 5
<hr/>				
Instrument Rating(s) - NONE				
<hr/>				
----Narrative----				
THE PLT STATED THAT ON APPROACH HE NOTED THAT HE HAD NO LEFT RUDDER CONTROL AND DURING LANDING ROLL, THE AIRCRAFT VEERED OFF THE LEFT SIDE OF THE RUNWAY COLLAPSING THE NOSE GEAR. POST CRASH EXAMINATION OF THE NOSE GEAR REVEALED THAT THE NOSE WHEEL STEERING HOUSING WAS CRACKED AND THE NOSE WHEEL WAS JAMMED FULL LEFT CAUSING THE AIRCRAFT TO VEER OFF THE LEFT SIDE OF THE RUNWAY DURING LANDING ROLL.				
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Brief of Accident (Continued)

File No. - 1070

6/29/86

POMPANO BEACH, FL

A/C Reg. No. N5021M

Time (Lcl) - 1026 EDT

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

Finding(s)

1. LANDING GEAR, NOSEWHEEL STEERING - JAMMED
-

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

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

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

Brief of Accident

Time (Lc1) - 1100 EDT

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

Fire	Crew
NONE	Pass

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

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Airport Proximity
ON AIRPORT

Airport Data
OKALA MUNICIPAL
Runway Ident      - 18
Runway Lth/Wid    - 5007/ 150
Runway Surface    - ASPHALT
Runway Status     - DRY

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Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT			
Flight Time (Hours)			
Total	-	48	Last 24 Hrs - 1
Make/Model-	48	Last 30 Days-	UNK/NR
Instrument-	2	Last 90 Days-	33

THE PLT STATED THAT HE PUT THE GEAR HANDLE DOWN, CONTINUED HIS APCH AND LANDED WITHOUT REALIZING THE GEAR WAS STILL UP. POST CRASH EXAMINATION OF THE LANDING GEAR RETRACT SYSTEM REVEALED THAT THE FUSE FOR THE LANDING GEAR MOTOR HAD BLOWN DURING THE EXTENSION SEQUENCE AND THE GEAR DID NOT COMPLETELY EXTEND AND LOCK.

Brief of Accident (Continued)

File No. - 1068

6/29/86

OCALA, FL

A/C Reg. No. N6824V

Time (Lc1) - 1100 EDT

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

Finding(s)

1. LANDING GEAR, NORMAL RETRACTION/EXTENSION ASSEMBLY - INOPERATIVE
 2. LANDING GEAR, GEAR WARNING SYSTEM - INOPERATIVE
 3. CHECKLIST - NOT FOLLOWED - 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) 1,3,4

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1149	7/06/86	MARCO ISLAND, FL	A/C Reg. No. N9031S	Time (Lcl) - 1245 EDT
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----Basic Information----

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

----Aircraft Information----

Make/Model - BEECH 36	Eng Make/Model - CONTINENTAL IO-520-BA2	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3600	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 285 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	SARASOTA, FL	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	MARCO ISLAND
Wind Dir/Speed- 060/008 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 2000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 6000 FT BROKEN	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE	FORCED LANDING	
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 - 1150
SE LAND	Months Since - 15	Last 24 Hrs - 1
	Aircraft Type - BE-36	Make/Model- 660
		Last 30 Days- UNK/NR
		Instrument- 100
		Last 90 Days- 40

Instrument Rating(s) - NONE

----Narrative----

DURING LANDING APCH, THE PLT STATED THAT HE SWITCHED FROM THE LEFT FUEL TANK TO THE RIGHT TANK & SHORTLY THEREAFTER, THE ENG FAILED. HE WAS UNABLE TO RESTART THE ENG AND A FORCED LDG WAS MADE. AN EXAM OF THE LEFT TANK REVEALED IT TO BE EMPTY WHILE THE RIGHT TANK CONTAINED A QUANTITY OF FUEL. HE STATED THAT THE TANKS WERE NOT FULL PRIOR TO TAKEOFF AND THAT HE HAD BEEN OPERATING DURING THE FLT ON THE LEFT TANK. NO FUEL WAS FOUND IN THE ENG FUEL SPIDER OR SPIDER SUPPLY LINES. THERE WAS NO EVIDENCE OF FUEL CONTAMINATION.

Brief of Accident (Continued)

File No. - 1149

7/06/86

MARCO ISLAND, FL

A/C Reg. No. N9031S

Time (Lc1) - 1245 EDT

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

Finding(s)

1. FLUID, FUEL - STARVATION
2. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
3. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND
4. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

----Probable Cause----

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

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

Brief of Accident

PAGE 126

Brief of Accident (Continued)

File No. - 1194

7/12/86

WAKULLA SPRINGS, FL

A/C Reg. No. N6234T

Time (Lcl) - 1800 EDT

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

Finding(s)

1. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
 2. FLARE - IMPROPER - PILOT IN COMMAND
 3. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
-

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

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1193	7/12/86	ORLANDO, FL	A/C Reg. No. N2187C	Time (Lcl) - 1237 EDT
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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 - CESSNA 195A	Eng Make/Model - JACOBS R755-A2	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3150	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 300 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	ORLANDO, FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	ORLANDO EXECUTIVE
Wind Dir/Speed- 210/006 KTS	ATC/Airspace	Runway Ident - 25
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 6000/ 150
Lowest Sky/Clouds - 2500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 25000 FT BROKEN	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
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,CFI	Current - YES	Total - 2991
SE LAND,ME LAND	Months Since - 4	Make/Model- 200
	Aircraft Type - UNK/NR	Instrument- 280
		Multi-Eng - 947
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 106

Instrument Rating(s) - AIRPLANE

----Narrative----

THE PLT STATED THAT THE LEFT MAIN GEAR COLLAPSED WHILE HE WAS TRYING TO RECOVER FROM A 45 DEGREE SWERVE TO THE RIGHT DURING LANIDNG.

Brief of Accident (Continued)

File No. - 1193

7/12/86

ORLANDO, FL

A/C Reg. No. N2187C

Time (Lcl) - 1237 EDT

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

Finding(s)

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

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

Finding(s)

3. LANDING 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) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1109 5/17/86 ATHENS,GA A/C Reg. No. N2592U Time (Lcl) - 1630 EDT

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	ATHENS,GA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	ATHENS MUNI
Wind Dir/Speed- 210/011 KTS	ATC/Airspace	Runway Ident - 09
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4989/ 100
Lowest Sky/Clouds - 5500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 22	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 160
SE LAND	Months Since - 11	Make/Model- UNK/NR
	Aircraft Type - C-172	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING THE RETURN FROM A LOCAL SIGHTSEEING FLIGHT, THE PILOT REPORTED OVER THE UNICOM THAT THEY WERE MAKING AN EMERGENCY APPROACH AND WERE OUT OF FUEL. AN INTERVIEW WITH ONE OF THE NON-PILOT PASSENGERS REVEALED THAT PRIOR TO THE FLIGHT THEY DISCUSSED REFUELING THE AIRCRAFT WITH THE PILOT WHO STATED THAT THEY HAD ENOUGH FUEL FOR THE TRIP. INSPECTION OF THE WRECKAGE CONFIRMED ONE TABLESPOON OF FUEL REMAINED IN THE MAIN FUEL SUPPLY LINE.

Brief of Accident (Continued)

File No. - 1109

5/17/86

ATHENS, GA

A/C Reg. No. N2592U

Time (Lcl) - 1630 EDT

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

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

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY
4. OBJECT - TREE(S)

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

Finding(s)
5. TERRAIN CONDITION - GROUND

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

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

Brief of Accident

PAGE 132

Brief of Accident (Continued)

File No. - 1108

6/07/86

FAYETTEVILLE,GA

A/C Reg. No. N28044

Time (Lc1) - 1715 EDT

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

Finding(s)

1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
 2. CARBURETOR HEAT - DELAYED - PILOT IN COMMAND
 3. IMPROPER USE OF PROCEDURE, LACK OF RECENT EXPERIENCE IN KIND OF AIRCRAFT - PILOT IN COMMAND
-

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

Finding(s)

4. OBJECT - TREE(S)
-

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1016	6/10/86	COBB, GA	A/C Reg. No. N20052	Time (Lcl) - 1000 EDT
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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 - CESSNA 172M	Eng Make/Model - LYCOMING O-320-E2D	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	PERRY, GA	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	TALLAHASSEE, FL	
Wind Dir/Speed- 290/008 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 2800 FT SCATTERED	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - 25000 FT BROKEN	Type Apch/Lndg - STRAIGHT-IN	Runway Status - SOFT
Obstructions to Vision- NONE		ROUGH
Precipitation - NONE	PRECAUTIONARY LANDING	
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 67	Medical Certificate - EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1499
SE LAND	Months Since - 15	Make/Model- 1499
	Aircraft Type - C-172	Instrument- 3
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED A ROUGH RUNNING ENG. HE ATTEMPTED A PRECAUTIONARY LDG DURING WHICH THE ACFT'S NOSE WHEEL DUG IN THE SOFT GROUND AND THE ACFT NOSED OVER. POST ACCIDENT INSPECTION OF THE ENG FAILED TO DISCLOSE ANY FAILURES/MALFUNCTION.

Brief of Accident (Continued)

File No. - 1016

6/10/86

COBB,GA

A/C Reg. No. N20052

Time (Lc1) - 1000 EDT

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

Finding(s)

1. UNDETERMINED
 2. PRECAUTIONARY LANDING - ATTEMPTED - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - SOFT
-

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1032	8/15/86	QUITMAN, GA	A/C Reg. No. N31185	Time (Lcl) - 1115 EDT
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-----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
Flight Conducted Under - 14 CFR 137	NONE	Pass	0	0	0
Accident Occurred During - LANDING					

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

Make/Model - GRUMMAN AMERICAN G-164A	Eng Make/Model - P&W R1340-53H1	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 4500	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 600 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 2000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		HIGH VEGETATION
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 31	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2320
SE LAND	Months Since - 1	Make/Model- 1634
	Aircraft Type - J3	Instrument- 36
		Last 24 Hrs - 4
		Last 30 Days- 18
		Last 90 Days- 20

Instrument Rating(s) - NONE

-----Narrative-----

SHORTLY AFTER TAKEOFF A LOSS OF PWR WAS EXPERIENCED. THE PLT ATTEMPTED TO LAND IN A COTTON FIELD BUT THE LANDING GEAR CONTACTED A STUMP SHORT OF THE FIELD. THE ACFT THEN CONTACTED A DITCH AND NOSED OVER. POST ACCIDENT INSPECTION REVEALED THE SUPERCHARGER SHAFT BEARING HAD FAILED.

Brief of Accident (Continued)

File No. - 1032

8/15/86

QUITMAN,GA

A/C Reg. No. N31185

Time (Lc1) - 1115 EDT

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

Finding(s)

1. ENGINE ASSEMBLY, BEARING - FAILURE, TOTAL

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

2. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
3. TERRAIN CONDITION - DITCH

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1023	9/19/86	EUGENE ISLAND, GM	A/C Reg. No. N16978	Time (Lcl) - 1340 CDT
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-----Basic Information-----

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

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

Make/Model - BELL 206B	Eng Make/Model - ALLISON 250-C20B	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 - 5	Rated Power - 370 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- 140/008 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 7.0 SM	Type of Flight Plan - COMPANY (VFR)	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 3000 FT	Type of Clearance - NONE	Runway Surface - WATER
Lowest Ceiling - 3000 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 - 36	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2983
	Months Since - 12	Make/Model- 2943
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 145
		Multi-Eng - UNK/NR
		Last 24 Hrs - 5
		Last 30 Days- UNK/NR
		Last 90 Days- 109
		Rotorcraft - 2983

Instrument Rating(s) - HELICOPTER

-----Narrative-----

COMMERCIAL HELICOPTER PILOT ENGAGED IN OFF-SHORE FLIGHT OPERATIONS FAILED TO REMOVE AIRCRAFT TIE-DOWN LINES PRIOR TO TAKE OFF FROM THE OIL RIG. PILOT LOST CONTROL OF AIRCRAFT IN A HOVER CAUSING THE AIRCRAFT TO COLLIDE WITH A METAL SAFETY NET AND, SUBSEQUENTLY, THE BOOM OF A CRANE. TAIL SECTION OF AIRCRAFT SEPARATED AND LODGED IN CRANE BOOM. AIRCRAFT IMPACTED THE WATER INVERTED AND SANK. AIRCRAFT WAS NOT RECOVERED. PILOT SUFFERED MINOR INJURIES. HOWEVER, ONE COMPANY EMPLOYEE LOCATED IN NEAR-BY BUNKHOUSE SUFFERED SERIOUS INJURIES TO BOTH LEGS.

Brief of Accident (Continued)

File No. - 1023

9/19/86

EUGENE ISLAND,GM

A/C Reg. No. N16978

Time (Lc1) - 1340 CDT

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

Finding(s)

1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
 2. TIE DOWN/SECURITY OF CARGO - INADVERTENT - PILOT IN COMMAND
 3. PROCEDURES/DIRECTIVES - DISREGARDED - PILOT IN COMMAND
 4. CHECKLIST - NOT USED - PILOT IN COMMAND
-

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

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

Finding(s)

5. DESCENT - UNCONTROLLED - PILOT IN COMMAND
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1150	2/13/86	KALAUPAPA, HI	A/C Reg. No. N30Y	Time (Lcl) - 0900 HST
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----Basic Information----

Type Operating Certificate-ON-DEMAND AIR TAXI Name of Carrier -PACIFIC EXPRESS, INC Type of Operation -NON SCHED, DOMESTIC, CARGO Flight Conducted Under -14 CFR 135 Accident Occurred During -APPROACH	Aircraft Damage DESTROYED Fire ON GROUND	Crew Pass	Fatal 0 0	Injuries Serious 0 0	Minor 1 0	None 1 0
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----Aircraft Information----

Make/Model - BEECH E18S Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 9300 No. of Seats - 10	Eng Make/Model - P&W R-985-AN14B Number Engines - 2 Engine Type - RECIPROCATING-CARBURETOR Rated Power - 450 HP	ELT Installed/Activated - YES/NO 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 - 270/010 KTS Visibility - 15.0 SM Lowest Sky/Clouds - UNK/NR Lowest Ceiling - NONE Obstructions to Vision - NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Point HONOLULU, HI Destination SAME AS ACC/INC ATC/Airspace Type of Flight Plan - IFR Type of Clearance - IFR Type Apch/Lndg - STRAIGHT-IN	Airport Proximity ON AIRPORT Airport Data KALAUPAPA Runway Ident - 23 Runway Lth/Wid - 2760/ 50 Runway Surface - ASPHALT Runway Status - DRY
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----Personnel Information----

Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL ME LAND	Age - 28 Biennial Flight Review Current - YES Months Since - 4 Aircraft Type - UNK/NR	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Flight Time (Hours) Total - 1328 Make/Model - 775 Instrument - 333 Multi-Eng - 1078 Last 24 Hrs - 3 Last 30 Days - UNK/NR Last 90 Days - 152
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Instrument Rating(s) - AIRPLANE

----Narrative----

THE ACFT CRASHED OFF THE END OF RWY 23 DURING AN ATTEMPTED GO-AROUND AFTER TOUCHDOWN. THE PLT STATED THAT AFTER THE ACFT TOUCHED DOWN APRX 300 FT DOWN THE 2,760 FOOT RWY HE RAISED THE FLAPS ALONG WITH THE NOSE OF THE ACFT TO SLOW DOWN. BRAKES WERE APPLIED AND THE LEFT MAIN GEAR SKIDDED 2/3 THE WAY DOWN THE RWY AT WHICH TIME FULL PWR WAS APPLIED TO GO-AROUND. THE ACFT MUSHED OFF THE END OF THE RWY WHERE IT CONTACTED A ROCK PILE AND WAS DESTROYED BY IMPACT AND POST CRASH FIRE. THE PLT REPORTED WINDS FROM 270 DEGS AT 10 KTS WHEN THE ACCIDENT OCCURRED.

Brief of Accident (Continued)

File No. - 1150

2/13/86

KALAUPAPA, HI

A/C Reg. No. N30Y

Time (Lcl) - 0900 HST

Occurrence #1 OVERRUN
Phase of Operation LANDING

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. ALL AVAILABLE RUNWAY - NOT USED - PILOT IN COMMAND
3. PLANNED APPROACH - MISJUDGED - PILOT IN COMMAND
4. GO-AROUND - DELAYED - PILOT IN COMMAND

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

Finding(s)

5. AIRSPEED(VMC) - NOT ATTAINED - PILOT IN COMMAND
6. STALL/MUSH - INADVERTENT - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - GO-AROUND (VFR)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1028	7/07/86	HILO, HI	A/C Reg. No. N4835A	Time (Lcl) - 1000 HST
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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 1	1	0	0
Accident Occurred During -TAKEOFF		Pass 0	0	0	0

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

Make/Model - BELL 206B	Eng Make/Model - ALLISON 250-C20	ELT Installed/Activated - UNK/NR
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 3200	Engine Type - TURBOSHAFT	
No. of Seats - 5	Rated Power - 400 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	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 - 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 - 35	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - UNK/NR	Total - UNK/NR	Last 24 Hrs - 7
HELICOPTER	Months Since - UNK/NR	Make/Model- UNK/NR	Last 30 Days- 109
	Aircraft Type - UNK/NR	Instrument- UNK/NR	Last 90 Days- 326
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS ATTEMPTING TO TAKE OFF FROM THE DECK OF A TUNA BOAT WHEN IT CONTACTED THE SIDE OF THE BOAT AND SANK IN THE OCEAN. POST ACCIDENT INSPECTION REVEALED ONE OF TWO NOSE TIEDOWN STRAPS HAD NOT BEEN REMOVED FROM THE HELICOPTER PRIOR TO THE TAKEOFF. THE NOSE TIEDOWN WERE NORMALLY USED ONLY AFTER FLYING HOURS AND WHEN ROUGH SEAS EXISTED. THE FOUR SIDE TIEDOWN STRAPS NORMALLY USED WHEN THE HELICOPTER WAS ON DECK WERE RELEASED BY A MECHANIC JUST PRIOR TO THE TAKEOFF.

Brief of Accident (Continued)

File No. - 1028

7/07/86

HILO, HI

A/C Reg. No. N4835A

Time (Lcl) - 1000 HST

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

Finding(s)

1. TIE DOWN/SECURITY OF CARGO - INADVERTENT USE -

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

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1111	10/16/86	HANA, HI	A/C Reg. No. N95354	Time (Lcl) - 1134 HST
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----Basic Information----				
Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		
		SUBSTANTIAL		
Type of Operation	-INSTRUCTIONAL	Fire	Crew	Fatal
Flight Conducted Under	-14 CFR 91	NONE	Pass	0
Accident Occurred During	-TAKEOFF			0
		Injuries		
		Serious		
		Minor		
		None		
		1		
		0		
		0		
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----Aircraft Information----				
Make/Model	- CESSNA 152	Eng Make/Model	- LYCOMING O-235-N2C	ELT Installed/Activated
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	- YES/YES
Max Gross Wt	- 1670	Engine Type	- RECIPROCATING-CARBURETOR	Stall Warning System
No. of Seats	- 2	Rated Power	- 108 HP	- YES
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----Environment/Operations Information----				
Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- FSS	Last Departure Point	OFF AIRPORT/STRIP	
Method	- TELEPHONE	HANA, HI		
Completeness	- FULL	Destination	Airport Data	
Basic Weather	- VMC	HONOLULU, HI		
Wind Dir/Speed	- 060/015 KTS	ATC/Airspace	Runway Ident - N/A	
Visibility	- UNK/NR	Type of Flight Plan	Runway Lth/Wid - N/A	
Lowest Sky/Clouds	- UNK/NR	Type of Clearance	Runway Surface - N/A	
Lowest Ceiling	- UNK/NR	Type Apch/Lndg	Runway Status - N/A	
Obstructions to Vision	- FOG			
Precipitation	- NONE			
Condition of Light	- DAYLIGHT			
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----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 - N/A	Total	- 42	Last 24 Hrs - UNK/NR
	Months Since - N/A	Make/Model	- 42	Last 30 Days - UNK/NR
	Aircraft Type - N/A	Instrument	- 1	Last 90 Days - 22
<hr/>				
Instrument Rating(s) - NONE				
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----Narrative----				
DURING A SOLO INSTRUCTIONAL FLIGHT, THE PILOT WAS ATTEMPTING TO FLY A COURSE DIRECTLY OVER A 10,400 FOOT MOUNTAIN. AT THE 5,200 FT LEVEL THE PILOT ENCOUNTERED TURBULENCE AND NOTICED A CLOUD BUILD-UP OVER THE MOUNTAIN. THE PILOT THEN DECIDED TO DIVERT TO THE NORTH WHEN THE AIRCRAFT COLLIDED WITH TREES.				
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Brief of Accident (Continued)

File No. - 1111

10/16/86

HANA, HI

A/C Reg. No. N95354

Time (Lcl) - 1134 HST

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation CLIMB

Finding(s)

1. TERRAIN CONDITION - HIGH TERRAIN
 2. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
 3. IMPROPER USE OF PROCEDURE, INADEQUATE TRAINING - PILOT IN COMMAND
 4. OBJECT - TREE(S)
 5. IN-FLIGHT PLANNING/DECISION - DELAYED - PILOT IN COMMAND
 6. WEATHER CONDITION - TURBULENCE
 7. PERFORMANCE DATA - NOT UNDERSTOOD - PILOT IN COMMAND
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1135	5/04/86	MONTICELLO, IA	A/C Reg. No. N66F	Time (Lcl) - 1500 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

-----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 - 2050	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 145 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	WAYNE, NE	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	MONTICELLO, IA	MONTICELLO MUNI
Wind Dir/Speed- 200/015 KTS	ATC/Airspace	Runway Ident - 13
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3500/ 50
Lowest Sky/Clouds - 8000 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 - 54	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 127
SE LAND	Months Since - 7	Last 24 Hrs - 6
	Aircraft Type - C-172	Make/Model- 7
		Last 30 Days- UNK/NR
		Instrument- 1
		Last 90 Days- 6

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT FOLLOWING A NORMAL TOUCHDOWN THE WIND PICKED UP AND OVERTURNED THE ACFT. HE HAD RECENTLY PURCHASED THE ACFT AND WAS FERRYING IT HOME WHEN THE ACCIDENT OCCURRED. HE FURTHER STATED THAT HE OWNED A TAILWHEEL ACFT PRIOR TO PURCHASING THIS ONE, BUT HE WAS UNABLE TO FURNISH A REGISTRATION NUMBER. THE PLT ALSO STATED THAT HE HAD CONSIDERABLE CROSSWIND EXPERIENCE AND TRAINING IN TAILWHEEL TYPE ACFT BUT COULD NOT SUBSTANTIATE THIS CLAIM, NOR WAS THERE ANY RECORD OF FORMAL TRAINING AND TRANSITION BY A CERTIFIED FLIGHT INSTRUCTOR.

Brief of Accident (Continued)

File No. - 1135

5/04/86

MONTICELLO,IA

A/C Reg. No. N66F

Time (Lcl) - 1500 CDT

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
3. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
4. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

5. IMPROPER DECISION, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1001	7/25/86	CLINTON,IA	A/C Reg. No. N85CK	Time (Lcl) - 1705 CDT
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----Basic Information----

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

----Aircraft Information----

Make/Model - HUIZENGA SEA HAWK	Eng Make/Model - LYCOMING O-320	ELT Installed/Activated - NO -N/A
Landing Gear - AMPHIBIAN	Number Engines - 1	Stall Warning System - YES
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	OFF AIRPORT/STRIP
Method - N/A	CLINTON,IA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 030/007 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 4000 FT	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - 4000 FT BROKEN	Type Apch/Lndg - FORCED LANDING	Runway Status - WET
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

----Personnel Information----

Pilot-In-Command	Age - 33	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 172
SE LAND,SE SEA	Months Since - UNK/NR	Make/Model- 1
	Aircraft Type - UNK/NR	Instrument- 11
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 13

Instrument Rating(s) - NONE

----Narrative----

DURING A TEST FLT OF AN EXPERIMENTAL SEA PLANE, THE PLT RPTD A LOSS OF ENG PWR DURING A TURN IN THE TRAFFIC PATTERN AT CLINTON AIRPORT. THE PLT STATED HE HAD 5 GALLONS OF FUEL ONBOARD AND HAD FLOWN ABOUT 2 TENTHS OF AN HOUR. INSPECTION OF THE FUEL SYSTEM REVEALED THAT DURING TURNS WITH LOW FUEL QUANTITY THE FUEL TANK WOULD BECOME UNPORTED AND THE ENG WOULD QUIT. NO FUEL TANK BAFFLES WERE INSTALLED IN THE TANK TO PREVENT THE FUEL FROM MOVING OUTBOARD FROM THE FUEL LINES. THE PLT STATED THAT THIS PROBLEM WOULD BE CORRECTED WITH THE INSTALLATION OF BAFFLES IN THE TANKS.

Brief of Accident (Continued)

File No. - 1001

7/25/86

CLINTON, IA

A/C Reg. No. N85CK

Time (Lcl) - 1705 CDT

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

Finding(s)

1. FLUID,FUEL - STARVATION
 2. FUEL SYSTEM,TANK - INADEQUATE
 3. AIRCRAFT/EQUIPMENT,INADEQUATE DESIGN - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

4. TERRAIN CONDITION - OPEN FIELD
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1045	9/20/86	CRESTON, IA	A/C Reg. No. N2054F	Time (Lcl) - 0800 CDT
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-----Basic Information-----

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

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

Make/Model - BARNES AX-7	Eng Make/Model - N/A	ELT Installed/Activated - NO -N/A
Landing Gear - N/A	Number Engines - N/A	Stall Warning System - NO
Max Gross Wt - 900	Engine Type - N/A	
No. of Seats - UNK/NR	Rated Power - N/A	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 170/008 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 6000 FT	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - 6000 FT BROKEN	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 42	Medical Certificate - UNK/NR	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 31	Last 24 Hrs - UNK/NR
	Months Since - 2	Make/Model- 31	Last 30 Days- UNK/NR
FREE BALLOON	Aircraft Type - UNK/NR	Instrument- 0	Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT OF THE HOT AIR BALLOON MADE A LANDING THAT WAS HARD ENOUGH TO BREAK HER RIGHT ANKLE. THE PILOT STATED THE ACCIDENT POSSIBLY COULD HAVE BEEN AVOIDED IF SHE HAD BEEN WEARING HIGHTOP SHOES WITH LACES.

Brief of Accident (Continued)

File No. - 1045

9/20/86

CRESTON, IA

A/C Reg. No. N2054F

Time (Lcl) - 0800 CDT

Occurrence HARD LANDING

Phase of Operation LANDING

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1062 6/08/86 RATHDRUM, ID A/C Reg. No. N41319 Time (Lcl) - 1350 PDT

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

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

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

Make/Model - HILLER UH12B	Eng Make/Model - FRANKLIN GV4-200	ELT Installed/Activated - NO	-N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - 2750	Engine Type - RECIPROCATING-CARBURETOR		
No. of Seats - 3	Rated Power - 200 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 170/005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 2000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRAVEL
Lowest Ceiling - 6000 FT OVERCAST	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 51	Medical Certificate - NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - NO	Total - 400
SE LAND	Months Since - UNK/NR	Make/Model- 50
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- UNK/NR
		Rotorcraft - 50

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED NOTICING THE FUEL GAGE WAS NEARING EMPTY SHORTLY BEFORE THE ENG QUIT. THE ACFT CRASHED DURING AN ATTEMPTED FORCED LANDING ON A ROAD. THE PLT STATED HE WAS FLYING THE ACFT TO HIS RESIDENCE WHERE IT WAS BASED. INVESTIGATION REVEALED LITTLE FUEL REMAINED WITHIN THE FUEL SYSTEM AND NO SIGNS OF FUEL LEAKAGE DURING THE ACCIDENT.

Brief of Accident (Continued)

File No. - 1062

6/08/86

RATHDRUM, ID

A/C Reg. No. N41319

Time (Lcl) - 1350 PDT

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

Finding(s)

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

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

3. AUTOROTATION - NOT PERFORMED - PILOT IN COMMAND

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

Finding(s)

4. ROTOR RPM - NOT MAINTAINED - PILOT IN COMMAND

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1010	6/13/86	MOORE, ID	A/C Reg. No. N3742E	Time (Lcl) - 1445 MDT
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-----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	NONE	Pass	0	0	0
Accident Occurred During -DESCENT					None

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

Make/Model - PIPER PA-36-300	Eng Make/Model - LYCOMING IO-540-K1G5	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 4800	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 1	Rated Power - 300 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	ARCO, ID	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 120/002 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 25.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 10000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 36	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - YES	Total - 4646
SE LAND	Months Since - 15	Make/Model- 1420
	Aircraft Type - UNK/NR	Instrument- 38
		Last 24 Hrs - 6
		Last 30 Days- UNK/NR
		Last 90 Days- 274

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING AN AERIAL APPLICATION TURN A RAPID RATE OF DESCENT DEVELOPED. THE PILOT RELEASED THE CHEMICAL LOAD AT ABOUT 100 FEET AGL AND THE AIRCRAFT CONTINUED TO DESCEND TO THE GROUND EVEN THOUGH THE PILOT LEVELED THE WINGS AND INITIALLY LOWERED THE NOSE. THE AIRCRAFT STRUCK THE GROUND IN A WINGS LEVEL ATTITUDE CONTACTING AND EMBANKMENT NOSE FIRST AND THEN COMING TO REST AFTER CROSSING A ROAD. THE DENSITY ALTITUDE AT THE TIME OF THE ACCIDENT WAS APRX 8,800 FT.

Brief of Accident (Continued)

File No. - 1010

6/13/86

MOORE, ID

A/C Reg. No. N3742E

Time (Lcl) - 1445 MDT

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

Finding(s)
1. UNDETERMINED

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

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1007	6/25/86	CALDWELL, ID	A/C Reg. No. N4973X	Time (Lcl) - 0615 MDT
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-----Basic Information-----

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

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

Make/Model - ROCKWELL S2R	Eng Make/Model - WRIGHT R-1300B	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 7000	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	CALDWELL, ID	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	CALDWELL INDUSTRIAL
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 30
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 7000/ 60
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 - DAYLIGHT		

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

Pilot-In-Command	Age - 48	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - YES	Total - 10500
SE LAND	Months Since - 20	Make/Model- 6000
	Aircraft Type - UNK/NR	Instrument- 69
		Last 24 Hrs - 7
		Last 30 Days- UNK/NR
		Last 90 Days- 170

Instrument Rating(s) - AIRPLANE

-----Narrative-----

SHORTLY AFTER DEPARTURE THE PILOT COULD NOT GET ANY AILERON RESPONSE. A LANDING WAS ATTEMPTED AT A NEARBY AIRPORT WHERE A GO AROUND BECAME NECESSARY. DURING THE GO AROUND CONTROL OF THE AIRCRAFT WAS LOST AND IT DESCENDED TO GROUND IMPACT. INVESTIGATION DISCLOSED THE PILOT FAILED TO REMOVE THE CONTROL LOCK PRIOR TO FLIGHT.

Brief of Accident (Continued)

File No. - 1007

6/25/86

CALDWELL, ID

A/C Reg. No. N4973X

Time (Lc1) - 0615 MDT

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

Finding(s)

1. REMOVAL OF CONTROL/GUST LOCK(S) - NOT PERFORMED - PILOT IN COMMAND
2. AIRCRAFT PREFLIGHT - DISREGARDED - PILOT IN COMMAND

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

Finding(s)

3. AIRCRAFT HANDLING - 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) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1172	7/01/86	REXBURG, ID	A/C Reg. No. N9621P	Time (Lcl) - 0840 MDT
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-----Basic Information-----

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

-----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 - UNK/NR
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	NEWDALE, ID	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 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 - YES	Total - 673	Last 24 Hrs - 4
SE LAND	Months Since - 4	Make/Model- 132	Last 30 Days- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 43	Last 90 Days- 71

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING AN AERIAL APPLICATION TURN THE AIRCRAFT ENCOUNTERED A SEVERE DOWNDRAFT. ALTHOUGH THE PILOT LOWERED THE NOSE OF THE AIRCRAFT, LEVELED THE WINGS, ADDED FULL POWER AND DUMPED HIS CHEMICAL LOAD, HE WAS UNABLE TO CLIMB. THE AIRCRAFT THEN STRUCK THE GROUND IN A HARD FLAT ATTITUDE WHERE IT WAS TOTALLY CONSUMED BY POST IMPACT FIRE.

Brief of Accident (Continued)

File No. - 1172

7/01/86

REXBURG, ID

A/C Reg. No. N9621P

Time (Lcl) - 0840 MDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

1. WEATHER CONDITION - DOWNDRAFT
 2. REMEDIAL ACTION - ATTEMPTED - PILOT IN COMMAND
 3. CLIMB - NOT POSSIBLE - PILOT IN COMMAND
-

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

Occurrence #3 FIRE
Phase of Operation OTHER

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1170 7/04/86 GLENN'S FERRY, ID A/C Reg. No. N1641F Time (Lcl) - 2310 MDT

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

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

-----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 - 2300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 145 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	SUSANVILLE,CA	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	HAMILTON,MT	GLENN'S FERRY
Wind Dir/Speed- 260/004 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 20.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 3200/ 190
Lowest Sky/Clouds - 900 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 28	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 180
	Months Since - N/A	Last 24 Hrs - 5
	Aircraft Type - N/A	Make/Model- UNK/NR
		Instrument- UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 50
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT HAD TO BE VECTORED DURING A NIGHT X-COUNTRY. DURING CRUISE, 35 MILES FROM HIS DESTINATION, HE BECAME CONCERNED ABOUT HIS LOW FUEL STATE. HE THEN DIVERTED, WITH ATC ASSISTANCE TO AN UNLIT AIRSTRIP FOR LANDING. THE ACFT TOUCHED DOWN SHORT OF THE RWY AND NOSED OVER.

Brief of Accident (Continued)

File No. - 1170

7/04/86

GLENN'S FERRY, ID

A/C Reg. No. N1641F

Time (Lcl) - 2310 MDT

Occurrence #1 UNDERSHOOT
Phase of Operation LANDING

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND
4. FUEL CONSUMPTION CALCULATIONS - DISREGARDED - PILOT IN COMMAND

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

---Probable Cause---

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1166	7/12/86	BOISE, ID	A/C Reg. No. N5636D	Time (Lcl) - 1315 MDT
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-----Basic Information-----

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	UNK/NR	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	MCCALL, ID	BOISE AIR TERMINAL
Wind Dir/Speed- 330/010 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 61	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1095
SE LAND	Months Since - 5	Make/Model - 39
	Aircraft Type - UNK/NR	Instrument - 70
		Last 24 Hrs - UNK/NR
		Last 30 Days - UNK/NR
		Last 90 Days - 98

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE TAXIING FOR TAKEOFF AN INADVERTANT GROUND LOOP OCCURRED DURING WHICH THE ACFT VEERED LEFT STRIKING ANOTHER PARKED ACFT. THE PLT STATED IT FELT AS THOUGH THE TAILWHEEL JAMMED; HOWEVER, POST ACCIDENT EXAM FAILED TO DISCLOSE ANY FAILURE/MALFUNCTION.

Brief of Accident (Continued)

File No. - 1166

7/12/86

BOISE, ID

A/C Reg. No. N5636D

Time (Lcl) - 1315 MDT

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

Finding(s)

1. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
 2. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
-

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

Finding(s)

3. OBJECT - AIRCRAFT PARKED
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1054 7/20/86 THOMAS CREEK.ID A/C Reg. No. N7583K Time (Lcl) - 0837 MDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
Type of Operation	-PERSONAL	SUBSTANTIAL	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew 0	0	0	1
Accident Occurred During	-TAKEOFF	NONE	Pass 0	0	0	4

----Aircraft Information----

Make/Model	- CESSNA 180	Eng Make/Model	- CONTINENTAL O-470-S	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2650	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 230 HP		

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- CALM</p> <p>Visibility - 40.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">CHALLIS.ID</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p style="text-align: center;">ON AIRSTRIp</p> <p>Airport Data</p> <p style="padding-left: 20px;">THOMAS CREEK</p> <p>Runway Ident - 03</p> <p>Runway Lth/Wid - 2100/ 110</p> <p>Runway Surface - GRAVEL</p> <p>Runway Status - DRY</p>
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----Personnel Information----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">PRIVATE</p> <p style="padding-left: 20px;">SE LAND</p>	<p>Age - 55</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - NO</p> <p style="padding-left: 20px;">Months Since - UNK/NR</p> <p style="padding-left: 20px;">Aircraft Type - UNK/NR</p>	<p>Medical Certificate - NO MEDICAL</p> <p>Flight Time (Hours)</p> <p style="padding-left: 20px;">Total - UNK/NR</p> <p style="padding-left: 20px;">Make/Model- UNK/NR</p> <p style="padding-left: 20px;">Instrument- UNK/NR</p> <p style="padding-left: 20px;">Multi-Eng - UNK/NR</p> <p style="padding-left: 20px;">Last 24 Hrs - UNK/NR</p> <p style="padding-left: 20px;">Last 30 Days- UNK/NR</p> <p style="padding-left: 20px;">Last 90 Days- UNK/NR</p> <p style="padding-left: 20px;">Rotorcraft - UNK/NR</p>
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Instrument Rating(s) - NONE

----Narrative----

THE PLT REPORTED NOT BEING LINED UP PROPERLY ON THE AIRSTRIp WHEN POWER WAS APPLIED FOR TAKEOFF. A WITNESS REPORTED SEEING THE TAIL OF THE ACFT PULLING TO THE LEFT CAUSING THE ACFT TO SLIDE DOWN THE AIRSTRIp. THE LEFT LANDING GEAR DUG INTO THE TERRAIN, COLLAPSED AND THE ACFT GROUND LOOPED COMING TO REST ON THE LEFT WING.

Brief of Accident (Continued)

File No. - 1054

7/20/86

THOMAS CREEK, ID

A/C Reg. No. N7583K

Time (Lc1) - 0837 MDT

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

Finding(s)

1. PROPER ALIGNMENT - NOT ATTAINED - PILOT IN COMMAND
2. DIRECTIONAL CONTROL - NOT ATTAINED - PILOT IN COMMAND
3. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND

Occurrence #2 MAIN GEAR COLLAPSED
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

4. 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) 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. - 1077	2/02/86	SEDGWICK,KS	A/C Reg. No. N23BK	Time (Lcl) - 1215 CST
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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
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	1
Accident Occurred During -LANDING					0

----Aircraft Information----

Make/Model - KUHN SONERAI II	Eng Make/Model - VOLKSWAGON 1834CC	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 950	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 50 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	NEWTON,KS	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 079/003 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - UNK/NR SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - OVERCAST	Type Apch/Lndg - PRECAUTIONARY LANDING	Runway Status - HIGH VEGETATION
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

----Personnel Information----

Pilot-In-Command	Age - 54	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 332
SE LAND	Months Since - 3	Last 24 Hrs - 2
	Aircraft Type - SONERAI	Make/Model- 156
		Last 30 Days- 15
		Instrument- 0
		Last 90 Days- 36

Instrument Rating(s) - NONE

----Narrative----

THE PLT NOTICED ENG OIL ON THE COCKPIT CANOPY DURING THE LOCAL FLT AND DECIDED TO MAKE A PRECAUTIONARY LANDING. THE LANDING WAS MADE IN A WHEAT FIELD WHERE THE ACFT CONTACTED A FENCE. THE NOSE GEAR THEN COLLAPSED AND THE ACFT NOSED OVER. POST ACCIDENT INSPECTION OF THE ENG DISCLOSED AN OIL LEAK AT THE OIL RADIATOR HOSE CONNECTION ON TOP OF THE ENG. POST ACCIDENT INSPECTION REVEALED THE ENG STILL CONTAINED THE REQUIRED AMOUNT OF OIL. NO OTHER DISCREPANCIES WERE NOTED.

Brief of Accident (Continued)

File No. - 1077

2/02/86

SEDGWICK,KS

A/C Reg. No. N23BK

Time (Lcl) - 1215 CST

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

Finding(s)

1. LUBRICATING SYSTEM,OIL LINE - LOOSE
2. FLUID,OIL - LEAK
3. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
4. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND

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

Finding(s)

5. TERRAIN CONDITION - CROP
6. OBJECT - FENCE

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

Finding(s)

7. LANDING GEAR,NOSE GEAR - OVERLOAD

Occurrence #4 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1134	5/11/86	LAWRENCE,KS	A/C Reg. No. N5531S	Time (Lcl) - 1530 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

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

Make/Model - CESSNA 188	Eng Make/Model - CONTINENTAL O-470-R	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 230 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	LAWRENCE,KS	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 24
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2000 -UNK/NR
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 - 59	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 4000
SE LAND	Months Since - 20	Make/Model- 1600
	Aircraft Type - C-188	Instrument- 6
		Last 24 Hrs - 7
		Last 30 Days- UNK/NR
		Last 90 Days- 18

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT THE RIGHT MAIN TIRE ROLLED OVER SHARP ROCKS AND WAS SUBSEQUENTLY DESTROYED DURING THE TAKEOFF ROLL. THE PILOT FURTHER STATED THAT HE APPARENTLY OVER CORRECTED AND DRIFTED LEFT, DIGGING INTO A SOFT SPOT ON THE RUNWAY, AND NOSED OVER.

Brief of Accident (Continued)

File No. - 1134

5/11/86

LAWRENCE,KS

A/C Reg. No. N5531S

Time (Lcl) - 1530 CDT

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
 2. TERRAIN CONDITION - ROUGH/UNEVEN
 3. LANDING GEAR,TIRE - BURST
 4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

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

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) 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. - 1138	5/18/86	MONTEZUMA,KS	A/C Reg. No. N39967	Time (Lcl) - 1900 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	0
			0	1
			0	0

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

Make/Model - JACKMAN PITTS S-1S	Eng Make/Model - LYCOMING O-360	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 900	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 180 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	MEADE,KS	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	MONTEZUMA,KS	REXFORD
Wind Dir/Speed--310/008 KTS	ATC/Airspace	Runway Ident - 17
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2500/ 120
Lowest Sky/Clouds - 6000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 35	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 281	Last 24 Hrs - 5
SE LAND	Months Since - 8	Make/Model- 43	Last 30 Days- UNK/NR
	Aircraft Type - C-172	Instrument- 2	Last 90 Days- 22

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT AS THE AIRCRAFT TOUCHED DOWN ON THE RUNWAY THE LEFT WING STRUCK CROPS IN A WHEATFIELD WHICH ARRESTED THE FORWARD MOTION OF THE WING. ACCORDING TO THE PILOT, THE AIRCRAFT VEERED OUT OF CONTROL INTO THE WHEATFIELD, CARTWHEELED TWICE, AND CAME TO REST IN AN INVERTED POSITION. THE PLT REPORTED LOCAL WINDS WERE FROM THE EAST AT 5 TO 10 KTS.

Brief of Accident (Continued)

File No. - 1138

5/18/86

MONTEZUMA,KS

A/C Reg. No. N39967

Time (Lc1) - 1900 CDT

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

Finding(s)

1. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
 2. TERRAIN CONDITION - CROP
 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 4. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1100	5/31/86	MAGNOLIA, KY	A/C Reg. No. N76730	Time (Lcl) - 0945 EDT
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----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	0
Accident Occurred During	-DESCENT			0
			Serious	1
			Minor	0
			None	0
<hr/>				
----Aircraft Information----				
Make/Model	- CESSNA 120	Eng Make/Model	- CONTINENTAL C-85-12	
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	
Max Gross Wt	- 1450	Engine Type	- RECIPROCATING-CARBURETOR	
No. of Seats	- 2	Rated Power	- 85 HP	
		ELT Installed/Activated	- YES/YES	
		Stall Warning System	- NO	
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----Environment/Operations Information----				
Weather Data		Itinerary	Airport Proximity	
Wx Briefing - FSS		Last Departure Point	OFF AIRPORT/STRIP	
Method - UNK/NR		ELIZABETHTOWN, KY		
Completeness - WEATHER NOT PERTINENT		Destination	Airport Data	
Basic Weather - VMC		LOCAL		
Wind Dir/Speed	- 360/002 KTS	ATC/Airspace	Runway Ident - N/A	
Visibility	- 5.0 SM	Type of Flight Plan	- N/A	
Lowest Sky/Clouds	- 25000 FT SCATTERED	Type of Clearance	- N/A	
Lowest Ceiling	- NONE	Type Apch/Lndg	- N/A	
Obstructions to Vision	- HAZE			
Precipitation	- NONE			
Condition of Light	- DAYLIGHT			
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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 - 191	Last 24 Hrs - UNK/NR	
SE LAND	Months Since - 1	Make/Model - 130	Last 30 Days - UNK/NR	
	Aircraft Type - C-120	Instrument - 2	Last 90 Days - 20	
<hr/>				
Instrument Rating(s) - NONE				
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----Narrative----				
<p>THE PLT WAS USING THE ACFT TO DROP A TOOL TO A MECHANIC FRIEND AND WAS FLYING AT LOW ALT TOWARD RISING TERRAIN TO VERIFY THE LOCATION WHERE THE TOOL FELL. WITNESSES SAID THAT WHEN THE PLT EXITED THE ACFT AFTER THE ACCIDENT HE STATED HE WAS TOO LOW, TOO SLOW, AND THE ENG "STALLED". PHOTOS OF THE INSTRUMENT PANEL SHOW THE THROTTLE FULLY RETARDED AND BENT DOWN 90 DEGREES. PHOTOS OF THE ACFT INDICATE LITTLE FORWARD VELOCITY AND EVIDENCE OF A NEAR VERTICAL IMPACT. THE PLT REPORTED THAT HE COULD NOT REMEMBER DETAILS AND THERE WAS NO MECHANICAL FAILURE.</p>				
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Brief of Accident (Continued)

File No. - 1100

5/31/86

MAGNOLIA, KY

A/C Reg. No. N76730

Time (Lcl) - 0945 EDT

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

Finding(s)

1. ALTITUDE - INADEQUATE - PILOT IN COMMAND
 2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND
 4. STALL - NOT IDENTIFIED - PILOT IN COMMAND
-

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

---Probable Cause---

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1031 6/02/86 ELIZABETHTOWN,KY A/C Reg. No. N3001S Time (Lcl) - 1045 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 91	Fire	1	0	0	0
Accident Occurred During -MANEUVERING	NONE	0	0	0	0
Crew	Pass				

----Aircraft Information----

Make/Model - BEECH 95-B55	Eng Make/Model - CONTINENTAL IO-520-E2B	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 5100	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 300 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	OWENSBORO,KY	
Completeness - PARTIAL,LMTD BY PILOT	Destination	Airport Data
Basic Weather - IMC	ELIZABETHTOWN,KY	ELIZABETHTOWN
Wind Dir/Speed-	ATC/Airspace	Runway Ident - N/A
Visibility - .750 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 500 FT	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 500 FT OVERCAST	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- FOG		
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 - 862
SE LAND,ME LAND	Months Since - 10	Make/Model- 64
	Aircraft Type - BE-95	Instrument- 56
		Multi-Eng - 64
		Last 24 Hrs - 2
		Last 30 Days- 7
		Last 90 Days- 13
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

----Narrative----

ACFT OBSERVED IN LEVEL FLT IN IMC JUST BELOW EST 500 FOOT OVC. EST VIZ ABOUT 3/4 MI. LT WING STRUCK 15/16 INCH DIA STEEL GUY CABLE 534 FEET AGL SHEARING OUTER 118 IN. ACFT IMPACTED EARTH FILL DAM 1169 FT FROM 650 FEET TALL TV ANTENNA. TOWER. TOP OF TOWER OBSCURED BY CLOUDS. PLT HAD DEP AIRPORT 63 NM WEST JUST AFTER THE WX AT THE DEP FLD REACHED VFR MINIMUMS.

Brief of Accident (Continued)

File No. - 1031

6/02/86

ELIZABETHTOWN,KY

A/C Reg. No. N3001S

Time (Lc1) - 1045 EDT

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

Finding(s)

1. WEATHER CONDITION - LOW CEILING
 2. WEATHER CONDITION - FOG
 3. OBJECT - GUY WIRE
 4. WEATHER EVALUATION - POOR - PILOT IN COMMAND
 5. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
 6. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
 7. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
 8. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
 9. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND
 10. PROCEDURES/DIRECTIVES - DISREGARDED - PILOT IN COMMAND
-

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

----Probable Cause-----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1175	7/10/86	SHELBYVILLE, KY	A/C Reg. No. N10949	Time (Lcl) - 1530 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	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----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-----

<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 - 6.0 SM</p> <p>Lowest Sky/Clouds - 7000 FT SCATTERED</p> <p>Lowest Ceiling - 25000 FT BROKEN</p> <p>Obstructions to Vision- HAZE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point SHELBYVILLE, KY</p> <p>Destination SELLERSBURG, IN</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 SHELBY</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) PRIVATE SE LAND</p>	<p>Age - 30</p> <p>Biennial Flight Review Current - YES Months Since - 15 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 - 179</td> <td>Last 24 Hrs - 1</td> </tr> <tr> <td>Make/Model- 117</td> <td>Last 30 Days- UNK/NR</td> </tr> <tr> <td>Instrument- 0</td> <td>Last 90 Days- 7</td> </tr> <tr> <td>Multi-eng - 0</td> <td>Rotorcraft - 0</td> </tr> </table>	Total - 179	Last 24 Hrs - 1	Make/Model- 117	Last 30 Days- UNK/NR	Instrument- 0	Last 90 Days- 7	Multi-eng - 0	Rotorcraft - 0
Total - 179	Last 24 Hrs - 1									
Make/Model- 117	Last 30 Days- UNK/NR									
Instrument- 0	Last 90 Days- 7									
Multi-eng - 0	Rotorcraft - 0									

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT RENTED THE ACFT WITHOUT VERIFYING THE ACTUAL FUEL ONBOARD. HE THEN FLEW TO HIS PVT STRIP, 26 NM AWAY, AND GAVE "SEVERAL" PAX HOPS. ABOUT 5 MINS AFTER TAKEOFF FOR THE FLT TO RETURN THE ACFT TO THE OWNER'S FIELD, THE ENGINE STARTED RUNNING ROUGH AND QUIT. THE PLT FLEW THROUGH A FENCE TO SLOW THE ACFT AND STRUCK A DITCH DURING LANDING ROLLOUT. THREE AND ONE HALF GALLONS OF FUEL WERE DRAINED FROM THE LEFT WING. THE RIGHT WING TANK WAS FOUND EMPTY. THE OWNER OF THE ACFT HAD INSTRUCTED LINE PERSONNEL TO FILL ONLY THE LEFT TANK PRIOR TO THIS FLT.

Brief of Accident (Continued)

File No. - 1175

7/10/86

SHELBYVILLE,KY

A/C Reg. No. N10949

Time (Lcl) - 1530 EDT

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

Finding(s)

1. AIRCRAFT SERVICE - INADEQUATE - FBO PERSONNEL
 2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
 3. IMPROPER USE OF PROCEDURE,EXPECTANCY - PILOT IN COMMAND
 4. IMPROPER USE OF PROCEDURE,COMPLACENCY - PILOT IN COMMAND
 5. FUEL CONSUMPTION CALCULATIONS - INADEQUATE - PILOT IN COMMAND
 6. REFUELING - NOT PERFORMED - FBO PERSONNEL
 7. PROCEDURES/DIRECTIVES - NOT FOLLOWED - 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
-

----Probable Cause----

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

Factor(s) relating to this accident is/are finding(s) 1,3,4,6,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1099	8/04/86	TRENTON, KY	A/C Reg. No. N325WB	Time (Lcl) - 1935 CDT
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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	Crew	1	0	0	0
Flight Conducted Under - 14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During - UNKNOWN						

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

Make/Model - BERNARD SONERAI II	Eng Make/Model - CONTINENTAL A-75	ELT Installed/Activated - UNK/NR
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 925	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 75 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	CLARKSVILLE, TN	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 360/006 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 25000 FT THIN BKN	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - UNK/NR	
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 28	Medical Certificate - EXPIRED	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - UNK/NR	Total - 400	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- 0	Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WITNESSES REPORTED SEEING THE ACFT SPIN TO GROUND IMPACT WITH A SECTION OF THE RIGHT WING HANGING. POST ACCIDENT EXAM REVEALED THE OUTBOARD HALF (APRX 4 FT) OF THE RIGHT WING WAS BENT APRX 120 DEGREES TO THE INSIDE HALF OF THE RIGHT WING. MONNETT EXPERIMENTAL AIRCRAFT SERVICE BULLETIN NO. 002 ADDRESSED FLIGHT ENVELOPE RESTIRCTION NECESSARY TO PREVENT INFLIGHT WING FAILURES DUE TO OVERLOADS. IT IS NOT KNOWN IF THESE RESTRICTIONS WERE ADHEARED TO. THE PREVIOUS ACFT OWNER HAD INSTALLED A 14 INCH EXTENSION ON THE WINGS PRIOR TO THIS SERVICE BULLETIN. THE EFFECT ON THE STRUCTURAL INTEGRITY BY THE ADDITION OF THE EXTENSIONS IN UNKNOWN.

Brief of Accident (Continued)

File No. - 1099

8/04/86

TRENTON, KY

A/C Reg. No. N325WB

Time (Lcl) - 1935 CDT

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

Finding(s)
1. WING - FAILURE, TOTAL
2. WING - UNDETERMINED

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1087	6/16/86	THERIOT, LA	A/C Reg. No. N229EH	Time (Lcl) - 0845 CDT
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-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI Name of Carrier -ENERGY HELICOPTERS Type of Operation -NON SCHED, DOMESTIC, PAX/CARGO Flight Conducted Under -14 CFR 135 Accident Occurred During -LANDING	Aircraft Damage SUBSTANTIAL Fire NONE	<table border="0" style="width: 100%;"> <tr> <td></td> <td style="text-align: center;">Fatal</td> <td colspan="3" style="text-align: center;">Injuries</td> </tr> <tr> <td></td> <td></td> <td style="text-align: center;">Serious</td> <td style="text-align: center;">Minor</td> <td style="text-align: center;">None</td> </tr> <tr> <td>Crew</td> <td style="text-align: center;">0</td> <td style="text-align: center;">1</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> </tr> <tr> <td>Pass</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> </tr> </table>		Fatal	Injuries					Serious	Minor	None	Crew	0	1	0	0	Pass	0	0	0	0
	Fatal	Injuries																				
		Serious	Minor	None																		
Crew	0	1	0	0																		
Pass	0	0	0	0																		

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

Make/Model - AEROSPATIALE AS350D Landing Gear - SKID Max Gross Wt - 4188 No. of Seats - 6	Eng Make/Model - LYCOMING LTS101600A-2 Number Engines - 1 Engine Type - TURBOSHAFT Rated Power - 531 LBS THRUST	ELT Installed/Activated - NO -N/A Stall Warning System - NO
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-----Environment/Operations Information-----

Weather Data Wx Briefing - COMPANY Method - IN PERSON Completeness - FULL Basic Weather - VMC Wind Dir/Speed - CALM Visibility - 7.0 SM Lowest Sky/Clouds - 30000 FT SCATTERED Lowest Ceiling - NONE Obstructions to Vision - NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Point HOUMA, LA Destination LOCAL ATC/Airspace Type of Flight Plan - VFR Type of Clearance - NONE Type Apch/Lndg - FORCED LANDING	Airport Proximity OFF AIRPORT/STRIP Airport Data Runway Ident - N/A Runway Lth/Wid - N/A Runway Surface - GRASS/TURF Runway Status - DRY
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-----Personnel Information-----

Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND HELICOPTER	Age - 42 Biennial Flight Review Current - YES Months Since - 12 Aircraft Type - UNK/NR	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Flight Time (Hours) Total - 7893 Make/Model - 576 Instrument - 95 Multi-Eng - 5 Last 24 Hrs - UNK/NR Last 30 Days - UNK/NR Last 90 Days - 77 Rotorcraft - 7843
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Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT EXPERIENCED A SUDDEN YAW IN THE HELICOPTER AT CRUISE FLIGHT. THE NG STARTED WINDING DOWN CONFIRMING AN ENGINE FAILURE. THE PILOT HAD TO EXTEND AN AUTOROTATION OVER A TREE LINE, WHICH CAUSED THE RPM TO DECREASE, AND MADE A HARD LANDING IN AN ADJACENT FIELD. DAMAGE TO THE HELICOPTER INCLUDED THE TAIL SECTION, LANDING GEAR AND MAIN ROTOR. INSPECTION OF THE ENGINE REVEALED THAT BOTH THE GEAR SPUR COMPRESOR SHAFT AND THE GEAR SPUR ACCESSORY DRIVE WERE MISSING TEETH. THE INSPECTION ALSO REVEALED THAT METAL FRAGMENTS FROM THE GEARS WERE DISTRIBUTED THROUGHOUT THE ENGINE'S LUBRICATION SYSTEM.

Brief of Accident (Continued)

File No. - 1087

6/16/86

THERIOT, LA

A/C Reg. No. N229EH

Time (Lc1) - 0845 CDT

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

Finding(s)

1. ACCESSORY DRIVE ASSY, DRIVE SHAFT - DISINTEGRATED
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

2. AUTOROTATION - PERFORMED - PILOT IN COMMAND
-

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

Finding(s)

3. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
 4. ROTOR RPM - NOT MAINTAINED - PILOT IN COMMAND
 5. PROPER GLIDEPATH - 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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1088	6/19/86	NEW ORLEANS, LA	A/C Reg. No. N9937N	Time (Lcl) - 1415 CDT
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-----Basic Information-----

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

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

Make/Model - CESSNA A185F	Eng Make/Model - CONTINENTAL IO-520-D	ELT Installed/Activated - YES/NO
Landing Gear - AMPHIBIAN	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 - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	BELLECHASE, LA	
Completeness - N/A	Destination	Airport Data
Basic Weather - IMC	SLIDELL, LA	Runway Ident - N/A
Wind Dir/Speed- 290/004 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Surface - WATER
Lowest Sky/Clouds - 3200 FT SCATTERED	Type of Clearance - NONE	Runway Status - WATER - CHOPPY
Lowest Ceiling - 20000 FT BROKEN	Type Apch/Lndg - PRECAUTIONARY LANDING	
Obstructions to Vision- NONE		
Precipitation - RAIN		
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 - 2908
SE LAND, ME LAND, SE SEA	Months Since - 12	Last 24 Hrs - 3
	Aircraft Type - C-A185F	Make/Model- 287
		Instrument- 172
		Multi-Eng - 80
		Last 30 Days- UNK/NR
		Last 90 Days- 103

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT DECIDED TO LAND DUE TO RAINY CONDITIONS SHORTLY AFTER DEPARTURE. HE HAD FORGOTTEN TO RETRACT THE LANDING GEAR AFTER TAKEOFF AND MADE A WATER LANDING WITH THE GEAR DOWN, CAUSING THE AIRCRAFT TO INVERT AND SINK.

Brief of Accident (Continued)

File No. - 1088

6/19/86

NEW ORLEANS, LA

A/C Reg. No. N9937N

Time (Lc1) - 1415 CDT

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

Finding(s)
1. WEATHER CONDITION - RAIN

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

Finding(s)
2. CHECKLIST - NOT USED - PILOT IN COMMAND
3. WHEELS DOWN LANDING IN WATER - 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

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. - 1074	7/07/86	ZACHERY, LA	A/C Reg. No. N4UD	Time (Lcl) - 1053 CDT
<hr/>				
----Basic Information----				
Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		
		SUBSTANTIAL		
Type of Operation	-BUSINESS	Fire	Crew	Fatal
Flight Conducted Under	-14 CFR 91	NONE	Pass	0
Accident Occurred During	-DESCENT			0
		Injuries		
		Serious Minor None		
		0 1 0		
		0 0 0		
<hr/>				
----Aircraft Information----				
Make/Model	- CESSNA P-210N	Eng Make/Model	- CONTINENTAL TS10-520-P	
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	
Max Gross Wt	- 3400	Engine Type	- TURBOPROP	
No. of Seats	- 6	Rated Power	- 310 HP	
		ELT Installed/Activated - YES/NO		
		Stall Warning System - YES		
<hr/>				
----Environment/Operations Information----				
Weather Data		Itinerary		Airport Proximity
Wx Briefing - FSS		Last Departure Point		OFF AIRPORT/STRIP
Method - ACFT RADIO		WATER VALLEY, MS		
Completeness - FULL		Destination		Airport Data
Basic Weather - VMC		BATON ROUGE, LA		BATON ROUGE
Wind Dir/Speed- 060/006 KTS		ATC/Airspace		Runway Ident - N/A
Visibility - 10.0 SM		Type of Flight Plan - IFR		Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR		Type of Clearance - IFR		Runway Surface - METAL/WOOD
Lowest Ceiling - NONE		Type Apch/Lndg - FORCED LANDING		Runway Status - DRY
Obstructions to Vision- NONE				
Precipitation - NONE				
Condition of Light - DAYLIGHT				
<hr/>				
----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 - 798	Last 24 Hrs - 2
SE LAND, ME LAND		Months Since - 7	Make/Model- 285	Last 30 Days- UNK/NR
		Aircraft Type - P-210N	Instrument- 180	Last 90 Days- 102
			Multi-Eng - 48	
<hr/>				
Instrument Rating(s) - AIRPLANE				
<hr/>				
----Narrative----				
THE PLT EXPERIENCED A TOTAL LOSS OF POWER DUE TO FUEL EXHAUSTION DURING CRUISE FLIGHT. APPROACH CONTROL VECTORED HIM TO A CLOSER AIRPORT BUT THE AIRCRAFT WAS BEYOND GLIDING DISTANCE AND IT COLLIDED WITH A HOUSE WHICH WAS UNDER CONSTRUCTION. INSPECTION OF THE AIRCRAFT SHOWED NO FUEL IN EITHER TANK. THE FUEL LINES OF #4 AND #6 CYLINDERS WERE FOUND LOOSE.				
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Brief of Accident (Continued)

File No. - 1074

7/07/86

ZACHERY, LA

A/C Reg. No. N4UD

Time (Lc1) - 1053 CDT

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

Finding(s)

1. FLUID, FUEL - EXHAUSTION
 2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
 3. FUEL SYSTEM, LINE FITTING - LOOSE
 4. MAINTENANCE - POOR - OTHER MAINTENANCE PSNL
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

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) 3,4

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1127	8/14/86	LECOMPTE, LA	A/C Reg. No. N3632T	Time (Lcl) - 1645 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	Crew	0	0	0	1
Accident Occurred During -LANDING	Pass	0	0	0	0

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

Make/Model - GRUMMAN G-164B	Eng Make/Model - P&W R1340	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3750	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 600 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	LYLES FLYING SERVICE
Wind Dir/Speed- VARIABLE/025 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 1900 -UNK/NR
Lowest Sky/Clouds - UNK/NR SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	Runway Status - UNK/NR
Obstructions to Vision- DUST	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)
COMMERCIAL	Current - YES	Total - 17380
SE LAND, ME LAND	Months Since - 11	Last 24 Hrs - 10
	Aircraft Type - C-172	Make/Model- 5600
		Last 30 Days- UNK/NR
		Instrument- 910
		Last 90 Days- 210
		Multi-Eng - 5100

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT WAS ENGAGED IN AN AERIAL APPLICATION FLT WHEN A THUNDERSTORM DEVELOPED TO THE SOUTHWEST OF THE AIRSTIP. THE PLT WAS ATTEMPTING TO LAND TO THE EAST BEFORE THE STORM HIT. CONTROL OF THE ACFT WAS LOST AFTER TOUCHDOWN AND THE ACFT NOSED OVER. A 25 TO 40 KNOT QUARTERING TAINLWIND WAS PRESENT AT THE TIME OF LANDING.

Brief of Accident (Continued)

File No. - 1127

8/14/86

LECOMPTE,LA

A/C Reg. No. N3632T

Time (Lcl) - 1645 CDT

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

Finding(s)

1. WEATHER CONDITION - THUNDERSTORM
2. WEATHER CONDITION - UNFAVORABLE WIND
3. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
4. IMPROPER DECISION, ANXIETY/APPREHENSION - PILOT IN COMMAND

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1129	9/05/86	VICK, LA	A/C Reg. No. N737XJ	Time (Lcl) - 1720 CDT
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-----Basic Information-----

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

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

Make/Model - CESSNA 172N	Eng Make/Model - LYCOMING O-320-H2AD	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 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	NEW ORLEANS, LA	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	DAVE GELPITS AIRSTRIIP
Wind Dir/Speed- 340/010 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 6.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 6000 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 - 35	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 501	Last 24 Hrs - UNK/NR
SE LAND	Months Since - 12	Make/Model- 461	Last 30 Days- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 191	Last 90 Days- 40

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT WAS GIVEN INCORRECT INFORMATION AS TO THE LOCATION OF HIS DESTINATION AIRSTRIIP. HOWEVER, HE FOUND AN AIRSTRIIP AT THAT APPROXIMATE LOCATION. IT WAS A 2500 FOOT GRASS STRIP AS OPPOSED TO THE 3600 FOOT GRASS STRIP WHICH HE WAS EXPECTING. WHILE ON THE FINAL APPROACH HE REALIZED THIS WAS NOT THE CORRECT AIRSTRIIP AND ATTEMPTED TO MAKE A GO-AROUND. HE WAS UNABLE TO RETRACT THE FLAPS SOON ENOUGH TO CLIMB OVER THE 60 FOOT POWERLINES AT THE END OF THE RUNWAY. HE TURNED TO AVOID COLLISION WITH THE WIRES AND ALLOWED THE AIRCRAFT TO STALL. THE AIRCRAFT MUSHED INTO A COTTON FIELD AND FLIPPED INVERTED UPON TOUCHDOWN.

Brief of Accident (Continued)

File No. - 1129

9/05/86

VICK,LA

A/C Reg. No. N737XJ

Time (Lcl) - 1720 CDT

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

Finding(s)

1. OBJECT - WIRE,TRANSMISSION
2. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
3. GO-AROUND - ATTEMPTED - PILOT IN COMMAND
4. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
5. STALL/MUSH

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

Occurrence #3 NOSE OVER
Phase of Operation OTHER

Finding(s)

6. TERRAIN CONDITION - ROUGH/UNEVEN
7. TERRAIN CONDITION - SOFT

----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) 1,2,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1026	10/01/86	SULPHER, LA	A/C Reg. No. N7533Y	Time (Lcl) - 1930 CDT
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----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	-LANDING			
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----Aircraft Information----				
Make/Model	- PIPER PA-30	Eng Make/Model	- LYCOMING IO-320-B1A	ELT Installed/Activated - YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System - YES
Max Gross Wt	- 3600	Engine Type	- RECIP-FUEL INJECTED	
No. of Seats	- 4	Rated Power	- 160 HP	
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----Environment/Operations Information----				
Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP	
Method	- N/A	LAKE CHARLES, LA		
Completeness	- N/A	Destination	Airport Data	
Basic Weather	- VMC	SAME AS ACC/INC		
Wind Dir/Speed	- 170/007 KTS	ATC/Airspace	Runway Ident	- 18
Visibility	- 15.0 SM	Type of Flight Plan	Runway Lth/Wid	- 2600 -UNK/NR
Lowest Sky/Clouds	- UNK/NR SCATTERED	Type of Clearance	Runway Surface	- GRASS/TURF
Lowest Ceiling	- NONE	Type Apch/Lndg	Runway Status	- WET
Obstructions to Vision	- NONE			
Precipitation	- NONE			
Condition of Light	- DUSK			
<hr/>				
----Personnel Information----				
Pilot-In-Command	Age - 47	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT		
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)		
ATP	Current - YES	Total	- 10578	Last 24 Hrs - 4
SE LAND, ME LAND, SE SEA	Months Since - 8	Make/Model	- 800	Last 30 Days- UNK/NR
	Aircraft Type - UNK/NR	Instrument	- 241	Last 90 Days- 231
		Multi-Eng	- 605	
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Instrument Rating(s) - AIRPLANE				
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----Narrative----				
THE PILOT LANDED LONG AT A PRIVATE GRASS AIRSTRIP AND DELIBERATELY GROUND LOOPED THE AIRCRAFT TO AVOID OVERRUNNING THE AIRSTRIP INTO A THREE FOOT DITCH. THE NOSE GEAR COLLAPSED DURING THE GROUND LOOP AND THE WINGS AND MAIN GEARS WERE DAMAGED WHEN THE AIRCRAFT SLID SIDEWAYS ACROSS A DITCH AT THE END OF THE RUNWAY. THE PILOT REPORTED LITTLE BRAKING ACTION AS THE AIRSTRIP WAS WET FROM RECENT RAINS.				
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Brief of Accident (Continued)

File No. - 1026

10/01/86

SULPHUR, LA

A/C Reg. No. N7533Y

Time (Lcl) - 1930 CDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - WET
2. BUZZING - EXCEEDED - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
4. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
5. GROUND LOOP/SWERVE - INTENTIONAL - PILOT IN COMMAND

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

Finding(s)

6. LANDING GEAR, NOSE GEAR ASSEMBLY - FAILURE, TOTAL
7. LANDING GEAR, NOSE GEAR ASSEMBLY - OVERLOAD

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1174	5/23/86	NOMAN'S LAND, MA	A/C Reg. No. N2776V	Time (Lcl) - UNK/NR
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-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage	Injuries		
	DESTROYED	Fatal	Serious	Minor
Type of Operation - PERSONAL	Fire	Crew 1	0	0
Flight Conducted Under -14 CFR 91D	NONE	Pass 2	0	0
Accident Occurred During -DESCENT				None

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

Make/Model - BELL 206B	Eng Make/Model - ALLISON 250-C20J	ELT Installed/Activated - NO -N/A
Landing Gear - EMERGENCY FLOAT	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 3000	Engine Type - TURBO shaft	
No. of Seats - 5	Rated Power - 420 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - ACFT RADIO	STAMFORD, CT	
Completeness - PARTIAL, LMTD BY PILOT	Destination	Airport Data
Basic Weather - IMC	NANTUCKET, MA	Runway Ident - N/A
Wind Dir/Speed- 230/005 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - .800 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 400 FT PART OBS	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 400 FT OBSCURED	Type Apch/Lndg - UNK/NR	
Obstructions to Vision- FOG		
Precipitation - RAIN SHOWERS		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 22	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - UNK/NR	Total - 1180	Last 24 Hrs - UNK/NR
HELICOPTER	Months Since - UNK/NR	Make/Model- 300	Last 30 Days- 30
	Aircraft Type - UNK/NR	Instrument- UNK/NR	Last 90 Days- 45
		Multi-Eng - UNK/NR	Rotorcraft - 1009

Instrument Rating(s) - NONE

-----Narrative-----

THE BELL 206 HELICOPTER WAS EN ROUTE TO NANTUCKET ISLAND WHEN THE PILOT RECEIVED AN INFLIGHT WEATHER BRIEFING WITH VFR FLIGHT NOT RECOMMENDED. THE PILOT ACKNOWLEDGED THIS REPORT AND IT APPEARS HE ELECTED TO CONTINUE THE FLIGHT. THE ACFT DID NOT REACH IT'S FINAL DESTINATION. THE HELICOPTER WAS RECOVERED ON 6/20/86, 40 NAUTICAL MILES FROM IT'S DESTINATION IN 147 DEEP OPEN SEA.

Brief of Accident (Continued)

File No. - 1174

5/23/86

NOMAN'S LAND, MA

A/C Reg. No. N2776V

Time (Lcl) - UNK/NR

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

Finding(s)

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

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

Finding(s)

3. IN FLIGHT WEATHER ADVISORIES - NOT FOLLOWED - PILOT IN COMMAND
-

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1019	6/24/86	BRANDYWINE, MD	A/C Reg. No. N9628L	Time (Lcl) - 0755 EDT
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-----Basic Information-----

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

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

Make/Model - GRUMMAN AA1B	Eng Make/Model - LYCOMING O-320-E2G	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1560	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	LANGLEY AFB, VA	
Completeness - N/A	Destination	Airport Data
Basic Weather - IMC	ANDREWS AFB, MD	ANDREWS AFB, MD
Wind Dir/Speed- 320/012 KTS	ATC/Airspace	Runway Ident - 01L
Visibility - .750 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 9300/ 200
Lowest Sky/Clouds - 400 FT PART OBS	Type of Clearance - IFR	Runway Surface - CONCRETE
Lowest Ceiling - 400 FT OVERCAST	Type Apch/Lndg - ILS-COMPLETE	Runway Status - WET
Obstructions to Vision- FOG		
Precipitation - RAIN		
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, CFI	Current - YES	Total - 4845
SE LAND, ME LAND	Months Since - 18	Make/Model- 690
HELICOPTER , GYROPLANE	Aircraft Type - AA1B	Instrument- 506
		Multi-Eng - 1604
GLIDER , 6		Last 24 Hrs - 2
Instrument Rating(s) - AIRPLANE		Last 30 Days- UNK/NR
		Last 90 Days- 34
		Rotorcraft - 96

-----Narrative-----

PRIOR TO REACHING THE LOM DURING AN ILS RWY 01L APCH, A LOSS OF PWR WAS EXPERIENCED. THE PLT APPLIED CARB HEAT AND PWR WAS MOMENTARILY RESTORED. A TOTAL PWR LOSS WAS THEN EXPERIENCED AND THE PLT EXECUTED A FORCED LANDING IN A FIELD DURING WHICH THE ACFT NOSED OVER. POST ACCIDENT INSPECTION REVEALED THE FUEL SELECTOR WAS POSITIONED ON THE LEFT TANK WHICH CONTAINED NO FUEL. THE PLT REPORTED HE HAD FAILED TO CHANGE FUEL TANKS AFTER THE ENG FAILURE.

Brief of Accident (Continued)

File No. - 1019

6/24/86

BRANDYWINE,MD

A/C Reg. No. N9628L

Time (Lcl) - 0755 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - IAF TO FAF/OUTER MARKER (IFR)

Finding(s)

1. FLUID,FUEL - STARVATION
2. FUEL TANK SELECTOR POSITION - 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 - ROUGH/UNEVEN

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1144 7/21/86 ALLEGAN, MI A/C Reg. No. N6768F Time (Lcl) - 1030 EDT

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

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

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

Make/Model - CESSNA 150	Eng Make/Model - CONTINENTAL O-200-A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1500	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIp
Method - N/A	ALLEGAN, MI	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	LIECHTI
Wind Dir/Speed- 005/008 KTS	ATC/Airspace	Runway Ident - 09
Visibility - 12.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 1800/ 45
Lowest Sky/Clouds - 25000 FT THIN BKN	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 33	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 112
SE LAND	Months Since - 1	Make/Model- 27
	Aircraft Type - UNK/NR	Instrument- 3
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

GRASS STEIP MEASURES 1800 FEET BY 45 FEET. SEVEN-FOOT TALL CORN STALKS SURROUND BOTH SIDES OF AIRSTRIp. THE AIRCRAFT VEERED OFF CENTER, TO THE LEFT, DURING TOUCHDOWN. LEFT WING CONTACTED CORN STALKS, CAUSING AIRCRAFT TO CARTWHEEL.

Brief of Accident (Continued)

File No. - 1144

7/21/86

ALLEGAN, MI

A/C Reg. No. N6768F

Time (Lcl) - 1030 EDT

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

Finding(s)

1. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
-

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

Finding(s)

2. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - CROP
-

-----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. - 1002	4/05/86	HANNIBAL, MO	A/C Reg. No. N8917S	Time (Lcl) - 1150 CST
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-----Basic Information-----				
Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries	
		SUBSTANTIAL		
Type of Operation	-INSTRUCTIONAL	Fire	Crew	Fatal
Flight Conducted Under	-14 CFR 91	NONE	Pass	0
Accident Occurred During	-DESCENT			0
				0
				0
				0
<hr/>				
-----Aircraft Information-----				
Make/Model	- CESSNA 150F	Eng Make/Model	- CONTINENTAL O-200-A	ELT Installed/Activated
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	- YES-UNK/NR
Max Gross Wt	- 1600	Engine Type	- RECIPROCATING-CARBURETOR	Stall Warning System
No. of Seats	- 2	Rated Power	- 100 HP	- YES
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-----Environment/Operations Information-----				
Weather Data		Itinerary	Airport Proximity	
Wx Briefing - FSS		Last Departure Point	ON AIRPORT	
Method - TELEPHONE		JACKSONVILLE, IL		
Completeness - FULL		Destination	Airport Data	
Basic Weather - VMC		SAME AS ACC/INC	HANNIBAL MUNI	
Wind Dir/Speed- 240/020 KTS		ATC/Airspace	Runway Ident - 17	
Visibility - 20.0 SM		Type of Flight Plan	Runway Lth/Wid - 3900/ 75	
Lowest Sky/Clouds - 2200 FT SCATTERED		Type of Clearance	Runway Surface - ASPHALT	
Lowest Ceiling - NONE		Type Apch/Lndg	Runway Status - DRY	
Obstructions to Vision- NONE				
Precipitation - NONE				
Condition of Light - DAYLIGHT				
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-----Personnel Information-----				
Pilot-In-Command	Age - 32	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT		
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)		
STUDENT	Current - N/A	Total	- 16	Last 24 Hrs - 2
	Months Since - N/A	Make/Model-	16	Last 30 Days- UNK/NR
	Aircraft Type - N/A	Instrument-	0	Last 90 Days- 13
<hr/>				
Instrument Rating(s) - NONE				
<hr/>				
-----Narrative-----				
<p>THE STUDENT PLT WAS ATTEMPTING TO LAND WITH A RIGHT CROSSWIND COMPONENT IN EXCESS OF 15 KNOTS. HE USED A CRAB ANGLE ON FINAL BUT AS THE ACFT APCH THE RWY HE APPLIED RUDDER. HE SAID, WITH FULL RUDDER THE ACFT WAS STILL NOT ALIGNED WITH THE RWY AND HE DECIDED TO GO AROUND. HE THEN APPLIED FULL PWR BUT FAILED TO RELEASE LEFT RUDDER PRESSURE AND THE ACFT ABRUPTLY TURNED LEFT. THERE WERE TREES AHEAD AND WHEN THE PLT TRIED TO CLIMB TO CLEAR THE TREES THE ACFT STALLED AND CRASHED. THE STUDENT'S CFI FURNISHED THE STUDENT WITH AN ARPT ADVISORY BEFORE HE BEGAN THE APCH. THE WINDS FURNISHED IN THE ADVISORY SHOWED A RIGHT QUARTERING CROSSWIND OF 20 TO 25 KNOTS.</p>				
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Brief of Accident (Continued)

File No. - 1002

4/05/86

HANNIBAL,MO

A/C Reg. No. N8917S

Time (Lcl) - 1150 CST

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. WEATHER EVALUATION - INADEQUATE - FLIGHT INSTRUCTOR(ON GROUND)
3. WEATHER EVALUATION - INADEQUATE - PILOT IN COMMAND
4. IMPROPER DECISION,LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
5. GO-AROUND - ATTEMPTED - PILOT IN COMMAND
6. 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) 2,3,6

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. - 1069

7/03/86

OKOLONA,MS

A/C Reg. No. N6603

Time (Lcl) - 1645 CDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
SUBSTANTIAL

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

Type of Operation -AERIAL APPLICATION

Fire Crew
NONE Pass

Flight Conducted Under -14 CFR 137

Accident Occurred During -LANDING

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

Make/Model - GRUMMAN G-164A

Eng Make/Model - P&W R1340-AN1

ELT Installed/Activated - NO -N/A

Landing Gear - TAILWHEEL-ALL FIXED

Number Engines - 1

Stall Warning System - NO

Max Gross Wt - 5200

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 1

Rated Power - 600 HP

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 360/003 KTS

Visibility - UNK/NR

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

OKOLONA,MS

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND,ME LAND

Age - 26

Biennial Flight Review

Current - YES

Months Since - 15

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 2620 Last 24 Hrs - 5

Make/Model- 50 Last 30 Days- UNK/NR

Instrument- 217 Last 90 Days- 150

Multi-Eng - 20

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE IN CRUISE FLT AT 100 FEET EN ROUTE TO THE SPRAYING AREA THE ENGINE "SPIT" TWICE AND QUIT COMPLETELY. DURING A FORCED LANDING IN A FIELD THE AIRCRAFT ENCOUNTERED MUD AND NOSED OVER COMING TO REST INVERTED. THE ENGINE HAD 100 HOURS BEFORE IT WAS TO BE OVERHAULED. THE CAUSE OF THE FAILURE WAS NOT DETERMINED.

Brief of Accident (Continued)

File No. - 1069

7/03/86

OKOLONA,MS

A/C Reg. No. N6603

Time (Lc1) - 1645 CDT

Occurrence #1 LOSS OF POWER
Phase of Operation CRUISE

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)
2. 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. - 1094	8/24/86	HELENA, MT	A/C Reg. No. N4478V	Time (Lcl) - 1949 MDT
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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	1	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass	1	0	0
Accident Occurred During -APPROACH					

----Aircraft Information----

Make/Model - MAYALA DRAGONFLY	Eng Make/Model - HAPI 60-2DM	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1150	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 60 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - IN PERSON	BILLINGS, MT	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	HELENA REGIONAL
Wind Dir/Speed- 290/007 KTS	ATC/Airspace	Runway Ident - 26
Visibility - 40.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 9000/ 150
Lowest Sky/Clouds - 7000 FT SCATTERED	Type of Clearance - VFR	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

----Personnel Information----

Pilot-In-Command	Age - 46	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 304
SE LAND	Months Since - 8	Make/Model- 144
	Aircraft Type - 7DC	Instrument- 0
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 50

Instrument Rating(s) - NONE

----Narrative----

THE ACFT WAS ON FINAL APCH AFTER COMPLETING A X-COUNTRY FROM BILLINGS, MT, WHEN THE ACCIDENT OCCURRED. THE PLT STATED THE ACFT WAS LOW AFTER INTERCEPTING THE VASI SO POWER WAS ADDED; HOWEVER, THE ENG DID NOT RESPOND. THE ACFT STRUCK A SMALL HILL 300 FT SHORT OF RWY. INSPECTION FOUND NO EVIDENCE OF MECHANICAL FAILURE OF THE ENGINE BUT THE UPPER CABLE FROM THROTTLE CONTROL-TO-CARBURETOR LINKAGE WAS BENT AND THE WALKING BEAM SHOWED EVIDENCE OF BINDING. ADDITIONALLY, NO EVIDENCE OF CABLE LUBRICATION WAS NOTED.

Brief of Accident (Continued)

File No. - 1094

8/24/86

HELENA, MT

A/C Reg. No. N4478V

Time (Lcl) - 1949 MDT

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

Finding(s)

1. THROTTLE/POWER LEVER, CABLE - BENT
2. PROPER GLIDEPATH - BELOW - PILOT IN COMMAND
3. THROTTLE/POWER LEVER, CABLE - BINDING(MECHANICAL)
4. THROTTLE/POWER CONTROL - INITIATED - PILOT IN COMMAND
5. CARBURETOR HEAT - NOT USED - PILOT IN COMMAND

Occurrence #2 UNDERSHOOT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

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

Finding(s)

6. TERRAIN CONDITION - MOUNTAINOUS/HILLY

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1043	8/29/86	BIG SANDY, MT	A/C Reg. No. N2532M	Time (Lcl) - 1848 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	1	0	0
Flight Conducted Under - 14 CFR 91	ON GROUND	Crew	0	0
Accident Occurred During - DESCENT		Pass	1	0

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

Make/Model - PIPER PA-12	Eng Make/Model - LYCOMING O-235-C	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1750	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 3	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	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 260/003 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Surface - GRASS/TURF
Lowest Sky/Clouds - 8000 FT SCATTERED	Type of Clearance - NONE	Runway Status - DRY
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 - 36	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - UNK/NR
	Months Since - N/A	Last 24 Hrs - UNK/NR
	Aircraft Type - N/A	Make/Model- UNK/NR
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- UNK/NR
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

STUDENT PILOT ON UNAUTHORIZED CROSS COUNTRY FLIGHT DEPARTED UNIMPROVED FIELD ON VFR FLIGHT FOR THE PURPOSE OF SPOTTING GAME. WEATHER CONDITIONS IN THE AREA WERE CONDUCTIVE FOR LIGHT TO MODERATE TURBULENCE. WITNESSES REPORTED THE ACFT WINGS ROCKED VIOLENTLY AFTER TAKEOFF. THE ACFT THEN ENTERED A STEEP RIGHT TURN AND DESCENDED TO GROUND IMPACT.

Brief of Accident (Continued)

File No. - 1043

8/29/86

BIG SANDY, MT

A/C Reg. No. N2532M

Time (Lcl) - 1848 MDT

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

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
4. AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
6. STALL - INADVERTENT - PILOT IN COMMAND

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

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1130	5/31/86	MOCKSVILLE, NC	A/C Reg. No. N49037	Time (Lcl) - 1900 EDT
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-----Basic Information-----				
Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries	
		SUBSTANTIAL	Fatal	Serious Minor None
Type of Operation	-INSTRUCTIONAL	Fire	Crew 0	0 0 2
Flight Conducted Under	-14 CFR 91	NONE	Pass 0	0 0 0
Accident Occurred During	-DESCENT			
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-----Aircraft Information-----				
Make/Model	- CESSNA 152	Eng Make/Model	- LYCOMING O-235-N2C	ELT Installed/Activated - YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System - YES
Max Gross Wt	- 1670	Engine Type	- RECIPROCATING-CARBURETOR	
No. of Seats	- 2	Rated Power	- 108 HP	
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-----Environment/Operations Information-----				
Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- FSS	Last Departure Point	OFF AIRPORT/STRIP	
Method	- TELEPHONE	SAUSBURY, NC		
Completeness	- WEATHER NOT PERTINENT	Destination	Airport Data	
Basic Weather	- VMC	MOCKSVILLE, NC	MCCOLLOUGH	
Wind Dir/Speed	- CALM	ATC/Airspace	Runway Ident - 09	
Visibility	- 5.0 SM	Type of Flight Plan	Runway Lth/Wid - 1850	
Lowest Sky/Clouds	- CLEAR	Type of Clearance	Runway Surface - GRASS/TURF	
Lowest Ceiling	- NONE	Type Apch/Lndg	Runway Status - DRY	
Obstructions to Vision	- HAZE			
Precipitation	- NONE			
Condition of Light	- DAYLIGHT			
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-----Personnel Information-----				
Pilot-In-Command	Age - 55	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT		
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)		
COMMERCIAL, CFI	Current - YES	Total - 5664	Last 24 Hrs - 3	
SE LAND, ME LAND	Months Since - 18	Make/Model - 302	Last 30 Days - UNK/NR	
	Aircraft Type - UNK/NR	Instrument - 31	Last 90 Days - 151	
		Multi-Eng - 88		
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Instrument Rating(s) - AIRPLANE				
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-----Narrative-----				
DURING A LANDING ATTEMPT AT A PRIVATE GRASS AIRSTRIP, THE ACFT BOUNCED SEVERAL TIMES AND THE STUDENT PLT INITIATED A GO-AROUND BEFORE THE PLT INSTRUCTOR WAS PREPARED. THE ACFT CLEARED DEPARTURE THRESHOLD POWERLINES IN A NOSE HIGH ATTITUDE AT LOW AIRSPEED AND SETTLED TO THE GROUND IN A MUSH/STALL. THERE WERE NO MECHANICAL DIFFICULTIES REPORTED WITH THE AIRCRAFT.				
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Brief of Accident (Continued)

File No. - 1130

5/31/86

MOCKSVILLE, NC

A/C Reg. No. N49037

Time (Lc1) - 1900 EDT

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

Finding(s)

1. RECOVERY FROM BOUNCED LANDING - ATTEMPTED - DUAL STUDENT
2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND(CFI)
3. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND(CFI)
4. SUPERVISION - POOR - PILOT IN COMMAND(CFI)

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

Finding(s)

5. TERRAIN CONDITION - GROUND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1169	6/15/86	RALEIGH, NC	A/C Reg. No. N73BJ	Time (Lcl) - 2006 EDT
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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 - PITTS S-15	Eng Make/Model - LYCOMING O-320	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 900	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	APEX, NC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- VARIABLE	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

----Personnel Information----

Pilot-In-Command	Age - 49	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 944
SE LAND	Months Since - 2	Make/Model- 104
	Aircraft Type - UNK/NR	Instrument- 143
		Multi-Eng - 4
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 7

Instrument Rating(s) - AIRPLANE

----Narrative----

DURING NORMAL CRUISE VFR FLIGHT AT 1,500 FT AGL, THE PILOT REPORTED HEARING AN ERRATIC HISSING SOUND AND THE ACFT BEGAN LOSING FUEL PRESSURE. THE AIRCRAFT LOST POWER AND A FORCED LANDING WAS MADE INTO A FIELD. THE RIGHT MAIN LANDING GEAR DROPPED INTO A HOLE AND THE AIRCRAFT NOSED OVER. INSPECTION OF THE WRECKAGE CONFIRMED THAT AN IMPROPER FITTING HAD BEEN INSTALLED IN THE PRESSURIZED FUEL SYSTEM. A TEE FITTING HAD BEEN INSTALLED IN PLACE OF AN ELBOW FITTING AND THE END CAP HAD LOOSENED ALLOWING THE LOSS OF FUEL PRESSURE AND SUBSEQUENT LOSS OF POWER.

Brief of Accident (Continued)

File No. - 1169

6/15/86

RALEIGH,NC

A/C Reg. No. N73BJ

Time (Lcl) - 2006 EDT

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

Finding(s)

1. FUEL SYSTEM,LINE FITTING - INCORRECT
2. MAINTENANCE,MODIFICATION - IMPROPER - PRODUCTION/DESIGN PSNL
3. INADEQUATE CERTIFICATION/APPROVAL,AIRCRAFT - FAA(ORGANIZATION)
4. FUEL SYSTEM,LINE FITTING - LOOSE

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) 1,2,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1104	6/18/86	FUQUAY-VARINA, NC	A/C Reg. No. N6046Z	Time (Lc1) - 1250 EDT
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-----Basic Information-----

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

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

Make/Model - BEECH C-23	Eng Make/Model - LYCOMING O-360	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2450	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - ACFT RADIO	RALEIGH, NC	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	LOCAL	FUQUAY ANGIER
Wind Dir/Speed - 330/009 KTS	ATC/Airspace	Runway Ident - 32
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2780/ 100
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision - NONE	SIMULATED FORCED LANDING	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 28	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 529
SE LAND	Months Since - 2	Make/Model - 416
	Aircraft Type - C-23	Instrument - 107
		Multi-Eng - 35
		Last 24 Hrs - 3
		Last 30 Days - UNK/NR
		Last 90 Days - 50

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE FLT WAS A PRACTICAL FLT TEST FOR A COMMERCIAL PLT CERTIFICATE. AT APRX 3,000 FT THE PLT EXAMINER INITIATED A SIMULATED FORCED LANDING. THE APPLICANT SPIRALED TO A MODIFIED DOWNWIND AND BASE LEG. THE APPLICANT SAID EVERYTHING WAS FINE UNTIL ON FINAL APCH WHERE HE NOTED A HIGHER THAN ANTICIPATED SINK RATE. PWR WAS APPLIED, HOWEVER, THE ACFT STRUCK THE GROUND SHORT OF THE GRASS RWY WHERE IT SUSTAINED SUBSTANTIAL DAMAGE. THE APPLICANT STATED THAT BOTH HE AND THE EXAMINER MISJUDGED THE APCH.

Brief of Accident (Continued)

File No. - 1104

6/18/86

FUQUAY-VARINA, NC

A/C Reg. No. N6046Z

Time (Lcl) - 1250 EDT

Occurrence #1 UNDERSHOOT
Phase of Operation LANDING

Finding(s)

1. PLANNED APPROACH - MISJUDGED - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SELF-INDUCED PRESSURE - PILOT IN COMMAND
3. PLANNED APPROACH - MISJUDGED - CHECK PILOT
4. PROPER DESCENT RATE - NOT MAINTAINED - PILOT IN COMMAND
5. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
6. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND.
7. REMEDIAL ACTION - DELAYED - CHECK PILOT

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1180	9/04/86	SMITHFIELD, NC	A/C Reg. No. N3410J	Time (Lcl) - 1915 EDT
<hr/>				
-----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
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-----Aircraft Information-----				
Make/Model	- CESSNA 150	Eng Make/Model	- CONTINENTAL O-200	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	
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-----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	JOHNSTON COUNTY	
Wind Dir/Speed-		ATC/Airspace	Runway Ident - 03	
Visibility	- 9.0 SM	Type of Flight Plan	Runway Lth/Wid - 4400/ 75	
Lowest Sky/Clouds	- CLEAR	Type of Clearance	Runway Surface - CONCRETE	
Lowest Ceiling	- NONE	Type Apch/Lndg	Runway Status - DRY	
Obstructions to Vision	- NONE			
Precipitation	- NONE			
Condition of Light	- DAYLIGHT			
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-----Personnel Information-----				
Pilot-In-Command	Age - 40	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT		
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)		
STUDENT	Current - N/A	Total - 24	Last 24 Hrs - UNK/NR	
	Months Since - N/A	Make/Model- 24	Last 30 Days- UNK/NR	
	Aircraft Type - N/A	Instrument- 0	Last 90 Days- 18	
<hr/>				
Instrument Rating(s) - NONE				
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-----Narrative-----				
THE PILOT REPORTED THAT DURING A PRACTICE LANDING HE FLARED TOO HIGH OFF THE RUNWAY SURFACE. THE PILOT LOWERED THE NOSE, CAUSING THE NOSEWHEEL TO STRIKE THE RUNWAY. THE PILOT LOST CONTROL AND THE ACFT SKIDDED OFF THE LEFT SIDE, DOWN AN EMBANKMENT AND FLIPPED INVERTED. THE PILOT DID NOT REPORT ANY AIRCRAFT MALFUNCTION OR FAILURE.				
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Brief of Accident (Continued)

File No. - 1180

9/04/86

SMITHFIELD, NC

A/C Reg. No. N3410J

Time (Lcl) - 1915 EDT

Occurrence HARD LANDING

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
2. POWERPLANT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
3. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
4. PLANNED APPROACH - INADEQUATE - PILOT IN COMMAND
5. 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) 1,2,5

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1181	10/31/86	WINSTON-SALEM, NC	A/C Reg. No. N2373G	Time (Lcl) - 1215 EDT
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----Basic Information----

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

----Aircraft Information----

Make/Model - PIPER PA-38-112	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1700	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 112 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	SMITH REYNOLDS
Wind Dir/Speed- 080/015 KTS	ATC/Airspace	Runway Ident - 03
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4500/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

----Personnel Information----

Pilot-In-Command	Age - 23	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 48
	Months Since - N/A	Last 24 Hrs - 2
	Aircraft Type - N/A	Make/Model- 24
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 24

Instrument Rating(s) - NONE

----Narrative----

WHILE CONDUCTING TOUCH AND GO LANDINGS, N2373G LOST POWER DURING A GO-AROUND. THE FLIGHT WAS INSTRUCTED TO GO-AROUND DUE TO ANOTHER AIRCRAFT ON RUNWAY 03. THE PILOT REVERSED HIS COURSE TOWARD RUNWAY 21. THE AIRCRAFT CRASHED INTO TREES SHORT OF RUNWAY 21. EXAMINATION OF THE WRECKAGE DISCLOSED THAT THERE WAS NO FUEL RECOVERED FROM THE FUEL SYSTEM.

Brief of Accident (Continued)

File No. - 1181

10/31/86

WINSTON-SALEM, NC

A/C Reg. No. N2373G

Time (Lcl) - 1215 EDT

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

Finding(s)

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

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

4. OBJECT - TREE(S)

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1081	6/07/86	WILLISTON,ND	A/C Reg. No. N6190Z	Time (Lcl) - 1420 CDT		
-----Basic Information-----						
Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage	Injuries				
	SUBSTANTIAL	Fatal	Serious	Minor	None	
Type of Operation -AERIAL APPLICATION	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 137	NONE	Pass	0	0	0	0
Accident Occurred During -MANEUVERING						
-----Aircraft Information-----						
Make/Model - PIPER PA-25	Eng Make/Model - LYCOMING 150	ELT Installed/Activated - NO -N/A				
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO				
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR					
No. of Seats - 1	Rated Power - 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- 330/006 KTS	ATC/Airspace	Runway Ident - N/A				
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A				
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A				
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - N/A				
Obstructions to Vision- NONE						
Precipitation - NONE						
Condition of Light - DAYLIGHT						
-----Personnel Information-----						
Pilot-In-Command	Age - 64	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT				
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)				
COMMERCIAL	Current - YES	Total	-	4600	Last 24 Hrs - UNK/NR	
SE LAND	Months Since - 12	Make/Model-	1060		Last 30 Days- UNK/NR	
	Aircraft Type - UNK/NR	Instrument-	0		Last 90 Days- UNK/NR	
		Multi-Eng -	600			
Instrument Rating(s) - NONE						
-----Narrative-----						
PLT STATED THAT HE WAS UNFAMILIAR WITH THE GEOGRAPHICAL AREA ON THIS FLT. HE ALSO STATED, "I WAS PAYING ATTENTION TO THE PWR LINES AND ROAD AND DID NOT REALIZE THE HILL OUT FRONT WAS AS HIGH AS IT WAS...I ATTEMPTED TO TURN BACK OUT, BUT WITH DOWNWIND IT BLEW ME INTO HILLSIDE." THE WIND WAS REPORTED BY THE PLT TO BE BLOWING AT 10 KNOTS.						

Brief of Accident (Continued)

File No. - 1081

6/07/86

WILLISTON,ND

A/C Reg. No. N6190Z

Time (Lc1) - 1420 CDT

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
 2. TERRAIN CONDITION - MOUNTAINOUS/HILLY
 3. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
 4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND
 5. REMEDIAL ACTION - INADEQUATE - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1184	7/13/86	FARGO,ND	A/C Reg. No. N67297	Time (Lcl) - 1515 CDT
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-----Basic Information-----

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

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

Make/Model - BEECH 95-B55	Eng Make/Model - CONTINENTAL IO-470-L	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 5100	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 260 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	HAWLEY,MN	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	FARGO,ND	HECTOR
Wind Dir/Speed- 250/007 KTS	ATC/Airspace	Runway Ident - 17
Visibility - 40.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 9546/ 150
Lowest Sky/Clouds - 3600 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 - 26	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1082
SE LAND,ME LAND	Months Since - 6	Make/Model- 115
	Aircraft Type - UNK/NR	Instrument- 0
		Multi-Eng - 204
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 127
		Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT SAID THAT HE ACTIVATED THE LANDING GEAR RETRACTION SWITCH DURING THE LANDING ROLL. THE GEAR RETRACTED CAUSING THE ACFT TO SETTLE ON THE RWY.

Brief of Accident (Continued)

File No. - 1184

7/13/86

FARGO,ND

A/C Reg. No. N67297

Time (Lcl) - 1515 CDT

Occurrence GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

1. GEAR RETRACTION - INADVERTENT - PILOT IN COMMAND
-

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1143	8/10/86	LANGDON,ND	A/C Reg. No. N2417J	Time (Lcl) - 0630 CDT
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-----Basic Information-----

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

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

Make/Model - CESSNA A188B	Eng Make/Model - CONTINENTAL IO-520-D	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-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	ON AIRPORT
Method - N/A	UNK/NR	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	LANGDON
Wind Dir/Speed- 330/008 KTS	ATC/Airspace	Runway Ident - 35
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3000/ 50
Lowest Sky/Clouds - 10000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 37	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 3675
SE LAND,ME LAND,SE SEA	Months Since - 5	Make/Model- 2590
	Aircraft Type - GRUMMAN	Instrument- 75
		Multi-Eng - 15
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 119

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE GROUND TAXIING FOR TAKEOFF THE ACFT LEFT MAIN GEAR BRAKE FAILED. DURING THE ENSUING RIGHT GROUND LOOP THE LEFT MAIN GEAR COLLAPSED AND THE LEFT WING IMPACTED THE ASPHALT TAXIWAY.

Brief of Accident (Continued)

File No. - 1143

8/10/86

LANGDON,ND

A/C Reg. No. N2417J

Time (Lcl) - 0630 CDT

Occurrence LOSS OF CONTROL - ON GROUND

Phase of Operation TAXI - TO TAKEOFF

Finding(s)

1. LANDING GEAR,NORMAL BRAKE SYSTEM - FAILURE,TOTAL
 2. FLUID,HYDRAULIC - EXHAUSTION
 3. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
-

---Probable Cause---

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1018	8/26/86	GRAND FORKS,ND	A/C Reg. No. N900TS	Time (Lc1) - 1535 CDT
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----Basic Information----

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation -PERSONAL	Fire	Crew	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -TAXI			0	0	0
					1
					5

----Aircraft Information----

Make/Model - PIPER PA-23E-250	Eng Make/Model - LYCOMING IO-540-C4B5	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 5200	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 250 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	MASON CITY,IA	GRAND FORKS-MARK ANDREWS
Wind Dir/Speed- 360/010 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 15.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - CLEAR	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 - 35	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,ATP	Current - YES	Total - 5725
SE LAND,ME LAND	Months Since - 18	Last 24 Hrs - 3
	Aircraft Type - UNK/NR	Make/Model- 33
		Instrument- 515
		Last 30 Days- UNK/NR
		Last 90 Days- 70
		Multi-Eng - 4275

Instrument Rating(s) - AIRPLANE

----Narrative----

THE ACFT WAS EN ROUTE FROM FLIN FLON AIRPORT, MANITOBA, CD, TO MASON CITY, IA, AND HAD STOPPED AT GRAND FORKS, ND, FOR FUEL AND TO CLEAR CUSTOMS. DURING TAXI FOR TAKEOFF, THE ACFT STRUCK A 1-INCH CONCRETE LIP ON THE RAMP AND THE RIGHT MAIN LANDING GEAR COLLAPSED. POST ACCIDENT EXAMINATION REVEALED THE ACTUATOR ROD END WAS BENT AND ONE OF FOUR SPRINGS ON THE OVERCENTER CAM DEVICE WAS DETACHED FROM ITS PROPER ATTACH POINT AND WAS EXCESSIVELY STRETCHED. WITH THE ACFT ON JACKS THE SPRING WAS REATTACHED AND THE GEAR WAS EXTENDED, TRAPPING THE SPRING BETWEEN THE DOWNLOCK SWITCH AND THE DOWNLOCK OVERCENTER MECHANISM. WITH SOME WEIGHT APPLIED TO THE LANDING GEAR, A FIRM UPWARD PRESSURE WAS APPLIED TO THE OVERCENTER DEVICE AND THE RIGHT MAIN LANDING GEAR RETRACTED. FURTHER TESTS REVEALED THAT THE LANDING GEAR SELECTOR HANDLE DID NOT ALWAYS CATCH THE SAFETY LATCH WHEN PLACED IN THE NEUTRAL POSITION, AND THAT IT WAS POSSIBLE FOR THE SELECTOR TO GO FROM DOWN TO UP WITHOUT TRIGGERING THE LATCH.

Brief of Accident (Continued)

File No. - 1018

8/26/86

GRAND FORKS,ND

A/C Reg. No. N900TS

Time (Lcl) - 1535 CDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation TAXI - TO TAKEOFF

Finding(s)

1. LANDING GEAR,NORMAL RETRACTION/EXTENSION ASSEMBLY - BENT
 2. LANDING GEAR,NORMAL RETRACTION/EXTENSION ASSEMBLY - DISCONNECTED
-

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

Finding(s)

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

Occurrence #3 MAIN GEAR COLLAPSED
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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1095	9/05/86	GOODRICH,ND	A/C Reg. No. N50989	Time (Lcl) - 1030 CDT
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-----Basic Information-----

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	HURDSFIELD,ND	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 315/007 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 5500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 27	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 199
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 3
	Aircraft Type - UNK/NR	Make/Model- 187
		Instrument- 5
		Last 30 Days- UNK/NR
		Last 90 Days- 42

Instrument Rating(s) - NONE

-----Narrative-----

PLT SAID HE WAS FLYING LOW AND CHASING BLACK BIRDS FROM HIS SUNFLOWER FIELDS. TERRAIN WAS ROLLING HILLS. PLT SAID HE MADE ONE PASS OVER FIELD AND WAS TURNING AROUND FOR ANOTHER PASS. "I GOT MY AIRSPEED TOO LOW AND STARTED TO STALL. I BROUGHT IT OUT OF THE STALL BUT DIDN'T HAVE ENOUGH ALTITUDE TO REGAIN AIRSPEED." ACCORDING TO AN FAA SPOKESMAN, A PLT MUST EITHER POSSESS AN AGRICULTURAL OPERATOR CERTIFICATE ISSUED UNDER 14 CFR 137 OR OBTAIN A CERTIFICATE OF AUTHORIZATION (FAA FORM 7711-1) OR WAIVER IN ORDER TO CONDUCT LOW LEVEL FLYING OR "BIRD CHASING." PLT DID NOT POSSESS EITHER CERTIFICATE.

Brief of Accident (Continued)

File No. - 1095

9/05/86

GOODRICH,ND

A/C Reg. No. N50989

Time (Lcl) - 1030 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

1. LOW PASS - INTENTIONAL - PILOT IN COMMAND
2. PULL-UP - EXCESSIVE - PILOT IN COMMAND
3. STALL - INADVERTENT - PILOT IN COMMAND

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

Finding(s)

4. TERRAIN CONDITION - HIGH VEGETATION
5. TERRAIN CONDITION - MOUNTAINOUS/HILLY

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1186	10/08/86	GRAFTON,ND	A/C Reg. No. N8125H	Time (Lcl) - 1530 CDT
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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					

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

Make/Model - PIPER PA-32R-301T	Eng Make/Model - LYCOMING TIO-540-S1AD	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3600	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 7	Rated Power - 300 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 - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	BISMARCK,ND	GRAFTON MUNI.
Wind Dir/Speed- 350/015 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 25.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 39	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1979
SE LAND,ME LAND	Months Since - 12	Last 24 Hrs - UNK/NR
	Aircraft Type - C-172	Make/Model- 55
		Last 30 Days- UNK/NR
		Instrument- 130
		Last 90 Days- UNK/NR
		Multi-Eng - 78

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PLT MADE FORCED LANDING ON DIRT ROAD SHORTLY AFTER TAKEOFF WHEN THE ENG REPORTEDLY LOST POWER. PLT EXTENDED LANDING GEAR BUT ACFT TOUCHED DOWN BEFORE GEAR LOCKED AND LEFT MAIN LANDING GEAR COLLAPSED. LEFT WING ALSO STRUCK A MAILBOX DURING ROLLOUT. POST ACCIDENT INSPECTION REVEALED A GUMMY RESIDUE ON TURBO WASTE GATE CONTROL, PRECLUDING DEVELOPMENT OF FULL POWER. ADDITIONALLY, TIRES WERE REPORTED TO BE UNDER-INFLATED, CAUSING HIGHER FRICTIONAL DRAG. THE PLT SAID THE TAKEOFF GROUND ROLL WAS NOT ABNORMALLY LONG.

Brief of Accident (Continued)

File No. - 1186

10/08/86

GRAFTON,ND

A/C Reg. No. N8125H

Time (Lcl) - 1530 CDT

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

Finding(s)

1. EXHAUST SYSTEM,TURBOCHARGER - NOT ENGAGED
 2. THROTTLE/POWER LEVER,PUSH/PULL ROD - MOVEMENT RESTRICTED
 3. GEAR RETRACTION - PERFORMED - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

4. GEAR EXTENSION - ATTEMPTED - PILOT IN COMMAND
 5. ALTITUDE - INADEQUATE - PILOT IN COMMAND
-

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

Finding(s)

6. GEAR DOWN AND LOCKED - NOT ATTAINED - PILOT IN COMMAND
-

Occurrence #4 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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1005 5/09/86 GRAND ISLAND, NE A/C Reg. No. N1198Z Time (Lcl) - 0238 CDT

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

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage						
Name of Carrier	-SUBURBAN AIR FREIGHT, INC.	DESTROYED						
Type of Operation	-NON SCHED, DOMESTIC, CARGO	Fire	Crew	Fatal	1	0	0	0
Flight Conducted Under	-14 CFR 135	ON GROUND	Pass		0	0	0	0
Accident Occurred During	-DESCENT							

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

Make/Model	- AERO COMMANDER 680FL	Eng Make/Model	- LYCOMING IGS0-540-B1A	ELT Installed/Activated	- UNK/NR
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 8500	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 2	Rated Power	- 380 HP		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- FSS	Last Departure Point		OFF AIRPORT/STRIP	
Method	- TELEPHONE	OMAHA, NE			
Completeness	- FULL	Destination		Airport Data	
Basic Weather	- VMC	SAME AS ACC/INC		CENTRAL NEBRASKA REGIONAL	
Wind Dir/Speed	- 160/016 KTS			Runway Ident	- N/A
Visibility	- 7.0 SM	ATC/Airspace		Runway Lth/Wid	- N/A
Lowest Sky/Clouds	- 1000 FT	Type of Flight Plan	- IFR	Runway Surface	- N/A
Lowest Ceiling	- 1000 FT OVERCAST	Type of Clearance	- IFR	Runway Status	- N/A
Obstructions to Vision	- NONE	Type Apch/Lndg	- ILS-LOCALIZER		
Precipitation	- NONE				
Condition of Light	- NIGHT(DARK)				

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

Pilot-In-Command	Age - 31	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL, ATP, CFI	Current - YES	Total - 5522	Last 24 Hrs - UNK/NR
SE LAND, ME LAND	Months Since - 1	Make/Model - 520	Last 30 Days - UNK/NR
	Aircraft Type - 680FL	Instrument - 595	Last 90 Days - UNK/NR
		Multi-Eng - 2873	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE TWIN ENG ACFT CRASHED AND BURNED 4 MILES NORTH OF THE ARPT WHILE ON AN INSTRUMENT APCH. THE PLT HAD TRANSMITTED THAT HE HAD AN ENGINE PROBLEM. THE #5 CYLINDER WAS FOUND DETACHED FROM THE LEFT ENGINE BUT THE LEFT PROPELLER WAS NOT FEATHERED. AN ENGINE TEARDOWN REVEALED EVIDENCE TO INDICATE THE #5 CYLINDER ATTACHMENTS WERE NOT PROPERLY TORQUED. NO PREIMPACT FAILURE COULD BE FOUND WITH THE RIGHT ENGINE. THE RIGHT PROPELLER WAS FOUND IN FEATHERED POSITION.

Brief of Accident (Continued)

File No. - 1005

5/09/86

GRAND ISLAND,NE

A/C Reg. No. N1198Z

Time (Lc1) - 0238 CDT

Occurrence #1 LOSS OF POWER
Phase of Operation APPROACH

Finding(s)

1. ENGINE ASSEMBLY,CYLINDER - FAILURE,TOTAL
2. MAINTENANCE - IMPROPER - OTHER MAINTENANCE PSNL
3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
4. WRONG PROPELLER FEATHERED - SELECTED - PILOT IN COMMAND

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

Finding(s)

5. OBJECT - TREE(S)

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) 3,4

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1137	5/14/86	TEKAMAH, NE	A/C Reg. No. N6630	Time (Lcl) - 0900 CDT
<hr/>				
-----Basic Information-----				
Type Operating Certificate-AGRICULTURAL AIRCRAFT		Aircraft Damage	Injuries	
		SUBSTANTIAL		
Type of Operation	-AERIAL APPLICATION	Fire	Fatal	Serious
Flight Conducted Under	-14 CFR 137	NONE	Crew 0	0
Accident Occurred During	-LANDING		Pass 0	0
			Minor 0	None 1
				0
<hr/>				
-----Aircraft Information-----				
Make/Model	- GRUMMAN G-164A	Eng Make/Model	- P&W R-985-AN1	
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	
Max Gross Wt	- 3725	Engine Type	- RECIPROCATING-CARBURETOR	
No. of Seats	- 1	Rated Power	- 450 HP	
			ELT Installed/Activated - NO -N/A	
			Stall Warning System - YES	
<hr/>				
-----Environment/Operations Information-----				
Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP	
Method	- N/A	TEKAMAH, NE		
Completeness	- N/A	Destination	Airport Data	
Basic Weather	- VMC	LOCAL		
Wind Dir/Speed	- 180/013 KTS	ATC/Airspace	Runway Ident - N/A	
Visibility	- 10.0 SM	Type of Flight Plan	- NONE	
Lowest Sky/Clouds	- 25000 FT SCATTERED	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 - DIRT	
Condition of Light	- DAYLIGHT		Runway Status - HIGH VEGETATION	
<hr/>				
-----Personnel Information-----				
Pilot-In-Command	Age - 38	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT		
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)		
COMMERCIAL	Current - YES	Total - 2029	Last 24 Hrs - 6	
SE LAND, ME LAND	Months Since - 1	Make/Model - 1100	Last 30 Days - UNK/NR	
	Aircraft Type - G-164A	Instrument - 146	Last 90 Days - 34	
		Multi-Eng - 15	Rotorcraft - 1	
<hr/>				
Instrument Rating(s) - AIRPLANE				
<hr/>				
-----Narrative-----				
THE PILOT STATED THAT AS HE WAS FINISHING HIS RUN SPRAYING PINE TREES AND WAS PULLING UP WHEN THE ENGINE LOST POWER.				
THE RIGHT WINGS STRUCK TREES AND THE AIRCRAFT NOSED OVER DURING THE FORCED LANDING.				
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Brief of Accident (Continued)

File No. - 1137

5/14/86

TEKAMAH, NE

A/C Reg. No. N6630

Time (Lcl) - 0900 CDT

Occurrence #1 LOSS OF POWER
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

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

Occurrence #4 NOSE OVER
Phase of Operation LANDING

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 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. - 1076	7/12/86	PLEASANT DALE, NE	A/C Reg. No. N8413V	Time (Lcl) - 0729 CDT
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-----Basic Information-----

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

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

Make/Model - AERO COMMANDER CALLAIR A-9A	Eng Make/Model - LYCOMING O-540-B2B5	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 3000	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	MILFORD, NE	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	UNK/NR	Runway Ident - N/A
Wind Dir/Speed- 160/006 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 8000 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 22	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1080
SE LAND	Months Since - 13	Make/Model- 689
	Aircraft Type - PA-28	Instrument- 45
		Multi-Eng - UNK/NR
		Last 24 Hrs - 8
		Last 30 Days- 160
		Last 90 Days- 204
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

A WITNESS REPORTED THE ACFT PULLED UP WITH ONE WING HIGH AND WENT PRACTICALLY INVERTED BEFORE STRIKING THE GROUND IN A STEEP NOSE DOWN ATTITUDE. THE ACFT WAS ENGAGED IN AN AERIAL APPLICATION OPERATION WHEN THE ACCIDENT OCCURRED. THE COMPANY OWNER STATED THE ACFT WOULD HAVE BEEN AT AN ALT OF 150 TO 200 FT AGL DURING THE MANEUVER. HE CONTINUED TO STATE THE ACFT HAD A TENDENCY TO NOSE DOWN IN "KNIFE EDGE" TURNS AND COULD NOT BE RECOVERED FROM AN ALT OF 150 TO 200 FT AGL.

Brief of Accident (Continued)

File No. - 1076

7/12/86

PLEASANT DALE,NE

A/C Reg. No. N8413V

Time (Lc1) - 0729 CDT

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
 2. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
 3. MANEUVER - EXCESSIVE - PILOT IN COMMAND
 4. ALTITUDE - INADEQUATE - PILOT IN COMMAND
-

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

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1044	7/22/86	NORFOLK, NE	A/C Reg. No. N62719	Time (Lcl) - 1040 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	IN FLIGHT	Pass	0	0
Accident Occurred During - APPROACH			0	0
			0	0

----Aircraft Information----

Make/Model - PIPER PA-23-250T	Eng Make/Model - LYCOMING LT10-540-C1A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 5200	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 250 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	LANSING, MI	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	KARL STEFAN
Wind Dir/Speed- 190/005 KTS	ATC/Airspace	Runway Ident - 19
Visibility - 18.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5800/ 150
Lowest Sky/Clouds - 10000 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 - 45	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 885
SE LAND, ME LAND	Months Since - 8	Last 24 Hrs - 3
	Aircraft Type - PA-23	Make/Model- UNK/NR
		Last 30 Days- UNK/NR
		Instrument- 125
		Last 90 Days- 16
		Multi-Eng - 510
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

----Narrative----

A FIRE STARTED INFLIGHT IN THE LEFT WHEEL WELL AND NACELLE AREA JUST AFTER THE PILOT TURNED ON THE ELECTRIC FUEL PUMPS DURING THE TURN TO FINAL APPROACH. THE AIRPLANE WAS LANDED AND THE PILOT EVACUATED SAFELY. ACCORDING TO WITNESSES, THE AIRPLANE APPEARED TO BE ON A LEVEL PLANE WHEN THE PILOT EVACUATED THE AIRPLANE BUT LATER AFTER THE FIRE PROGRESSED, THE LEFT SIDE OF THE AIRPLANE DROPPED WHEN THE FIRE BURNED THROUGH THE LEFT MAIN GEAR AREA AND THE LEFT MAIN SPAR. AFTERWARD, THE LEFT MAIN GEAR APPEARED TO BE COLLAPSED FROM THE FIRE. A FRACTURED FUEL LINE WAS FOUND NEAR THE LEFT ENGINE DRIVEN FUEL PUMP. A METALLURGIST STATED THE FRACTURE HAD NOT ORIGINATED DURING THE TIGHTENING PROCESS AND THE GEOMETRY OF THE SEPARATED SURFACES WAS TYPICAL OF BENDING LOADS.

Brief of Accident (Continued)

File No. - 1044

7/22/86

NORFOLK,NE

A/C Reg. No. N62719

Time (Lcl) - 1040 CDT

Occurrence FIRE

Phase of Operation APPROACH - VFR PATTERN - BASE TO FINAL

Finding(s)

1. FUEL SYSTEM,LINE - FAILURE,TOTAL

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1082	6/15/86	SANTA FE, NM	A/C Reg. No. N52985	Time (Lcl) - 0900 MDT
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----Basic Information----

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

----Aircraft Information----

Make/Model - CESSNA 172P	Eng Make/Model - LYCOMING O-320-D2J	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2400	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 160 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SCOTTSVILLE, AZ	SANTA FE
Wind Dir/Speed- 230/010 KTS	ATC/Airspace	Runway Ident - 10
Visibility - 40.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 6291/ 100
Lowest Sky/Clouds - CLEAR	Type of Clearance - VFR	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

----Personnel Information----

Pilot-In-Command	Age - 54	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 321
SE LAND	Months Since - 5	Make/Model- 38
	Aircraft Type - UNK/NR	Instrument- 9
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

----Narrative----

THE PLT STATED THAT SHORTLY AFTER TAKEOFF THE ENGINE BEGAN RUNNING ROUGH AND SHE WAS CLEARED BY THE TOWER TO LAND ON ANY RWY. THE PLT CHOSE RWY 10. SHE ADDED ONE NOTCH OF FLAPS OVER THE RWY THRESHOLD AND THE ACFT CONTINUED TO FLOAT, TOUCHING DOWN WITH 1/3 OF THE RWY REMAINING. BRAKES WERE APPLIED; HOWEVER, THE ACFT CONTINUED OFF THE RWY WHERE IT CONTACTED A DITCH AND NOSED OVER. POST ACCIDENT EXAM REVEALED THE #4 CYLINDER EXHAUST VALVE WAS STUCK.

Brief of Accident (Continued)

File No. - 1082

6/15/86

SANTA FE,NM

A/C Reg. No. N52985

Time (Lc1) - 0900 MDT

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

Finding(s)

1. ENGINE ASSEMBLY, VALVE - JAMMED
 2. ENGINE ASSEMBLY, PUSH ROD - BENT
 3. EMERGENCY PROCEDURE - PERFORMED - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

4. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
-

Occurrence #4 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - DITCH
-

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1083	7/06/86	CIMARRON, NM	A/C Reg. No. N2587B	Time (Lcl) - 1335 MDT
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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
					0

-----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 - 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	RATON, NM	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 360/003 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 2000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 20	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 104
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 104
		Last 30 Days- UNK/NR
		Instrument- 2
		Last 90 Days- 7

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT RECEIVED A CHECKOUT IN THE ACFT PRIOR TO THE ACCIDENT AND THEN FLEW TO THE PHILMONT SCOUT RANCH LOCATED AT APPROXIMATELY 9,000 FOOT MSL ELEVATION. GROUND WITNESSES STATED THAT THE ACFT WAS "BUZZING THE AREA" AND FLEW INTO AN AREA OF HIGH TERRAIN. THE WITNESSES STATED THE ACFT STALLED INTO THE TOP OF THE TREES. THE DENSITY ALT WAS CALCULATED TO BE 13,530 FEET.

Brief of Accident (Continued)

File No. - 1083

7/06/86

CIMARRON,NM

A/C Reg. No. N2587B

Time (Lc1) - 1335 MDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 2. WEATHER CONDITION - HIGH DENSITY ALTITUDE
 3. TERRAIN CONDITION - MOUNTAINOUS/HILLY
 4. LOW PASS - PERFORMED - PILOT IN COMMAND
 5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
 6. AIRCRAFT PERFORMANCE, CLIMB CAPABILITY - DETERIORATED
 7. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND
 8. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 9. 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) 4,8,9

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1093	7/31/86	ALBUQUERQUE, NM	A/C Reg. No. N3809R	Time (Lcl) - 1759 MDT
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-----Basic Information-----

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

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

Make/Model - CESSNA 172H	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	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOS ALAMOS, NM	ALBUQUERQUE
Wind Dir/Speed - 090/021 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 40.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - 7000 FT	Type of Clearance - VFR	Runway Surface - UNK/NR
Lowest Ceiling - 7000 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - UNK/NR
Obstructions to Vision - NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 48	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 126
SE LAND	Months Since - 1	Last 24 Hrs - 1
	Aircraft Type - C-172	Make/Model - 126
		Instrument - 0
		Last 30 Days - 16
		Last 90 Days - 27

Instrument Rating(s) - NONE

-----Narrative-----

WHILE TAXIING FOR TAKEOFF IN STRONG GUSTY WIND CONDITIONS THE AIRCRAFT WAS BLOWN INTO AN INVERTED POSITION ON THE TAXIWAY.

Brief of Accident (Continued)

File No. - 1093

7/31/86

ALBUQUERQUE,NM

A/C Reg. No. N3809R

Time (Lcl) - 1759 MDT

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

Finding(s)

1. WEATHER CONDITION - GUSTS
2. WEATHER CONDITION - HIGH WIND
3. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1185	8/23/86	SANTA FE,NM	A/C Reg. No. N24151	Time (Lc1) - 1815 MDT
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----Basic Information----

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

----Aircraft Information----

Make/Model - PIPER PA-38	Eng Make/Model - LYCOMING O-235-L2A	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 112 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	LOS ALAMOS,NM	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	LIBERAL,KS	
Wind Dir/Speed- 130/015 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 40.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 4000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 8000 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 - 45	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 149
SE LAND	Months Since - 1	Make/Model- 88
	Aircraft Type - PA-38	Instrument- UNK/NR
		Multi-Eng - 3
		Last 24 Hrs - 1
		Last 30 Days- 56
		Last 90 Days- 128
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

----Narrative----

WHILE FLYING THROUGH A MOUNTAIN PASS AT AN ALT OF 1,000 FT AGL, THE PLT ENCOUNTERED DOWNDRAFT WIND CURRENTS. THE ACFT ENTERED AN UNCONTROLLABLE DESCENT AND IMPACTED IN AN ALPINE MEADOW.

Brief of Accident (Continued)

File No. - 1185

8/23/86

SANTA FE,NM

A/C Reg. No. N24151

Time (Lcl) - 1815 MDT

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

Finding(s)

1. WEATHER CONDITION - DOWNDRAFT
2. TERRAIN CONDITION - MOUNTAINOUS/HILLY
3. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
4. ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND

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

Finding(s)

5. TERRAIN CONDITION - NONE SUITABLE

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1162	6/10/86	ROUND MOUNTAIN,NV	A/C Reg. No. N9761U	Time (Lcl) - 1800 PDT
-----Basic Information-----				
Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		Injuries
Type of Operation -PERSONAL		DESTROYED		Fatal Serious Minor None
Flight Conducted Under -14 CFR 91		Fire	Crew 1	0 0 0
Accident Occurred During -DESCENT		ON GROUND	Pass 1	0 0 0
-----Aircraft Information-----				
Make/Model - GRUMMAN AA-5A		Eng Make/Model - LYCOMING O-320-E2G	ELT Installed/Activated - YES/NO	
Landing Gear - TRICYCLE-FIXED		Number Engines - 1	Stall Warning System - YES	
Max Gross Wt - 2200		Engine Type - RECIPROCATING-CARBURETOR		
No. of Seats - 4		Rated Power - 150 HP		
-----Environment/Operations Information-----				
Weather Data		Itinerary	Airport Proximity	
Wx Briefing - NO RECORD OF BRIEFING		Last Departure Point	OFF AIRPORT/STRIP	
Method - N/A		TONOPAH,NV		
Completeness - N/A		Destination	Airport Data	
Basic Weather - VMC		LOCAL		
Wind Dir/Speed- 160/006 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 - 43	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT		
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)		
PRIVATE	Current - UNK/NR	Total - 1150	Last 24 Hrs - 1	
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) - AIRPLANE				
-----Narrative-----				
THE PILOT AND PASSENGER DEPARTED ON A LOCAL FLIGHT TO SPOT POTENTIAL FISHING LOCATIONS IN MOUNTAINOUS TERRAIN. HIGH DENSITY ALTITUDE CONDITIONS EXISTED AT THE TIME/PLACE OF THE ACCIDENT. KINEMATICS INFORMATION FROM THE ACCIDENT SITE INDICATES THAT AS THE AIRCRAFT WAS PROGRESSING TOWARD UPSLOPING TERRAIN AND A STALL CONDITION WAS ENCOUNTERED. THERE WERE NO WITNESSES NOR SURVIVORS TO THE ACCIDENT AND THE WRECKAGE WAS DESTROYED BY POST IMPACT FIRE.				

Brief of Accident (Continued)

File No. - 1162

6/10/86

ROUND MOUNTAIN, NV

A/C Reg. No. N9761U

Time (Lc1) - 1800 PDT

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

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
 2. STALL
-

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

Finding(s)

3. TERRAIN CONDITION - MOUNTAINOUS/HILLY
 4. CLEARANCE - INADEQUATE - PILOT IN COMMAND
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1179	2/15/86	JAMAICA, NY	A/C Reg. No. N309EA	Time (Lcl) - 1830 EST
-----Basic Information-----				
Type Operating Certificate	AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage	Injuries	
Name of Carrier	-EASTERN AIR LINES	NONE	Fatal	Serious
Type of Operation	-SCHEDULED, DOMESTIC, PASSENGER	Fire	0	0
Flight Conducted Under	-14 CFR 121	ON GROUND	Crew	Minor
Accident Occurred During	-STANDING		Pass	14
				227
-----Aircraft Information-----				
Make/Model	- LOCKHEED L-1011-385-1	Eng Make/Model	- ROLLS-ROYCE RB-211-2B	ELT Installed/Activated - UNK/NR
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 3	Stall Warning System - YES
Max Gross Wt	- 496000	Engine Type	- TURBOJET	
No. of Seats	- 293	Rated Power	- 42000 LBS THRUST	
-----Environment/Operations Information-----				
Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- UNK/NR	Last Departure Point	ON AIRPORT	
Method	- UNK/NR	JAMAICA, NY		
Completeness	- WEATHER NOT PERTINENT	Destination	Airport Data	
Basic Weather	- VMC	MIAMI, FL	JFK INTERNATL	
Wind Dir/Speed	- 320/008 KTS	ATC/Airspace	Runway Ident - UNK/NR	
Visibility	- 15.0 SM	Type of Flight Plan	Runway Lth/Wid - UNK/NR	
Lowest Sky/Clouds	- 5000 FT SCATTERED	Type of Clearance	Runway Surface - UNK/NR	
Lowest Ceiling	- NONE	Type Apch/Lndg	Runway Status - UNK/NR	
Obstructions to Vision	- NONE			
Precipitation	- NONE			
Condition of Light	- NIGHT(BRIGHT)			
-----Personnel Information-----				
Pilot-In-Command	Age - 59	Medical Certificate	- UNK/NR	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)		
ATP	Current - YES	Total - 14468	Last 24 Hrs - UNK/NR	
ME LAND	Months Since - 2	Make/Model - 3509	Last 30 Days - UNK/NR	
	Aircraft Type - L-1011	Instrument - UNK/NR	Last 90 Days - UNK/NR	
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR	
Instrument Rating(s) - AIRPLANE				
-----Narrative-----				
THE NO. 3 ENG TORCHED DURING A START ATTEMPT AND RESULTED IN A INTERNAL ENG TAILCONE FIRE. SEVERAL PAXS PANICKED UPON SEEING THE TORCH FLAME/TAILCONE FIRE AND BETWEEN 30 TO 50 PAXS MADE AN UNAUTHORIZED EVACUATION OF THE ACFT VIA THE L3 AND L4 EXITS. PAXS INITIATED THE EVACUATION AT THE UNATTENDED L3 EXIT. A F/A MISTAKENLY ASSUMED THAT AN AUTHORIZED EVACUATION WAS IN EFFECT AND THEREFORE OPENED L4 AND ALLOWED FURTHER PAXS TO EVACUATE. THE EVACUATION OF THE ACFT WAS LATER STOPPED AND BROUGHT UNDER CONTROL. THE FLT CREW WAS AT FIRST NEITHER AWARE OF THE ENG TORCH AND SUBSEQUENT TAILCONE FIRE NOR THE EVACUATION. WHEN THEY LEARNED OF THE TAILCONE FIRE THEY MOTORED THE ENG IN ORDER TO EXTINGUISH THE FIRE WHICH THEY BELIEVED WAS UNDER CONTROL AND THEREFORE REQUESTED NO EMERGENCY ASSISTANCE. HOWEVER, ATC WAS ALERTED BY PILOTS IN NEARBY ACFT ABOUT THE OCCURRENCE AND ATC NOTIFIED CFR WHO RESPONDED TO THE SITE. THE NOS. 1 & 2 ENGS REMAINED RUNNING DURING THE INCIDENT AND CREATED A HAZARDOUS CONDITION FOR CFR/EVACUEES. ENGS WERE LATER STOPPED.				

Brief of Accident (Continued)

File No. - 1179

2/15/86

JAMAICA,NY

A/C Reg. No. N309EA

Time (Lc1) - 1830 EST

Occurrence MISCELLANEOUS/OTHER
Phase of Operation TAXI

Finding(s)

1. JUDGEMENT - MISJUDGED - PASSENGER
 2. IMPROPER DECISION,PANIC - OTHER PERSONNEL
 3. SUPERVISION - INADEQUATE - FLIGHT ATTENDANT
 4. CREW/GROUP COORDINATION - DELAYED - PILOT IN COMMAND
 5. JUDGEMENT - 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

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. - 1110	6/15/86	MIDDLE BASS IS.,OH	A/C Reg. No. N9135W	Time (Lcl) - 1032 CDT
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-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Injuries			
	DESTROYED		Fatal	Serious	Minor
Type of Operation - PERSONAL	Fire	Crew	0	1	0
Flight Conducted Under - 14 CFR 91	ON GROUND	Pass	0	0	4
Accident Occurred During - DESCENT					1

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

Make/Model - PIPER PA-28-235	Eng Make/Model - LYCOMING O-540-B4B5	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2900	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 235 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	MIDDLE BASS ISL,OH	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	PORT CLINTON,OH	EAST POINT
Wind Dir/Speed- 150/008 KTS	ATC/Airspace	Runway Ident - 09
Visibility - 6.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2100
Lowest Sky/Clouds - 11000 FT	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - 11000 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - WET
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 57	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1465
SE LAND	Months Since - 11	Last 24 Hrs - 1
	Aircraft Type - PA-28	Make/Model- UNK/NR
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- 4
		Rotorcraft - UNK/NR
		Multi-Eng - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

HEAVY RAINS HAD FLOODED THE CAUSEWAY THAT CONNECTED MIDDLE BASS ISLAND TO THE MAIN ISLAND. A FAMILY WAS IN NEED OF TRANSPORTATION OFF THE ISLAND AND THE PILOT WAS ATTEMPTING TO FLY THEM TO THE MAINLAND USING THE 2,100 FOOT GRASS AIRSTRIp. THE AIRSTRIp WAS WET WITH MUDDY RUTS. WITNESSES OBSERVED THE ACFT LIFT OFF AT MIDPOINT THEN SETTLE BACK TO THE RUNWAY. THE ACFT CONTINUED AND LIFTED OFF IN A NOSE HIGH ATTITUDE. THE ACFT DID NOT GAIN ALTITUDE AND COLLIDED WITH TREES OFF THE END OF THE RUNWAY, SETTLED INVERTED AND BURNED.

Brief of Accident (Continued)

File No. - 1110

6/15/86

MIDDLE BASS IS., OH

A/C Reg. No. N9135W

Time (Lc1) - 1032 CDT

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

Finding(s)

1. PLANNING-DECISION - POOR - PILOT IN COMMAND
2. JUDGEMENT - POOR - PILOT IN COMMAND
3. ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND
4. IMPROPER DECISION, OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND
5. OBJECT - TREE(S)

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

Finding(s)

6. TERRAIN CONDITION - GROUND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1176	7/07/86	KIRKLAND, OH	A/C Reg. No. N7098A	Time (Lcl) - 0304 EDT
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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 - DESCENT					None

----Aircraft Information----

Make/Model - CESSNA 172	Eng Make/Model - CONTINENTAL O-300-A	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2200	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 145 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	SARATOGA, NY	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	CLEVELAND, OH	LOST NATION
Wind Dir/Speed - 230/007 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 4.000 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 - FORCED LANDING	Runway Status - N/A
Obstructions to Vision - HAZE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

----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 - 138
SE LAND	Months Since - 8	Make/Model - 86
	Aircraft Type - C-152	Instrument - 5
		Multi-eng - 0
		Last 24 Hrs - 7
		Last 30 Days - 21
		Last 90 Days - 40
		Rotorcraft - 0

Instrument Rating(s) - NONE

----Narrative----

PILOT HAD FLOWN FROM WISCONSON TO CAPE COD ON WEDNESDAY AND WAS RETURNING TO WISCONSIN ON SUNDAY. HE HAD DEPARTED PROVINCETOWN ON SUNDAY MORNING AND STOPPED AT HYANNIS DUE TO WEATHER. HE THEN FLEW ON TO SARATOGA SPRINGS, NY WITH A STOP AT WESTOVER, ARRIVING AT SARATOGA SPRINGS AT 2157 EDT. HE DEPARTED SARATOGA SPRINGS AT ABOUT 2250 EDT AND AFTER BEING AIRBORNE FOR ABOUT 4.25 HOURS, TOLD CLEVELAND APPROACH CONTROL THAT HE HAD AN ENGINE OUT. THE AIRCRAFT COLLIDED WITH TREES. TWO AND ONE-HALF QUARTS OF FUEL WERE FOUND IN THE LEFT TANK; RIGHT TANK WAS EMPTY. ALTHOUGH THE RIGHT TANK HAD BEEN RUPTURED, NO EVIDENCE OF FUEL SPILLAGE WAS FOUND AT THE ACCIDENT SITE.

Brief of Accident (Continued)

File No. - 1176

7/07/86

KIRKLAND, OH

A/C Reg. No. N7098A

Time (Lcl) - 0304 EDT

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

Finding(s)

1. FLUID, FUEL - EXHAUSTION
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. FUEL CONSUMPTION CALCULATIONS - INADEQUATE - PILOT IN COMMAND
4. IMPROPER USE OF PROCEDURE, FATIGUE - PILOT IN COMMAND
5. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
6. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SELF-INDUCED PRESSURE - PILOT IN COMMAND
7. PREFLIGHT BRIEFING SERVICE - DISREGARDED - PILOT IN COMMAND
8. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND

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

Finding(s)

9. LIGHT CONDITION - DARK NIGHT
10. OBJECT - TREE(S)

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,5,7,8

Factor(s) relating to this accident is/are finding(s) 4,9,10

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1146	8/24/86	WADSWORTH, OH	A/C Reg. No. N50HZ	Time (Lcl) - 1000 EDT
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-----Basic Information-----

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

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

Make/Model - PIPER PA-23-250	Eng Make/Model - LYCOMING TIO-540-C1A	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 5200	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 250 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	TOLEDO, OH	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	MUNICIPAL
Wind Dir/Speed- 350/012 KTS	ATC/Airspace	Runway Ident - 02
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3225/ 75
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - CONCRETE
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 57	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - YES	Total - 3967
SE LAND, ME LAND	Months Since - 12	Last 24 Hrs - 14
	Aircraft Type - UNK/NR	Make/Model- 2633
		Last 30 Days- UNK/NR
		Instrument- 882
		Last 90 Days- 32

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING THE LANDING ROLL ON RWY 02, THE PILOT LOST DIRECTIONAL CONTROL AND THE ACFT VEERED OFF THE RIGHT SIDE OF THE RUNWAY. THE REPORTED WINDS WERE 290 DEGREES AT 8 KNOTS. THE WRECKAGE EXAMINATION FAILED TO DISCLOSE ANY MALFUNCTION OR FAILURE. THE ACFT BRAKE SYSTEM OPERATED NORMALLY DURING THE POST ACCIDENT EXAMINATION.

Brief of Accident (Continued)

File No. - 1146

8/24/86

WADSWORTH, OH

A/C Reg. No. N50HZ

Time (Lcl) - 1000 EDT

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
2. WEATHER CONDITION - CROSSWIND
3. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

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

Finding(s)

5. TERRAIN CONDITION - DITCH

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1030	8/28/86	LIMA, OH	A/C Reg. No. NONE	Time (Lcl) - 2030 EDT
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-----Basic Information-----

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

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

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

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 235/005 KTS</p> <p>Visibility - UNK/NR</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DUSK</p>	<p>Itinerary</p> <p>Last Departure Point SAME AS ACC/INC</p> <p>Destination SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN FULL STOP</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>ALLEN COUNTY</p> <p>Runway Ident - 32</p> <p>Runway Lth/Wid - 3996/ 150</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - DRY</p>
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-----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 - YES	Total - 316
SE LAND	Months Since - 1	Make/Model- 0
	Aircraft Type - UNK/NR	Instrument- 6
		Multi-Eng - 15
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE PLT, THE ULTRALIGHT WAS BEING TAXIED WHEN A GUST OF WIND CAUSED IT TO BECOME AIRBORNE. THE PLT ELECTED TO FLY AROUND THE TRAFFIC PATTERN AND RETURN FOR A LANDING, HOWEVER, WHILE AIRBORNE IT WAS NOTED THE AILERONS WERE LOCKED IN THE LEFT BANK POSITION. THE ULTRALIGHT WAS DAMAGED WHEN A LANDING WAS MADE IN A CORNFIELD.

Brief of Accident (Continued)

File No. - 1030

8/28/86

LIMA,OH

A/C Reg. No. NONE

Time (Lcl) - 2030 EDT

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

Finding(s)

1. FLIGHT CONTROL,AILERON - JAMMED
 2. UNDETERMINED
-

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

Finding(s)

3. TERRAIN CONDITION - CROP
-

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1153	8/30/86	MARYSVILLE, OH	A/C Reg. No. N3678Q	Time (Lcl) - 1800 EDT
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-----Basic Information-----

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

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

Make/Model - BEECH A23A	Eng Make/Model - CONTINENTAL IO-346-A	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2350	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 165 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	ZANESVILLE, OH	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	MARYSVILLE, OH	UNION COUNTY
Wind Dir/Speed- VARIABLE		Runway Ident - 09
Visibility - 15.0 SM	ATC/Airspace	Runway Lth/Wid - 4220/ 75
Lowest Sky/Clouds - CLEAR	Type of Flight Plan - VFR	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type of Clearance - VFR	Runway Status - DRY
Obstructions to Vision- NONE	Type Apch/Lndg - FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 37	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 51
	Months Since - N/A	Last 24 Hrs - 4
	Aircraft Type - N/A	Make/Model- 51
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 12

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT PORPOISED AND NOSED DOWN DURING LANDING. THE PLT REPORTED THAT ON THE SECOND LANDING ATTEMPT, THE ACFT BOUNCED AND SHE FAILED TO APPLY POWER SOON ENOUGH TO EFFECT A RECOVERY.

Brief of Accident (Continued)

File No. - 1153

8/30/86

MARYSVILLE, OH

A/C Reg. No. N3678Q

Time (Lcl) - 1800 EDT

Occurrence LOSS OF CONTROL - IN FLIGHT

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND

2. RECOVERY FROM BOUNCED LANDING - DELAYED - PILOT IN COMMAND

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1091	7/12/86	BROKEN ARROW,OK	A/C Reg. No. N65548	Time (Lc1) - 1125 CDT
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-----Basic Information-----

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - 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	COTTON FIELD
Wind Dir/Speed- 190/020 KTS	ATC/Airspace	Runway Ident - 18
Visibility - 12.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2600/ 50
Lowest Sky/Clouds - 8000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - UNK/NR
Lowest Ceiling - 25000 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 32	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 3200
SE SEA	Months Since - 12	Make/Model- 1500
	Aircraft Type - C-152	Instrument- 3
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 125

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT MADE HIS TAKEOFF FROM THE INTERSECTION OF A CINDER PACKED RUNWAY, ALLOWING ONLY 900 FEET BEFORE THE END OF THE RUNWAY. GROSS WEIGHT OF THE AIRCRAFT AT THE TIME OF THE ACCIDENT WAS 1,700 LBS.; MAXIMUM GROSS WEIGHT OF THE AIRCRAFT IS 1,670. THE AIRCRAFT WAS FOUND TO BE 3.3" AFT OF C.G. DURING THE INITIAL CLIMB OUT, THE AIRCRAFT PITCHED UP AND STALLED, IMPACTING THE GROUND AT A 45 DEGREE ANGLE.

Brief of Accident (Continued)

File No. - 1091

7/12/86

BROKEN ARROW,OK

A/C Reg. No. N65548

Time (LC1) - 1125 CDT

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
3. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND
4. ALL AVAILABLE RUNWAY - NOT USED - PILOT IN COMMAND
5. AIRSPEED(VS) - NOT OBTAINED - PILOT IN COMMAND
6. STALL/SPIN - INADVERTENT - PILOT IN COMMAND

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

Finding(s)

7. 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) 5,6,7

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1033	8/09/86	CORDELL,OK	A/C Reg. No. N2730U	Time (Lcl) - 0900 CDT
<hr/>				
-----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	-DESCENT			
<hr/>				
-----Aircraft Information-----				
Make/Model	- CESSNA 172D	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	
<hr/>				
-----Environment/Operations Information-----				
Weather Data		Itinerary	Airport Proximity	
Wx Briefing	-- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP	
Method	- N/A	CORDELL,OK		
Completeness	- N/A	Destination	Airport Data	
Basic Weather	- VMC	LOCAL		
Wind Dir/Speed	- 107/007 KTS	ATC/Airspace	Runway Ident	- N/A
Visibility	- 8.0 SM	Type of Flight Plan	Runway Lth/Wid	- N/A
Lowest Sky/Clouds	- 10000 FT SCATTERED	Type of Clearance	Runway Surface	- GRASS/TURF
Lowest Ceiling	- NONE	Type Apch/Lndg	Runway Status	- DRY
Obstructions to Vision	- NONE			SNOW - DRY
Precipitation	- NONE			
Condition of Light	- DAYLIGHT			
<hr/>				
-----Personnel Information-----				
Pilot-In-Command	Age - 46	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT		
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)		
PRIVATE	Current - YES	Total	- 1857	Last 24 Hrs - 4
SE LAND	Months Since - 24	Make/Model	- 719	Last 30 Days- UNK/NR
	Aircraft Type - UNK/NR	Instrument	- 88	Last 90 Days- 68
		Multi-Eng	- 11	
<hr/>				
Instrument Rating(s) - NONE				
<hr/>				
-----Narrative-----				
<p>THE PILOT WAS PRACTICING MANEUVERS AT 1200 FEET AGL, WHEN THE ENGINE BEGAN TO RUN ROUGH. HE APPLIED THE CARBURETOR HEAT AND HAD A LARGE POWER REDUCTION. HE THEN TURNED OFF THE CARBURETOR HEAT AND HAD A TOTAL LOSS OF POWER AT APPROXIMATELY 800 FEET AGL. THE PILOT BEGAN AN EMERGENCY DESCENT AND THE AIRCRAFT COLLIDED WITH A POWER LINE AT APPROXIMATELY 30 FEET AGL. THIS CAUSED THE NOSE OF THE AIRCRAFT TO DROP AND YAW LEFT. THE AIRCRAFT SLID ABOUT 40 TO 50 FEET ON LANDING SEVERING THE NOSE GEAR AND BENDING THE RIGHT WING. NO EVIDENCE OF ANY MECHANICAL FAILURE OR MALFUNCTION WAS FOUND. THE CARBURETOR ICING PROBABILITY CHART INDICATES SERIOUS ICING CONDITIONS EXISTED.</p>				
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Brief of Accident (Continued)

File No. - 1033

8/09/86

CORDELL,OK

A/C Reg. No. N2730U

Time (Lc1) - 0900 CDT

Occurrence #1 LOSS OF POWER
Phase of Operation MANEUVERING

Finding(s)

1. FUEL SYSTEM,CARBURETOR - ICE
2. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND
3. WEATHER CONDITION - CARBURETOR ICING CONDITIONS

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 - WIRE,STATIC
5. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND

Occurrence #4 ON GROUND COLLISION WITH TERRAIN
Phase of Operation DESCENT - EMERGENCY

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1022	8/13/86	ALTUS,OK	A/C Reg. No. N731RR	Time (Lcl) - 1722 CDT
-----Basic Information-----				
Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries	
Type of Operation	-PERSONAL	DESTROYED	Fatal	0
Flight Conducted Under	-14 CFR 91	Fire	Crew	0
Accident Occurred During	-LANDING	NONE	Pass	0
			Serious	2
			Minor	0
			None	1
-----Aircraft Information-----				
Make/Model	- CESSNA P210N	Eng Make/Model	- CONTINENTAL TS10-520-P	ELT Installed/Activated - YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System - YES
Max Gross Wt	- 3400	Engine Type	- RECIP-FUEL INJECTED	
No. of Seats	- 6	Rated Power	- 310 HP	
-----Environment/Operations Information-----				
Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- FSS	Last Departure Point	OFF AIRPORT/STRIP	
Method	- UNK/NR	WICHITA,KS		
Completeness	- WEATHER NOT PERTINENT	Destination	Airport Data	
Basic Weather	- VMC	MIDLAND, TX		
Wind Dir/Speed	- 150/010 KTS	ATC/Airspace	Runway Ident - N/A	
Visibility	- 20.0 SM	Type of Flight Plan	- N/A	
Lowest Sky/Clouds	- 25000 FT SCATTERED	Type of Clearance	- N/A	
Lowest Ceiling	- NONE	Type Apch/Lndg	- N/A	
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 - 803	Last 24 Hrs - 5	
SE LAND	Months Since - 9	Make/Model- 690	Last 30 Days- UNK/NR	
	Aircraft Type - UNK/NR	Instrument- 38	Last 90 Days- 32	
Instrument Rating(s) - NONE				
-----Narrative-----				
THE ENGINE FAILED AT 10,500 FEET MSL AND THE PILOT WAS VECTORED TO A SMALL PRIVATE SOD STRIP. HOWEVER, THIS STRIP HAD BEEN CLOSED AND PLOWED UP FOR ABOUT A YEAR AND WAS NOT LISTED ON THE CURRENT AERONAUTICAL CHARTS. THE PILOT WAS THEN REVECTORED TO ANOTHER AIRPORT WHICH ORIGINALLY WOULD HAVE BEEN WITHIN GLIDING DISTANCE FOR THE AIRCRAFT. HOWEVER, BY THIS TIME ALTITUDE WAS INADEQUATE AND THE PLT COULD NOT REACH THE AIRPORT. THE AIRCRAFT CRASH LANDED ABOUT SIX MILES SHORT IN A PLOWED FIELD WHERE THE AIRCRAFT NOSED OVER. POST ACCIDENT INVESTIGATION REVEALED THE ENGINE CRANK SHAFT HAD FAILED.				

Brief of Accident (Continued)

File No. - 1022

8/13/86

ALTUS,OK

A/C Reg. No. N731RR

Time (Lcl) - 1722 CDT

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

Finding(s)

1. ENGINE ASSEMBLY,CRANKSHAFT - FAILURE,TOTAL
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

2. APPROACH CONTROL PROCEDURE - INACCURATE
-

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - ROUGH/UNEVEN
 4. TERRAIN CONDITION - SOFT
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1036	8/16/86	ARDMORE,OK	A/C Reg. No. N6128Z	Time (Lcl) - 0415 CDT
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----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Injuries		
	SUBSTANTIAL			
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
			0	0

----Aircraft Information----

Make/Model - CESSNA 206	Eng Make/Model - CONTINENTAL TS10-520-C	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3600	Engine Type - TURBOSHAFT	
No. of Seats - 6	Rated Power - 285 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	ARDMORE DOWNTOWN
Wind Dir/Speed- 100/005 KTS	ATC/Airspace	Runway Ident - 35
Visibility - 6.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5000/ 75
Lowest Sky/Clouds - 4000 FT THIN BKN	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

----Personnel Information----

Pilot-In-Command	Age - 24	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
STUDENT	Current - N/A	Total - 9	Last 24 Hrs - UNK/NR
	Months Since - N/A	Make/Model- 0	Last 30 Days- UNK/NR
	Aircraft Type - N/A	Instrument- 0	Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

----Narrative----

THE PRE-SOLO STUDENT PILOT HAD TAKEN THE AIRCRAFT WITHOUT THE OWNER'S PERMISSION. HE FLEW AROUND THE AREA FOR APPROXIMATELY 30 MINUTES BEFORE RETURNING TO THE AIRPORT. AFTER A HARD LANDING, THE NOSE WHEEL TIRE BLEW CAUSING THE NOSE WHEEL TO COLLAPSE. THE AIRCRAFT RECEIVED SUBSTANTIAL DAMAGE TO THE FIREWALL AND FUSELAGE.

Brief of Accident (Continued)

File No. - 1036

8/16/86

ARDMORE,OK

A/C Reg. No. N6128Z

Time (Lcl) - 0415 CDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND
 2. JUDGEMENT - POOR - PILOT IN COMMAND
 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
 4. STOLEN AIRCRAFT/UNAUTHORIZED USE - INTENTIONAL - PILOT IN COMMAND
-

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

Finding(s)

5. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1035	8/17/86	LAKE MURRAY, OK	A/C Reg. No. N8422M	Time (Lcl) - 1515 CDT
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-----Basic Information-----

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

-----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-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	DALLAS, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	LAKE MURRAY
Wind Dir/Speed- 120/010 KTS	ATC/Airspace	Runway Ident - 14
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2500/ 50
Lowest Sky/Clouds - 6000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 36	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - NO	Total - 40	Last 24 Hrs - 2
SE LAND	Months Since - UNK/NR	Make/Model- 23	Last 30 Days- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 0	Last 90 Days- 27

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT LOST CONTROL OF THE AIRCRAFT PRIOR TO TOUCHDOWN AFTER THE LEFT WING DIPPED APPROXIMATELY FOUR FEET. THE LEFT GEAR TOUCHED DOWN ALONGSIDE THE RUNWAY AND THE PILOT MADE AN ATTEMPT TO GO AROUND BUT CHANGED HIS MIND WHEN HE SAW A GROUP OF TREES AT THE END OF THE RUNWAY. THE PILOT WAS UNABLE TO REGAIN CONTROL OF THE AIRCRAFT BEFORE IT TOUCHED DOWN ON THE RUNWAY AND SKIDDED INTO A BRUSH AREA WHERE IT CAUGHT FIRE AND WAS DESTROYED.

Brief of Accident (Continued)

File No. - 1035

8/17/86

LAKE MURRAY,OK

A/C Reg. No. N8422M

Time (Lcl) - 1515 CDT

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

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. COMPENSATION FOR WIND CONDITIONS - POOR - PILOT IN COMMAND
3. GO-AROUND - INITIATED - PILOT IN COMMAND

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

Finding(s)

4. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Occurrence #3 FIRE
Phase of Operation OTHER

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1021	8/29/86	AFTON,OK	A/C Reg. No. N214PR	Time (Lcl) - 2220 CDT
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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	0	1	0	0
Flight Conducted Under -14 CFR 91	Pass	0	0	0	0
Accident Occurred During -DESCENT	NONE				

----Aircraft Information----

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	VINITA,OK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	GROVE,OK	SHANGRI-LA
Wind Dir/Speed- 200/005 KTS	ATC/Airspace	Runway Ident - 17
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4000/ 60
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - CONCRETE
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(BRIGHT)		

----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 - 11178
SE LAND,ME LAND	Months Since - 17	Make/Model- 75
	Aircraft Type - UNK/NR	Instrument- 1005
		Multi-Eng - 8671
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

----Narrative----

THE PILOT STATED HE WAS MAKING A PRECAUTIONARY LANDING AT NIGHT DUE TO ENGINE ROUGHNESS AND IMPACTED ELECTRICAL TRANSMISSION WIRES. INVESTIGATION FAILED TO DISCLOSE ANY REASON FOR THE REPORTED ENGINE ROUGHNESS.

Brief of Accident (Continued)

File No. - 1021

8/29/86

AFTON,OK

A/C Reg. No. N214PR

Time (Lc1) - 2220 CDT

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

Finding(s)

1. OBJECT - WIRE,TRANSMISSION
 2. PRECAUTIONARY LANDING - INITIATED - PILOT IN COMMAND
 3. ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
 4. LIGHT CONDITION - NIGHT
 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) 3,5

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1189	9/13/86	OKLAHOMA CITY,OK	A/C Reg. No. N1250X	Time (Lcl) - 0909 CDT
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----Basic Information----

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

----Aircraft Information----

Make/Model - MOONEY M20E	Eng Make/Model - LYCOMING IO-360-A1A	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2575	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 180 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	OKLAHOMA CITY,OK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	EUFAULA,OK	Runway Ident - N/A
Wind Dir/Speed-VARIABLE	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 - 59	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 567
SE LAND,ME LAND	Months Since - 23	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 0
		Multi-Eng - 105
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

----Narrative----

THE PILOT APPARENTLY HAD NEGLECTED TO CHECK HIS ENGINE OIL SUPPLY BEFORE TAKEOFF SINCE THERE WAS NO OIL IN THE CRANKCASE AT THE TIME OF THE ACCIDENT. IF FIVE QUARTS OF OIL (THE AMOUNT THE PILOT REPORTEDLY STATED WAS IN THE ENGINE AT TAKEOFF) HAD LEAKED OUT DURING A FIVE MINUTE FLIGHT, THEN THE BOTTOM OF THE FUSELAGE AND THE EMPENNAGE ASSEMBLY WOULD HAVE BEEN COATED WITH OIL. EXAMINATION OF THE AIRCRAFT AT THE ACCIDENT SITE SHOWED NO SIGNS OF AN OIL LEAK. THE FORCED LANDING WAS MADE ON ROUGH AND UNEVEN TERRAIN. AFTER TOUCHDOWN THE NOSE GEAR CONTACTED A DIRT BANK AND COLLAPSED.

Brief of Accident (Continued)

File No. - 1189

9/13/86

OKLAHOMA CITY,OK

A/C Reg. No. N1250X

Time (Lc1) - 0909 CDT

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

Finding(s)

1. ENGINE ASSEMBLY - FAILURE,TOTAL
 2. FLUID,OIL - EXHAUSTION
 3. AIRCRAFT PREFLIGHT - 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)

4. TERRAIN CONDITION - ROUGH/UNEVEN
-

Occurrence #4 NOSE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1063	5/17/86	BLUE RIVER,OR	A/C Reg. No. N1403A	Time (Lcl) - 1522 PDT
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----Basic Information----

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

----Aircraft Information----

Make/Model - LAKE AIRCRAFT LA-4-250	Eng Make/Model - LYCOMING IO-540-C4B5	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3050	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 250 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	EUGENE,OR	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	
Wind Dir/Speed- 360/008 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 25000 FT	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 25000 FT OVERCAST	Type Apch/Lndg - VALLEY/TERRAIN FOLLOWING	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-NO WAIVERS/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 200	Last 24 Hrs - 2
SE LAND,SE SEA	Months Since - 7	Make/Model- 21	Last 30 Days- 10
	Aircraft Type - LA-4250	Instrument- 0	Last 90 Days- 50

Instrument Rating(s) - NONE

----Narrative----

SEVERAL WITNESSES REPORTED SEEING THE ACFT FLYING NEAR THE EUGENE ARPT AT AN ALT OF 400 TO 500 FT AGL. THE ACFT WAS HEADING TOWARD THE BLUE RIVER. THE ACFT WAS THEN SEEN FLYING OVER THE BLUE RIVER FOREST RANGER STATION APRX 7 MINUTES PRIOR TO THE ACCIDENT. AT THIS TIME THE ACFT WAS AT AN ALT OF APRX 1000 FT AGL AS IT TURNED UP THE NORTH QUARTZ CREEK. THE ACFT THEN IMPACTED THE SIDE OF A BOX CANYON IN A STEEP NOSE DOWN ATTITUDE APRX 1000 FT BELOW THE RIDGE LINE. THE PLT OPERATING HANDBOOK LISTS THE RATE OF CLIMB AT STANDARD CONDITIONS AS 680 FPM.

Brief of Accident (Continued)

File No. - 1063

5/17/86

BLUE RIVER,OR

A/C Reg. No. N1403A

Time (Lcl) - 1522 PDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
 2. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND
 3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 4. STALL
-

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

Finding(s)

5. TERRAIN CONDITION - HIGH TERRAIN
 6. TERRAIN CONDITION - RISING
-

----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. - 1008	6/28/86	DURKEE,OR	A/C Reg. No. N4835Q	Time (Lcl) - 0745 PDT
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-----Basic Information-----

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

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

Make/Model - CESSNA 188	Eng Make/Model - CONTINENTAL IO-520-D	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 4000	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 1	Rated Power - 300 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	DURKEE,OR	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	RYE VALLEY,OR	
Wind Dir/Speed- 250/006 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 - GRAVEL
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - ROUGH
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 33	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - 2420
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 5
	Aircraft Type - UNK/NR	Make/Model- 1200
		Last 30 Days- UNK/NR
		Instrument- 11
		Last 90 Days- 200

Instrument Rating(s) - NONE

-----Narrative-----

WHILE CROSSING A MOUNTAIN RIDGE AT LOW ALTITUDE, THE AIRCRAFT ENCOUNTERED DOWNDRAFTS. THE PILOT WAS FORCED TO LAND AS HE WAS UNABLE TO ARREST THE DESCENT RATE. THE LANDING WAS ACCOMPLISHED ONTO VERY ROUGH TERRAIN.

Brief of Accident (Continued)

File No. - 1008

6/28/86

DURKEE,OR

A/C Reg. No. N4835Q

Time (Lc1) - 0745 PDT

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

Finding(s)

1. WEATHER CONDITION - DOWNDRAFT
2. PROPER ALTITUDE - NOT SELECTED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 HARD LANDING
Phase of Operation LANDING

Finding(s)

3. TERRAIN CONDITION - DOWNHILL
4. TERRAIN CONDITION - ROUGH/UNEVEN

Occurrence #4 MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Occurrence #5 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

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. - 1171 6/30/86 JORDAN VALLEY,OR A/C Reg. No. N4013D Time (Lc1) - 1020 MDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

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

0

0

Accident Occurred During -DESCENT

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

Make/Model - AYERS THRUSH S2RT34

Eng Make/Model - P&W PT6/ 14AG

ELT Installed/Activated - NO -N/A

Landing Gear - TAILWHEEL-ALL FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 6000

Engine Type - TURBOPROP

No. of Seats - 1

Rated Power - 750 HP

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

Weather Data

Itinerary

Airport Proximity

Wx Briefing - NO RECORD OF BRIEFING

Last Departure Point

OFF AIRPORT/STRIP

Method - N/A

SAME AS ACC/INC

Completeness - N/A

Destination

Airport Data

Basic Weather - VMC

LOCAL

Wind Dir/Speed- UNK/NR

Runway Ident - N/A

Visibility - 15.0 SM

ATC/Airspace

Runway Lth/Wid - N/A

Lowest Sky/Clouds - CLEAR

Type of Flight Plan - NONE

Runway Surface - WATER

Lowest Ceiling - NONE

Type of Clearance - NONE

Runway Status - WATER-CALM

Obstructions to Vision- NONE

Type Apch/Lndg - NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

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

Pilot-In-Command

Age - 42

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Certificate(s)/Rating(s)

Biennial Flight Review

Flight Time (Hours)

COMMERCIAL

Current - YES

Total - 22400

Last 24 Hrs - 4

SE LAND

Months Since - 1

Make/Model- 6404

Last 30 Days- 120

Aircraft Type - UNK/NR

Instrument- UNK/NR

Last 90 Days- 400

Multi-Eng - UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WITNESSES OBSERVED AT ACFT MAKE A 2-5 FOOT PASS OVER WATER GOING NORTH, A 180 DEGREE TURN AND A 2 FOOT AGL RUN TO SOUTH. THE ACFTS LEFT MAIN LANDING GEAR TOUCHED WATER BOUNCING THE RIGHT WING ON WATER. ACFT PITCHED UP, ROLLED INVERTED AND CRASHED ON SOUTH SHORE OF LAKE. THE ACFT WAS NOT ENGAGED IN SPRAY OPERATIONS AT THE TIME.

Brief of Accident (Continued)

File No. - 1171

6/30/86

JORDAN VALLEY,OR

A/C Reg. No. N4013D

Time (Lcl) - 1020 MDT

Occurrence #1 DRAGGED WING, ROTOR, POD, OR FLOAT
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. CLEARANCE - MISJUDGED - PILOT IN COMMAND
 2. JUDGEMENT - POOR - PILOT IN COMMAND
-

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

Finding(s)

3. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
-

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

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1161	7/04/86	MULINO, OR	A/C Reg. No. N84463	Time (Lcl) - 1750 PDT
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-----Basic Information-----

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

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

Make/Model - AERONCA 7AC	Eng Make/Model - CONTINENTAL A-75-8	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 75 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	MULINO
Wind Dir/Speed- 290/010 KTS	ATC/Airspace	Runway Ident - 30
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2100/ 300
Lowest Sky/Clouds - 5000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - 5500 FT BROKEN	Type Apch/Lndg - PRECAUTIONARY LANDING	Runway Status - DRY
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 - 100	Last 24 Hrs - 1
SE LAND	Months Since - 10	Make/Model- 90	Last 30 Days- 5
	Aircraft Type - 7AC	Instrument- 10	Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

THE PVT PLT HAD BEEN GIVING RIDES AROUND THE LOCAL AREA FOR ABOUT AN HOUR. HE HAD JUST DROPPED OFF ONE PASSENGER AND PICKED UP ANOTHER. THE ACFT TAXIED FROM THE RAMP TO THE RWY 30 AND MADE A NORMAL TAKEOFF. DURING CROSSWIND TURN THE ENGINE STARTED TO MISS AND BACK FIRE. THE ACFT MADE THE DOWNWIND TURN AT ABOUT 400 FT AGL AND A CURVING BASE TO FINAL. THE ACFT STALLED AND CRASHED. WITNESSES REPORTED STRONG GUSTY WINDS EAST AND SOUTH OF THE AIRPORT. EVIDENCE SUGGESTS THE ENGINE WAS NOT OPERATING AT IMPACT; HOWEVER, POST ACCIDENT EXAM FAILED TO DISCLOSE ANY FAILURE/ MALFUNCTION. THE ACFT WAS DESTROYED BY POST IMPACT FIRE. ATMOSPHERIC CONDITIONS WERE CONDUCIVE TO CARBURETOR ICE AT THE TIME OF THE ACCIDENT.

Brief of Accident (Continued)

File No. - 1161

7/04/86

MULINO,OR

A/C Reg. No. N84463

Time (Lcl) - 1750 PDT

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

Finding(s)

1. UNDETERMINED
 2. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
-

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

Occurrence #3 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

3. WEATHER CONDITION - UNFAVORABLE WIND
 4. COMPENSATION FOR WIND CONDITIONS - NOT POSSIBLE - PILOT IN COMMAND
 5. STALL - INADVERTENT - PILOT IN COMMAND
-

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1163	8/30/86	JOHN DAY, OR	A/C Reg. No. N3618R	Time (Lcl) - 0724 PDT
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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	Crew	1	0	0	0
Flight Conducted Under -14 CFR 91	ON GROUND	Pass	1	0	0	0
Accident Occurred During -CRUISE						

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

Make/Model - PIPER PA-28-180	Eng Make/Model - LYCOMING O-360-A3A	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2175	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	HERMISTON, OR	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - UNK/NR	BURNS, OR	Runway Ident - N/A
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 5000 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 6500 FT BROKEN	Type Apch/Lndg - NONE	
Obstructions to Vision- SMOKE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 43	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 184
SE LAND	Months Since - 22	Make/Model- 119
	Aircraft Type - C-150	Instrument- 3
		Last 24 Hrs - 1
		Last 30 Days- 10
		Last 90 Days- 28

Instrument Rating(s) - NONE

-----Narrative-----

THE NON-INSTRUMENT RATED PILOTS DEPARTED HERMISTON EN ROUTE TO BURNS, OREGON. VISUAL METEOROLOGICAL CONDITIONS PREVAILED; HOWEVER, MOUNTAIN TOPS ALONG THE ROUTE OF FLIGHT WERE OCCASIONALLY OBSTRUCTED BY LOCAL CLOUD LAYERS. DURING THE COURSE OF THE FLIGHT THE PILOT(S) ENTERED INTO AND THEN CONTINUED WITHIN INSTRUMENT METEOROLOGICAL CONDITIONS. SOMETIME THEREAFTER, THE AIRCRAFT COLLIDED WITH SHARPLY UPSLOPING MOUNTAINOUS TERRAIN.

Brief of Accident (Continued)

File No. - 1163

8/30/86

JOHN DAY, OR

A/C Reg. No. N3618R

Time (Lcl) - 0724 PDT

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

Finding(s)

1. WEATHER CONDITION - CLOUDS
-

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

Finding(s)

2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 3. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
 4. TERRAIN CONDITION - MOUNTAINOUS/HILLY
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1003	6/28/86	AVOCA, PA	A/C Reg. No. N83TJ	Time (Lcl) - 1315 EDT
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-----Basic Information-----

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

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

Make/Model - THOMAS PITTS S-1T	Eng Make/Model - LYCOMING AEIO-360-A1E	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1150	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 1	Rated Power - 200 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NWS	Last Departure Point	ON AIRPORT
Method - IN PERSON	SAME AS ACC/INC	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	WILKES-BARRE/SCRANTON
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 22
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 6449/ 150
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 3500 FT	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 35	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 4500
SE LAND	Months Since - 11	Make/Model- 2500
	Aircraft Type - PITTS	Instrument- 100
		Multi-Eng - 100
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - UNK/NR

-----Narrative-----

DURING A RIBBON CUTTING CEREMONY AT THE WILKES-BARRE/SCRANTON AIR SHOW, THE ACFT HAD A TEMPORARY ENGINE FAILURE WHILE INVERTED 20 FEET ABOVE THE TERRAIN. THE ACFT IMPACTED ON THE RWY, SLID 500 FEET INVERTED, TURNED OVER AND STOPPED UPRIGHT.

Brief of Accident (Continued)

File No. - 1003

6/28/86

AVOCA, PA

A/C Reg. No. N83TU

Time (Lcl) - 1315 EDT

Occurrence #1 LOSS OF POWER
Phase of Operation MANEUVERING

Finding(s)
1. AEROBATICS
2. UNDETERMINED

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

Finding(s)
3. ALTITUDE - INADEQUATE - PILOT IN COMMAND

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1056	7/27/86	FRANKLIN CENTER, PA	A/C Reg. No. N140P	Time (Lcl) - 2000 EDT			
-----Basic Information-----							
Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage DESTROYED	Injuries				
Type of Operation	-PERSONAL	Fire	Crew	Fatal	Serious	Minor	
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	1	0	
Accident Occurred During	-DESCENT			1	0	0	
-----Aircraft Information-----							
Make/Model	- KENNETH PATSCH FLY BABY II	Eng Make/Model	- LYCOMING O-235	ELT Installed/Activated		- NO -N/A	
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System		- NO	
Max Gross Wt	- 1339	Engine Type	- RECIPROCATING-CARBURETOR				
No. of Seats	- 2	Rated Power	- 125 HP				
-----Environment/Operations Information-----							
Weather Data		Itinerary	Airport Proximity				
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP				
Method	- N/A	PAINESVILLE, OH					
Completeness	- N/A	Destination	Airport Data				
Basic Weather	- VMC	SAME AS ACC/INC	FRANKLIN CENTER				
Wind Dir/Speed	- 010/007 KTS	ATC/Airspace	Runway Ident - 27				
Visibility	- 7.0 SM	Type of Flight Plan	- NONE				
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- NONE				
Lowest Ceiling	- NONE	Type Apch/Lndg	- TRAFFIC PATTERN				
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)					
STUDENT	Current - N/A	Total - 159	Last 24 Hrs - UNK/NR				
	Months Since - N/A	Make/Model- 17	Last 30 Days- UNK/NR				
	Aircraft Type - N/A	Instrument- 0	Last 90 Days- 17				
Instrument Rating(s) - NONE							
-----Narrative-----							
THE PLT REPORTED THAT THE ACFT BANKED EXCESSIVELY DURING THE LEFT TURN FROM BASE TO FINAL. OPPOSITE CONTROL INPUT WAS APPLIED. HOWEVER, THE PLT REPORTED THE "STICK SEEMED TO HAVE NO RIGHT MOVEMENT." FULL POWER WAS APPLIED BUT THE BANK STEEPENED. SO POWER WAS REMOVED. CONTROL INPUT WAS ATTEMPTED AGAIN AND THIS TIME THE ACFT YAWED 80 DEGREES RIGHT AND THE LEFT WING LIFTED 45 DEGREES. THE ACFT THEN CONTINUED IN THE DESCENT TO GROUND IMPACT. THE PLT SUGGESTED THAT DUE TO REDUCED SPACE IN THE FRONT COCKPIT, THE FRONT SEAT PASSENGER MAY HAVE RESTRICTED THE CONTROL MOVEMENT. FLIGHT CONTROL CONTINUITY COULD NOT BE DETERMINED DUE TO THE EXTENT OF IMPACT DAMAGE.							

Brief of Accident (Continued)

File No. - 1056

7/27/86

FRANKLIN CENTER, PA

A/C Reg. No. N140P

Time (Lc1) - 2000 EDT

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

Finding(s)

1. FLIGHT CONTROL,AILERON - MOVEMENT RESTRICTED
2. FLIGHT CONTROL,AILERON - UNDETERMINED

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

Finding(s)

3. REMEDIAL ACTION - 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1055	7/30/86	FRIEDENS, PA	A/C Reg. No. N86AB	Time (Lcl) - 1200 EDT
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-----Basic Information-----				
Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries	
		DESTROYED	Fatal	None
Type of Operation	-PERSONAL	Fire	Crew	0
Flight Conducted Under	-14 CFR 91	NONE	Pass	0
Accident Occurred During	-DESCENT			
<hr/>				
-----Aircraft Information-----				
Make/Model	- BOMBERGER VANS RV-4	Eng Make/Model	- LYCOMING O-320	ELT Installed/Activated
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	- NO -N/A
Max Gross Wt	- 1500	Engine Type	- RECIPROCATING-CARBURETOR	Stall Warning System
No. of Seats	- 2	Rated Power	- 150 HP	- NO
<hr/>				
-----Environment/Operations Information-----				
Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP	
Method	- N/A	SCHAEFFERTOWN, PA		
Completeness	- N/A	Destination	Airport Data	
Basic Weather	- IMC	OSHKOSH, WI		
Wind Dir/Speed	- 300/013 KTS	ATC/Airspace	Runway Ident	- N/A
Visibility	- .750 SM	Type of Flight Plan	Runway Lth/Wid	- N/A
Lowest Sky/Clouds	- PART OBS	Type of Clearance	Runway Surface	- N/A
Lowest Ceiling	- 200 FT	Type Apch/Lndg	Runway Status	- N/A
Obstructions to Vision	- FOG			
Precipitation	- RAIN SHOWERS			
Condition of Light	- DAYLIGHT			
<hr/>				
-----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	- 70	Last 24 Hrs - 3
SE LAND	Months Since - 4	Make/Model	- UNK/NR	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument	- 0	Last 90 Days - 36
<hr/>				
Instrument Rating(s) - NONE				
<hr/>				
-----Narrative-----				
DUE TO A LOW CEILING AND POOR VISIBILITY, THE PLT DECIDED TO MAKE A PRECAUTIONARY LANDING AT SOMERSET ARPT. UNABLE TO LOCATE THE ARPT, A LANDING WAS BEING MADE TO A FIELD WHEN THE ACFT STALLED INTO TREES DURING THE APPROACH.				
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Brief of Accident (Continued)

File No. - 1055

7/30/86

FRIEDENS,PA

A/C Reg. No. N86AB

Time (Lcl) - 1200 EDT

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

Finding(s)

1. WEATHER CONDITION - FOG
2. WEATHER CONDITION - LOW CEILING
3. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
4. VFR FLIGHT INTO IMC - INADVERTENT - PILOT IN COMMAND

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

Finding(s)

5. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
6. STALL

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

Finding(s)

7. OBJECT - TREE(S)

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1131 6/14/86 PELION, SC A/C Reg. No. N30265 Time (Lc1) - 1800 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 91	Fire	Crew	0	0	0	1
Accident Occurred During	-STANDING	ON GROUND	Pass	0	0	0	1

-----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	Last Departure Point	ON AIRPORT
Method	SAME AS ACC/INC	
Completeness	Destination	Airport Data
Basic Weather	LOCAL	PELION
Wind Dir/Speed	ATC/Airspace	Runway Ident
Visibility	Type of Flight Plan	- UNK/NR
Lowest Sky/Clouds	- NONE	Runway Lth/Wid
Lowest Ceiling	- NONE	- UNK/NR
Obstructions to Vision	- NONE	Runway Surface
Precipitation	- NONE	- ASPHALT
Condition of Light	- DAYLIGHT	Runway Status
		- DRY

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

Pilot-In-Command	Age - 53	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 1720	Last 24 Hrs - 1
SE LAND	Months Since - 8	Make/Model- 1600	Last 30 Days- UNK/NR
	Aircraft Type - C-172	Instrument- 0	Last 90 Days- 18
			Rotorcraft - 120

Instrument Rating(s) - NONE

-----Narrative-----

THE PRIVATE PLT AND STUDENT PLT RETURNED TO THE ACFT AFTER PAUSING FROM LANDING PRACTICE FOR A SOFT DRINK. AN ENGINE START WAS ATTEMPTED AND A BACK FIRE OCCURRED THAT STARTED AND INDUCTION FIRE. THE INTENSITY OF THE FIRE GREW AND THE OCCUPANT EXITED THE ACFT TO ATTEMPT TO SUPPRESS THE FIRE. THEY WERE UNABLE TO EXTINGUISH THE FIRE AND THE ACFT BURNED TO THE GROUND ON THE AIRPORT RAMP.

Brief of Accident (Continued)

File No. - 1131

6/14/86

PELION, SC

A/C Reg. No. N30265

Time (Lcl) - 1800 EDT

Occurrence FIRE

Phase of Operation STANDING - STARTING ENGINE(S)

Finding(s)

1. STARTING PROCEDURE - INADEQUATE - PILOT IN COMMAND
 2. 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) 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. - 1103 8/09/86 ORANGEBURG, SC A/C Reg. No. N4817N Time (Lcl) - 1800 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	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	0	0
Accident Occurred During -DESCENT						

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

Make/Model - GRAY DRIFTER XP	Eng Make/Model - ROTAX 503CC	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 790	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 48 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- 220/007 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 32	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 110
SE LAND	Months Since - 13	Make/Model- 5
	Aircraft Type - C-150	Instrument- 2
		Multi-eng - 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

THE HOMEBUILT ACFT CRASHED SHORTLY AFTER TAKEOFF. WITNESSES REPORTED HEARING A LOSS OF POWER DURING INITIAL CLIMB. THE ACFT THEN ENTERED AN ABRUPT RIGHT TURN AND DESCENDED TO GROUND IMPACT. POST ACCIDENT BENCH TEST OF THE ENGINE FAILED TO DISCLOSE ANY MECHANICAL FAILURE/MALFUNCTION.

Brief of Accident (Continued)

File No. - 1103

8/09/86

ORANGEBURG, SC

A/C Reg. No. N4817N

Time (Lcl) - 1800 EDT

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

Finding(s)
1. 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. - 1013	6/19/86	ONIDA, SD	A/C Reg. No. N3856E	Time (Lcl) - 1100 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	Crew	0	0	0
Flight Conducted Under - 14 CFR 137	NONE	Pass	0	0	0
Accident Occurred During - DESCENT					

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

Make/Model - PIPER PA-36	Eng Make/Model - LYCOMING IO-720	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 4800	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 1	Rated Power - 375 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	ONIDA, SD	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	ONIDA
Wind Dir/Speed- 170/011 KTS	ATC/Airspace	Runway Ident - 12
Visibility - 35.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2350/ 100
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 - 32	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1561
SE LAND	Months Since - 14	Make/Model- 904
	Aircraft Type - J-3 CUB	Instrument- 0
		Last 24 Hrs - 0
		Last 30 Days- UNK/NR
		Last 90 Days- 0

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED A PARTIAL LOSS OF PWR OCCURRED MOMENTARILY BEFORE LIFTOFF. THE TAKEOFF WAS CONTINUED AND ONCE AIRBORNE THE PWR LOSS REOCCURRED. THE LOAD WAS DUMPED, HOWEVER, THE ACFT IMPACTED TREES APRX 1 MILE FROM THE ARPT AS SUFFICIENT ALT COULD NOT BE MAINTAINED. POST ACCIDENT INSPECTION REVEALED THE #2 AND #8 CYLINDER INTAKE VALVES WERE TULIPED AND WOULD NOT CLOSE. THE #2, #6 AND #8 OUTLET TOWER BLOCKS ON THE MAGNETO WERE CROSSFIRING WHICH RESULTED IN PRE-IGNITION TO THOSE CYLINDERS.

Brief of Accident (Continued)

File No. - 1013

6/19/86

ONIDA,SD

A/C Reg. No. N3856E

Time (Lcl) - 1100 CDT

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

Finding(s)

1. IGNITION SYSTEM,MAGNETO - ARCING
 2. ENGINE ASSEMBLY,VALVE - BENT
 3. ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND
-

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

Finding(s)

4. TERRAIN CONDITION - NONE SUITABLE
 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) 4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1132	3/04/86	MOUNT PLEASANT, TN	A/C Reg. No. N861K	Time (Lcl) - 0735 CST
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----Basic Information----

Type Operating Certificate - ON-DEMAND AIR TAXI Name of Carrier - STEVENS AVIATION, INC. Type of Operation - NON SCHED, DOMESTIC, PASSENGER Flight Conducted Under - 14 CFR 135 Accident Occurred During - APPROACH	Aircraft Damage SUBSTANTIAL Fire IN FLIGHT	Fatal Crew 0 Pass 0	Injuries Serious 0 Minor 0	None 2 7
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----Aircraft Information----

Make/Model - BEECH B90 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 9650 No. of Seats - 10	Eng Make/Model - P&W PT6 A-20 Number Engines - 2 Engine Type - TURBOPROP Rated Power - 550 HP	ELT Installed/Activated - YES/NO Stall Warning System - YES
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----Environment/Operations Information----

Weather Data Wx Briefing - FSS Method - TELETYPE Completeness - FULL Basic Weather - VMC Wind Dir/Speed - 290/006 KTS Visibility - 5.0 SM Lowest Sky/Clouds - Lowest Ceiling - 4000 FT OVERCAST Obstructions to Vision - HAZE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Point LOUISVILLE, KY Destination COLUMBIA, TN ATC/Airspace Type of Flight Plan - IFR Type of Clearance - NONE Type Apch/Lndg - STRAIGHT-IN	Airport Proximity ON AIRPORT Airport Data MAURY COUNTY AIRPORT Runway Ident - 23 Runway Lth/Wid - 5003/ 75 Runway Surface - ASPHALT Runway Status - DRY
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----Personnel Information----

Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL, ATP, CFI SE LAND, ME LAND HELICOPTER	Age - 38 Biennial Flight Review Current - YES Months Since - 5 Aircraft Type - BE90	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Flight Time (Hours) Total - UNK/NR Make/Model - UNK/NR Instrument - UNK/NR Multi-Eng - UNK/NR Last 24 Hrs - UNK/NR Last 30 Days - UNK/NR Last 90 Days - UNK/NR Rotorcraft - UNK/NR
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Instrument Rating(s) - AIRPLANE, HELICOPTER

----Narrative----

ON FINAL APPROACH THE CREW TURNED THE AIRCRAFT CABIN ENVIRONMENTAL CONTROL FROM THE AUTO MODE TO THE OFF POSITION. SHORTLY THEREAFTER, THE COCKPIT AND CABIN BEGAN TO FILL WITH SMOKE. THE OCCUPANT OF THE COPILOTS SEAT FELT HEAT AROUND HIS FEET. A NORMAL LANDING WAS MADE AND THE PASSENGERS AND CREW EXITED THE AIRCRAFT WITH OUT INJURY. EXAMINATION SHOWED THAT THE FIBERGLASS DUCTING ON TOP OF THE HEATER PELEUM CHAMBER HAD CAUGHT FIRE. A HOLE WAS BURNED THROUGHT THE PRESSURE BULKHEAD INTO THE AVIONICS COMPARTMENT.

Brief of Accident (Continued)

File No. - 1132

3/04/86

MOUNT PLEASANT, TN

A/C Reg. No. N861K

Time (Lcl) - 0735 CST

Occurrence FIRE

Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. AIR COND/HEATING/PRESSURIZATION - OVERTEMPERATURE
2. UNDETERMINED
3. FUEL SYSTEM, FUEL SHUTOFF - LOW COMPRESSION
4. AIR COND/HEATING/PRESSURIZATION, CABIN TEMP CONTROL - SWITCHED OFF
5. FUSELAGE, INSTRUMENT/ELECTRICAL PANEL - BURNED

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1029	5/06/86	WINCHESTER, TN	A/C Reg. No. N28138	Time (Lcl) - 1230 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	0
Accident Occurred During -LANDING		Other	1	0	0	0
-----Aircraft Information-----						
Make/Model - BELLANCA 17-31ATC	Eng Make/Model - LYCOMING IO-540-K1E5	ELT Installed/Activated - YES/NO				
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES				
Max Gross Wt - 3200	Engine Type - RECIP-FUEL INJECTED					
No. of Seats - 4	Rated Power - 300 HP					
-----Environment/Operations Information-----						
Weather Data	Itinerary	Airport Proximity				
Wx Briefing - FSS	Last Departure Point	ON AIRPORT				
Method - ACFT RADIO	SMYRNA, TN					
Completeness - FULL	Destination	Airport Data				
Basic Weather - VMC	SAME AS ACC/INC	WINCHESTER MUNICIPAL				
Wind Dir/Speed- 240/005 KTS	ATC/Airspace	Runway Ident - 36				
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4000/ 75				
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT				
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY				
Obstructions to Vision- HAZE						
Precipitation - NONE						
Condition of Light - DAYLIGHT						
-----Personnel Information-----						
Pilot-In-Command	Age - 48	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT				
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)				
PRIVATE	Current - YES	Total -	1618	Last 24 Hrs -	1	
SE LAND, ME LAND	Months Since - 16	Make/Model-	502	Last 30 Days-	UNK/NR	
	Aircraft Type - 17-31	Instrument-	233	Last 90 Days-	33	
		Multi-Eng -	186			
Instrument Rating(s) - AIRPLANE						
-----Narrative-----						
THE PLT MADE A VFR PATTERN AT AN UNCONTROLLED ARPT AND NOTED A TRUCK ALONGSIDE THE NORTH END OF THE RWY. THE PLT DID NOT SEE ANY PERSONS ON THE RWY. DURING THE LANDING FLARE THE PLT NOTICED A MAN ON THE RWY NEAR THE RIGHT WINGTIP. A JOLT WAS FELT AS THE ACFT CONTACTED THE WORKMAN. WORKMEN HAD SHOWN UP AT THE ARPT TO SEAL THE RWY WITHOUT PRIOR NOTIFICATION. A LOCAL NOTAM WAS ISSUED BUT THE PLT HAD DEPARTED EARLIER IN THE DAY, FLEW TO ANOTHER FIELD AND RETURNED TO WINCHESTER. NONE OF THE WORKMEN WERE WEARING HIGH VISIBILITY CLOTHING NOR WAS A LOOKOUT POSTED TO WARN OF TRAFFIC ON THE ARPT. ARPT PERSONNEL DID NOT RESPOND TO THE PLT'S UNICOM CALL FOR AN ARPT ADVISORY. THE SEALING CONTRACT WAS MADE BY THE STATE WITH NO LOCAL INVOLVEMENT.						

Brief of Accident (Continued)

File No. - 1029

5/06/86

WINCHESTER, TN

A/C Reg. No. N28138

Time (Lcl) - 1230 CDT

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

Finding(s)

1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - CONGESTED
2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
3. INADEQUATE SURVEILLANCE OF OPERATION, INADEQUATE PROCEDURE - OTHER GOVT ORGANIZATION
4. OBJECT - OTHER PERSON
5. VISUAL LOOKOUT - INADEQUATE - OTHER PERSON
6. INSUFFICIENT STANDARDS/REQUIREMENTS - OTHER GOVT ORGANIZATION
7. VISUAL LOOKOUT - INADEQUATE - COMPANY/OPERATOR MGMT
8. INADEQUATE SURVEILLANCE OF OPERATION, INADEQUATE PROCEDURE - COMPANY/OPERATOR MGMT
9. RUNWAY MAINTENANCE - UNCONTROLLED - AIRPORT PERSONNEL
10. AIR/GROUND COMMUNICATIONS - DISREGARDED - AIRPORT PERSONNEL

----Probable Cause----

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

Factor(s) relating to this accident is/are finding(s) 3,4,6,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1017	9/27/86	NASHVILLE, TN	A/C Reg. No. N676B	Time (Lcl) - 1630 CDT
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-----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	0
Accident Occurred During	-TAKEOFF			0
<hr/>				
-----Aircraft Information-----				
Make/Model	- BEECHCRAFT 35A	Eng Make/Model	- CONTINENTAL E225-8	ELT Installed/Activated
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	- YES/YES
Max Gross Wt	- 2650	Engine Type	- RECIPROCATING-CARBURETOR	Stall Warning System
No. of Seats	- 4	Rated Power	- 225 HP	- YES
<hr/>				
-----Environment/Operations Information-----				
Weather Data		Itinerary	Airport Proximity	
Wx Briefing - NO RECORD OF BRIEFING		Last Departure Point	ON AIRPORT	
Method - N/A		NASHVILLE, TN		
Completeness - N/A		Destination	Airport Data	
Basic Weather - VMC		LOCAL	CORNELIA FORT	
Wind Dir/Speed- CALM		ATC/Airspace	Runway Ident - 22	
Visibility - 15.0 SM		Type of Flight Plan	Runway Lth/Wid - 2800/ 45	
Lowest Sky/Clouds - 8000 FT SCATTERED		Type of Clearance	Runway Surface - MACADAM	
Lowest Ceiling - NONE		Type Apch/Lndg	Runway Status - DRY	
Obstructions to Vision- NONE				
Precipitation - NONE				
Condition of Light - DAYLIGHT				
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-----Personnel Information-----				
Pilot-In-Command	Age - 44	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT		
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)		
STUDENT	Current - N/A	Total	- 79	Last 24 Hrs - 1
	Months Since - N/A	Make/Model-	69	Last 30 Days- 4
	Aircraft Type - N/A	Instrument-	0	Last 90 Days- 4
<hr/>				
Instrument Rating(s) - NONE				
<hr/>				
-----Narrative-----				
THE STUDENT PLT WAS PRACTICING A SOFT FIELD TAKEOFF WHEN DIRECTIONAL CONTROL OF THE ACFT WAS LOST. THE ACFT TRAVELED APRX 100' LEFT OF THE RWY CENTERLINE WHERE THE RIGHT WING STRUCK THE GROUND AND THE ACFT CARTWHEELED. THE PLT REPORTED HE WAS ADVISED BY HIS FLIGHT INSTRUCTOR NOT TO PRACTICE SOFT FIELD OPERATIONS DURING SOLO FLIGHT.				
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Brief of Accident (Continued)

File No. - 1017

9/27/86

NASHVILLE, TN

A/C Reg. No. N676B

Time (Lcl) - 1630 CDT

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

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
 3. INSTRUCTIONS, WRITTEN/VERBAL - NOT FOLLOWED - 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

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. - 1089	3/07/86	NEW BOSTON, TX	A/C Reg. No. N58420	Time (Lcl) - 1415 CST
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-----Basic Information-----

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

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

Make/Model - HUGHES 369D	Eng Make/Model - ALLISON 250-C20B	ELT Installed/Activated - NO -N/A
Landing Gear - HIGH SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 3000	Engine Type - TURBOSHAFT	
No. of Seats - 4	Rated Power - 420 LBS THRUST	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	MANSFIELD, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	
Wind Dir/Speed- 165/004 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 - VFR	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 28	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - 536
SE LAND, ME LAND	Months Since - UNK/NR	Last 24 Hrs - 4
HELICOPTER	Aircraft Type - UNK/NR	Make/Model- 21
		Last 30 Days- UNK/NR
		Instrument- 127
		Last 90 Days- 44
		Rotorcraft - 492
		Multi-Eng - 1

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT EXPERIENCED A TAIL ROTOR DRIVE SHAFT FLEXIBLE COUPLING FAILURE WHEN HE PULLED COLLECTIVE PITCH TO COME TO A HOVER BEFORE LANDING. THE HELICOPTER ENTERED AN UNCONTROLLABLE RIGHT SPIN. DURING HIS HASTE TO GET THE HELICOPTER ON THE GROUND THE PILOT MADE A HARD TOUCHDOWN. THE SPINNING HELICOPTER THEN ROLLED ONTO ITS RIGHT SIDE BEFORE COMING TO A STOP.

Brief of Accident (Continued)

File No. - 1089

3/07/86

NEW BOSTON, TX

A/C Reg. No. N58420

Time (Lcl) - 1415 CST

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

Finding(s)

1. ROTOR DRIVE SYSTEM, TAIL ROTOR DRIVE SHAFT - FAILURE, TOTAL

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

Occurrence #3 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1151 5/28/86 VEGA, TX A/C Reg. No. N6352D Time (Lcl) - 1815 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

		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 -DESCENT

Fire
NONE

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

Make/Model - CESSNA 172N
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2150
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-H2AD
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 320/008 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - 4500 FT THIN BKN
Lowest Ceiling - 25000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
AMARILLO, TX
Destination
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

VEGA-ODHAM CO
Runway Ident - 35
Runway Lth/Wid - 3600/ 50
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 59

Biennial Flight Review

Current - YES
Months Since - 9
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 2000	Last 24 Hrs	- 1
Make/Model-	25	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	24

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS PRACTICING TOUCH AND GO LANDINGS, WHEN THE AIRCRAFT BEGAN VEERING TO THE LEFT AFTER LANDING. HE TRIED TO APPLY FULL RIGHT RUDDER, BUT THE AIRCRAFT CONTINUED TO VEER LEFT OFF THE RUNWAY. THE PILOT PULLED THE NOSE UP TO CLEAR A TRACTOR. THE AIRCRAFT STALLED, PITCHED NOSE DOWN, COLLIDED WITH THE GROUND, AND NOSED OVER INTO AN INVERTED POSITION. INSPECTION OF THE LEFT MAIN GEAR REVEALED WHAT APPEARED TO BE A NEW BREAK IN THE BOLT WHICH HOLDS THE MAIN GEAR, AS A RESULT OF A HARD LANDING.

Brief of Accident (Continued)

File No. - 1151

5/28/86

VEGA, TX

A/C Reg. No. N6352D

Time (Lcl) - 1815 CDT

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

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND
2. LANDING GEAR, MAIN GEAR - OVERLOAD
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

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

Finding(s)

4. STALL - INADVERTENT - PILOT IN COMMAND

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

Occurrence #4 NOSE OVER
Phase of Operation OTHER

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1187 6/03/86 WINNIE, TX A/C Reg. No. N4226N Time (Lcl) - 1830 CDT

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

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

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

Make/Model - WSK-PZL-MIELEC PZL-M-18	Eng Make/Model - PEZETEL M-18	ELT Installed/Activated - NO -N/A
Landing Gear - UNK/NR	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 12125	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 1000 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 - 180/005 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Surface - GRASS/TURF
Lowest Sky/Clouds - 5000 FT THIN BKN	Type of Clearance - NONE	Runway Status - ROUGH
Lowest Ceiling - 10000 FT BROKEN	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision - NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 48	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 6000	Last 24 Hrs - 8
SE LAND	Months Since - 15	Make/Model - 200	Last 30 Days - UNK/NR
	Aircraft Type - M-18	Instrument - 0	Last 90 Days - 100

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT EXPERIENCED PARTIAL LOSS OF POWER DURING TAKEOFF WHEN THE #3 CYLINDER QUIT FIRING. THE AIRCRAFT THEN SETTLED BACK DOWN ONTO THE GRASS STRIP AND COLLIDED WITH A LEVY. AT THIS POINT THE PILOT LOST CONTROL OF THE AIRCRAFT, WHICH WENT THROUGH SOME UNDERBRUSH, BREAKING UP THE WINGS. THE BREAKAGE CAUSED THE FUEL TANKS TO RUPTURE AND THE AIRCRAFT WAS COMPLETELY DESTROYED BY FIRE. THE PLT HAD PREVIOUS PROBLEMS WITH THE ACFT AND THE ACFT MECHANIC HAD A REPLACEMENT CYLINDER ON ORDER WHEN THE ACCIDENT OCCURRED.

Brief of Accident (Continued)

File No. - 1187

6/03/86

WINNIE, TX

A/C Reg. No. N4226N

Time (Lcl) - 1830 CDT

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

Finding(s)

1. ENGINE ASSEMBLY, CYLINDER - FAILURE, TOTAL
2. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - INTENTIONAL - PILOT IN COMMAND
3. JUDGEMENT - POOR - PILOT IN COMMAND

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

Finding(s)

4. LOAD JETTISON - NOT PERFORMED - PILOT IN COMMAND

Occurrence #3 FIRE
Phase of Operation OTHER

Finding(s)

5. TERRAIN CONDITION - ROUGH/UNEVEN
6. FUEL SYSTEM, TANK - BURST

----Probable Cause----

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

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

Brief of Accident

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Brief of Accident (Continued)

File No. - 1188

6/08/86

WITCHITA FALLS, TX

A/C Reg. No. N37RA

Time (Lc1) - 1425 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND

Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. WEATHER CONDITION - GUSTS
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
4. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN

Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

5. TERRAIN CONDITION - DITCH

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1190	6/11/86	MESQUITE, TX	A/C Reg. No. N23039	Time (Lcl) - 1932 CDT
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-----Basic Information-----

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

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

Make/Model - CESSNA 150H	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	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	HUDSON MUNI
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 35
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4000/ 50
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TOUCH AND GO	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 36	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 616
SE LAND	Months Since - 2	Make/Model- 36
	Aircraft Type - UNK/NR	Instrument- 115
		Multi-eng - 0
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 25
		Rotorcraft - 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT WAS MAKING TOUCH AND GO LANDINGS WHEN, DURING THE CLIMB-OUT, THE AIRCRAFT STALLED AND ENTERED A SPIN. THERE WAS NO RECOVERY AND THE AIRCRAFT COLLIDED WITH THE GROUND. THE PILOT STATED THAT THE ENGINE QUIT; HOWEVER, AN ENGINE TEARDOWN FAILED TO DISCLOSE ANY FAILURE/MALFUNCTION.

Brief of Accident (Continued)

File No. - 1190

6/11/86

MESQUITE, TX

A/C Reg. No. N23039

Time (Lcl) - 1932 CDT

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

Finding(s)

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

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1199	6/15/86	MINEOLA, TX	A/C Reg. No. N25512	Time (Lcl) - 0930 CDT
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-----Basic Information-----

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	MINEOLA
Wind Dir/Speed - CALM	ATC/Airspace	Runway Ident - 17
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3200/ 40
Lowest Sky/Clouds - 1500 FT THIN BKN	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 2000 FT BROKEN	Type Apch/Lndg - TOUCH AND GO	Runway Status - DRY
Obstructions to Vision - NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 27	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 30
	Months Since - N/A	Last 24 Hrs - 3
	Aircraft Type - N/A	Make/Model - 30
		Last 30 Days - UNK/NR
		Instrument - 0
		Last 90 Days - 19

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT WAS PRACTICING TOUCH AND GO LANDINGS WHEN HE LOST CONTROL OF THE ACFT ON LANDING. HE STATED HE LOST DIRECTIONAL CONTROL DUE TO WINDY CONDITIONS. HOWEVER, WINDS IN THE AREA WERE REPORTED TO BE CALM. THE AIRCRAFT VEERED OFF THE RUNWAY DAMAGING THE LEFT WING.

Brief of Accident (Continued)

File No. - 1199

6/15/86

MINEOLA, TX

A/C Reg. No. N25512

Time (Lcl) - 0930 CDT

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

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, INADEQUATE TRAINING - FLIGHT INSTRUCTOR (ON GROUND)
 3. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
-

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1073	6/17/86	LIVERPOOL, TX	A/C Reg. No. N8935Q	Time (Lcl) - 1120 CDT
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-----Basic Information-----

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

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

Make/Model - AYERS S-2R	Eng Make/Model - P&W R-1340-AN-1	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - 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	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 - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 5000 FT THIN BKN	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - WET
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 22	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 269
SE LAND	Months Since - 1	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 16
		Instrument- 20
		Multi-Eng - 5
		Last 30 Days- UNK/NR
		Last 90 Days- 15
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS INVOLVED IN A AERIAL APPLICATION FLT WHEN THE ACFT STALLED DURING A TURN. THE PILOT STATED HE HAD TOO MUCH WEIGHT TO EXECUTE THE TURN AT THE AIRSPEED SELECTED. THE AIRSPEED WAS APRX 10 KTS ABOVE STALL SPEED AT THE TIME OF THE DOWNWIND TURN. HE HAD FULL FUEL AND A FULL LOAD OF FERTILIZER ONBOARD AT THE TIME. THE ACFT ROLLED AND NOSED DOWN STRAIGHT INTO A RICE FIELD.

Brief of Accident (Continued)

File No. - 1073

6/17/86

LIVERPOOL, TX

A/C Reg. No. N8935Q

Time (Lcl) - 1120 CDT

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
 2. AIRSPEED - INADEQUATE - PILOT IN COMMAND
 3. STALL - INADVERTENT - PILOT IN COMMAND
 4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
-

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1085	6/18/86	WEATHERFORD, TX	A/C Reg. No. N6469E	Time (Lcl) - 0720 CDT
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----Basic Information----

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

----Aircraft Information----

Make/Model - CESSNA 172	Eng Make/Model - CONTINENTAL O-300-A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2075	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 145 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	PARKE COUNTY
Wind Dir/Speed- 070/004 KTS	ATC/Airspace	Runway Ident - 17
Visibility - 6.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2950/ 40
Lowest Sky/Clouds - 4000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - 10000 FT BROKEN	Type Apch/Lndg - FORCED LANDING	Runway Status - ROUGH
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 - NO	Total - 240
SE LAND	Months Since - UNK/NR	Make/Model- 159
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 42

Instrument Rating(s) - NONE

----Narrative----

THE PLT EXPERIENCED A POWER LOSS AT APPROXIMATELY 200 FEET DURING THE TAKEOFF CLIMB PORTION OF THE FLIGHT. ON DESCENT THE AIRCRAFT COLLIDED WITH A TREE BEFORE COMING TO REST IN A FIELD. DURING PRE-FLIGHT THE PILOT NOTED THE FUEL TANKS WERE HALF FULL AND THERE WAS APPROXIMATELY 1" OF WATER IN THE SUMP. THE ACFT HAD NOT BEEN FLOWN FOR 3 WEEKS PRIOR TO THIS ACCIDENT FLIGHT. EXAM OF THE CARBURETOR BOWL SHOWED A CONSIDERABLE AMOUNT OF WATER IN THE FUEL.

Brief of Accident (Continued)

File No. - 1085

6/18/86

WEATHERFORD, TX

A/C Reg. No. N6469E

Time (Lcl) - 0720 CDT

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

Finding(s)

1. FLUID, FUEL - CONTAMINATION
2. FLUID, FUEL - WATER
3. AIRCRAFT PREFLIGHT - POOR - PILOT IN COMMAND
4. JUDGEMENT - 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)

5. OBJECT - TREE(S)

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1128	7/13/86	GEORGETOWN, TX	A/C Reg. No. N2155P	Time (Lcl) - 1415 CDT
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----Basic Information----

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

----Aircraft Information----

Make/Model - PIPER PA-23-150	Eng Make/Model - LYCOMING O-320-A1A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 3800	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 5	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	KILLEEN, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	GEORGETOWN
Wind Dir/Speed- 180/011 KTS	ATC/Airspace	Runway Ident - 18
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4100/ 150
Lowest Sky/Clouds - 5500 FT THIN BKN	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - 25000 FT BROKEN	Type Apch/Lndg - STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

----Personnel Information----

Pilot-In-Command	Age - 47	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP,CFI	Current - YES	Total - 5283
SE LAND, ME LAND	Months Since - 11	Make/Model- 38
HELICOPTER	Aircraft Type - PA-23	Instrument- 1092
		Multi-Eng - 478
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 67
		Rotorcraft - 3245

Instrument Rating(s) - AIRPLANE

----Narrative----

THE INSTRUCTOR PILOT WAS INSTRUCTING HIS STUDENT PILOT IN AN ENGINE SHUTDOWN FOR A MULTI-ENGINE INSTRUCTOR RATING, AFTER WHICH THE ENGINE WOULD NOT RESTART. THE INSTRUCTOR DECIDED TO LAND AT THE CLOSEST AIRPORT. WHILE ON FINAL APPROACH ANOTHER AIRCRAFT LANDED ON THE RUNWAY AND DID NOT CLEAR THE RUNWAY WHEN ASKED TO DO SO. THE INSTRUCTOR ATTEMPTED A SINGLE ENGINE GO-AROUND WITH GEAR DOWN, BUT COULD NOT GAIN ENOUGH ALTITUDE OR AIRSPEED. THE INSTRUCTOR LOST CONTROL OF THE AIRCRAFT, WHICH STARTED TO ROLL OVER HITTING THE LEFT WING FIRST AND THEN CARTWHEELING TO THE RIGHT. THE AIRCRAFT LANDED 75 FEET FROM THE END OF THE RUNWAY. FAA EXAMINATION OF THE ENGINE STARTER DISCLOSED NO MECHANICAL FAILURE.

Brief of Accident (Continued)

File No. - 1128

7/13/86

GEORGETOWN, TX

A/C Reg. No. N2155P

Time (Lcl) - 1415 CDT

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

Finding(s)

1. EMERGENCY PROCEDURE - INTENTIONAL - PILOT IN COMMAND(CFI)
2. PRECAUTIONARY LANDING - SIMULATED - PILOT IN COMMAND(CFI)
3. GO-AROUND - ATTEMPTED - PILOT IN COMMAND(CFI)

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

Finding(s)

4. CLEARANCE - INADEQUATE - PILOT OF OTHER AIRCRAFT
5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND(CFI)
6. ABORT ABOVE V1 - NOT MAINTAINED - PILOT IN COMMAND(CFI)
7. ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND(CFI)
8. AIRSPEED(VMC) - BELOW - PILOT IN COMMAND(CFI)

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - GO-AROUND (VFR)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,6,7,8

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1090	7/14/86	CONROE, TX	A/C Reg. No. N352AT	Time (Lcl) - 1930 CDT
-----Basic Information-----				
Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious
Type of Operation	-PERSONAL	Fire	Crew	Minor
Flight Conducted Under	-14 CFR 91	NONE	Pass	None
Accident Occurred During	-DESCENT		0	1
			0	0
-----Aircraft Information-----				
Make/Model	- BELL 206B	Eng Make/Model	- ALLISON 250-C18	ELT Installed/Activated
Landing Gear	- SKID	Number Engines	- 1	- NO -N/A
Max Gross Wt	- 3200	Engine Type	- TURBOSHAFT	Stall Warning System
No. of Seats	- 5	Rated Power	- 317 HP	- NO
-----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	CLEVELAND, TX	MONTGOMERY CO.	
Wind Dir/Speed	- 130/008 KTS	ATC/Airspace	Runway Ident	
Visibility	- 15.0 SM	Type of Flight Plan	- UNK/NR	
Lowest Sky/Clouds	- 25000 FT SCATTERED	Type of Clearance	- UNK/NR	
Lowest Ceiling	- NONE	Type Apch/Lndg	- NONE	
Obstructions to Vision	- NONE		Runway Surface	
Precipitation	- NONE		- GRASS/TURF	
Condition of Light	- NIGHT(BRIGHT)		Runway Status	
			- DRY	
-----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 - 1800	Last 24 Hrs - 1	
SE LAND	Months Since - 9	Make/Model- 132	Last 30 Days- UNK/NR	
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 300	Last 90 Days- 28	
			Rotorcraft - 132	
Instrument Rating(s) - AIRPLANE, HELICOPTER				
-----Narrative-----				
THE PILOT REPORTED THAT HE LOST TAIL ROTOR CONTROL DURING THE TRANSITION PART OF THE TAKEOFF. AS THE HELICOPTER ROTATED TO THE RIGHT, THE PILOT REDUCED POWER AND PULLED IN COLLECTIVE BEFORE IMPACT. EXAMINATION OF THE TAIL ROTOR SHOWED NO EVIDENCE OF ANY TAIL ROTOR FAILURE.				

Brief of Accident (Continued)

File No. - 1090

7/14/86

CONROE, TX

A/C Reg. No. N352AT

Time (Lcl) - 1930 CDT

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

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - 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 - EMERGENCY

Finding(s)

3. EMERGENCY PROCEDURE - ATTEMPTED - PILOT IN COMMAND

----Probable Cause----

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

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. - 1066	7/19/86	ADDISON, TX	A/C Reg. No. N6VR	Time (Lcl) - 1150 CDT
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-----Basic Information-----

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

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

Make/Model - CESSNA 421	Eng Make/Model - CONTINENTAL GTS10-520-D	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 6800	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 8	Rated Power - 375 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 - FULL	Destination	Airport Data
Basic Weather - VMC	ATLANTA, GA	ADDISON
Wind Dir/Speed - 250/006 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 20.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - IFR	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 - 36	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 750
SE LAND, ME LAND	Months Since - 1	Last 24 Hrs - UNK/NR
	Aircraft Type - BE-55	Make/Model - UNK/NR
		Instrument - UNK/NR
		Last 30 Days - UNK/NR
		Last 90 Days - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WITNESSES REPORTED A NORMAL TAKEOFF AND CLIMB WAS MADE TO AN ALT OF APRX 400 FT AGL AT WHICH TIME ENG PWR CEASED/ DECREASED. THE RT WING THEN DROPPED, THE NOSE AND LT WING ROSE AND THE ACFT ENTERED A NEAR VERTICAL DESCENT TO GROUND IMPACT. POST ACCIDENT EXAM OF THE ENGS AND TURBOCHARGERS FAILED TO DISCLOSE ANY PRE-IMPACT FAILURES. EXAM OF THE PROP GOVENORS DISCLOSED AN RPM SETTING BELOW TAKEOFF OR CLIMB PWR; HOWEVER, EXACT RPM SETTING COULD NOT BE DETERMINED. THE PLT HAD RECENTLY PURCHASED THIS ACFT AND MOST OF HIS MULTI-ENGINE EXPERIENCE WAS IN BEECH BARONS. THE THROTTLE QUADRANT LOCATION OF THE THROTTLE AND PROP CONTROLS ON THE BARON ARE IN THE REVERSE POSITION OF THOSE ON THE C-421. THE PLT ALSO HAD NOT BEEN CHECK OUT IN THE C-421.

Brief of Accident (Continued)

File No. - 1066

7/19/86

ADDISON, TX

A/C Reg. No. N6VR

Time (Lcl) - 1150 CDT

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

Finding(s)

1. PROPELLER - REDUCED - PILOT IN COMMAND
 2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, IMPROPER TRANSITION/UPGRADE TRAINING - PILOT IN COMMAND
 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF RECENT EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
 4. AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND
-

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

Occurrence #3 FIRE
Phase of Operation OTHER

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1200	7/20/86	MIDLAND, TX	A/C Reg. No. N846V	Time (Lcl) - 1600 CDT
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-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Injuries			
Type of Operation - PERSONAL	Fire	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 - ROSE RHINEHART A4-C	Eng Make/Model - CONTINENTAL A-40	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 728	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 40 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	MIDLAND
Wind Dir/Speed- 120/008 KTS	ATC/Airspace	Runway Ident - 18
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2650/ 200
Lowest Sky/Clouds -	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - 15000 FT BROKEN	Type Apch/Lndg - STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 59	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 4000
SE LAND	Months Since - 7	Make/Model- 75
	Aircraft Type - UNK/NR	Instrument- 200
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 15

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT HE ENCOUNTERED SEVERE WINDSHEAR ON APPROACH TO LANDING AT THE RYAN AERODROM AIRPORT. HE APPLIED FULL POWER AND PULLED THE NOSE UP TO THE BEST ANGLE OF CLIMB ATTITUDE, HOWEVER HE COULD NOT ARREST THE SINK RATE AND HIT THE RUNWAY IN A SLIGHTLY NOSE DOWN ATTITUDE. THE AIRCRAFT PROPELLER CONTACTED THE RUNWAY AND THE AIRCRAFT NOSED OVER INTO THE INVERTED POSITION. TO HIS KNOWLEDGE THE AIRCRAFT DID NOT STALL. THERE WERE NO REPORTS OF WIND GUSTS IN THE AREA AT THE TIME OF THE ACCIDENT. DURING A TELEPHONE CONVERSATION WITH THE AIRPORT MANAGER AT THE RYAN AERODROM AIRPORT ON 7-21-86, THE PILOT WOULD OFTEN BUZZ THE AIRPORT TO CLEAR AWAY ANY ANIMALS BEFORE LANDING AND THOUGHT PERHAPS THE PILOT HAD NOT ALLOWED ADEQUATE ALTITUDE.

Brief of Accident (Continued)

File No. - 1200

7/20/86

MIDLAND, TX

A/C Reg. No. N846V

Time (Lc1) - 1600 CDT

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

Finding(s)

1. BUZZING - PERFORMED - PILOT IN COMMAND
 2. IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
 3. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
-

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

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1034	7/20/86	PLANO, TX	A/C Reg. No. N83847	Time (Lc1) - 1315 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	1	0	0
Accident Occurred During -DESCENT			0	1	0

----Aircraft Information----

Make/Model - AERONCA 7AC	Eng Make/Model - CONTINENTAL C-65-8	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1220	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 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	SAME AS ACC/INC	PLANO
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 16
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3100/ 50
Lowest Sky/Clouds - 4000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

----Personnel Information----

Pilot-In-Command	Age - 53	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 760
SE LAND	Months Since - 10	Make/Model- 140
	Aircraft Type - UNK/NR	Instrument- 750
		Multi-Eng - 10

Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

----Narrative----

THE PILOT TRIED TWICE TO ROTATE THE AIRCRAFT BEFORE IT LIFTED OFF AT APPROXIMATELY 800 FEET DOWN THE RUNWAY. AT 100 FEET ABOVE THE GROUND, THE AIRCRAFT STARTED VEERING TO THE WEST SIDE OF THE RUNWAY IN A NOSE HIGH ATTITUDE, STALLED AND NOSED DOWN IMPACTING THE GROUND. PRIOR TO THE FLIGHT A WITNESS OBSERVED TWO HEAVY SET MEN (APRX 250 LBS. EACH) ENTER THE AIRCRAFT. THE GROSS WEIGHT OF THE AIRCRAFT IS 1220 LBS. EMPTY WEIGHT IS 800 LBS. COMBINED WEIGHT OF BOTH FUEL AND OIL IS APRX 108 LBS. TOTAL WEIGHT OF THE AIRCRAFT AT TAKEOFF WAS APRX 1,408 LBS., OR 188 LBS. OVER GROSS WEIGHT.

Brief of Accident (Continued)

File No. - 1034

7/20/86

PLANO, TX

A/C Reg. No. N83847

Time (Lcl) - 1315 CDT

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
2. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND
3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
4. STALL - NOT POSSIBLE - PILOT IN COMMAND

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

Finding(s)

5. STALL - NOT CORRECTED - PILOT IN COMMAND

----Probable Cause----

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

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1037	8/09/86	DFW AIRPORT, TX	A/C Reg. No. XAMXG	Time (Lcl) - 1500 CDT
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-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Injuries		
	NONE		Fatal	Serious
Type of Operation -SCHEDULED, INTL, PAX/CARGO	Fire		0	0
Flight Conducted Under -14 CFR 129	NONE		0	1
Accident Occurred During -CRUISE				0
				8
				86

-----Aircraft Information-----

Make/Model - BOEING 727-200	Eng Make/Model - P&W JT8D	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 3	Stall Warning System - YES
Max Gross Wt - UNK/NR	Engine Type - TURBOJET	
No. of Seats - UNK/NR	Rated Power - UNK/NR	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	ACAPULCO, MX	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	DFW AIRPORT, TX	Runway Ident - N/A
Wind Dir/Speed- 200/007 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 20.0 SM	Type of Flight Plan - IFR	Runway Surface - N/A
Lowest Sky/Clouds - 6000 FT SCATTERED	Type of Clearance - IFR	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 - UNK/NR	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP, FOREIGN	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 AIRCRAFT WAS IN SMOOTH AIR AND IN STRAIGHT AND LEVEL FLIGHT. THE "FASTEN SEAT BELT" SIGN WAS ILLUMINATED. A MALE PASSENGER WENT TO THE FORWARD LAVATORY AND FELL, INJURING HIS HEAD AND BACK. THE FLOOR WAS DRY AND THERE WAS NO LOOSE OR TORN CARPET OR OTHER LOOSE OBJECTS WHICH COULD HAVE CAUSED HIM TO SLIP OR STUMBLE. THE REASON FOR HIS FALL WHILE IN THE LAVATORY IS UNDETERMINED.

Brief of Accident (Continued)

File No. - 1037

8/09/86

DFW AIRPORT, TX

A/C Reg. No. XAMXG

Time (Lcl) - 1500 CDT

Occurrence MISCELLANEOUS/OTHER
Phase of Operation CRUISE - NORMAL

Finding(s)
1. UNDETERMINED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1038	8/20/86	FORT STOCKTON, TX	A/C Reg. No. N4493M	Time (Lcl) - 1800 CDT
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-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Injuries		
Type of Operation -BUSINESS	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
				2

-----Aircraft Information-----

Make/Model - HUGHES 369-500D	Eng Make/Model - ALLISON 250-C20B	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2550	Engine Type - TURBOSHAFT	
No. of Seats - 7	Rated Power - 375 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 207/009 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Surface - DIRT
Lowest Sky/Clouds - 2000 FT SCATTERED	Type of Clearance - NONE	Runway Status - DRY
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 67	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 699	Last 24 Hrs - UNK/NR
ME LAND	Months Since - 27	Make/Model- 5	Last 30 Days- UNK/NR
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 0	Last 90 Days- 20
			Rotorcraft - 699

Instrument Rating(s) - NONE

-----Narrative-----

THE HELICOPTER PILOT ENTERED AUTOROTATION AFTER EXPERIENCING FUEL EXHAUSTION. THE PILOT KNEW HE WAS LOW ON FUEL, BUT WAS DEPENDING ON HIS WARNING LIGHT TO INDICATE LOW FUEL. THE WARNING LIGHT NEVER CAME ON. ON TOUCHDOWN THE TAIL ROTOR STRUCK THE GROUND CAUSING THE MAIN ROTOR TO SEVERE THE TAIL BOOM JUST AFT OF THE HORIZONTAL STABILIZER.

Brief of Accident (Continued)

File No. - 1038

8/20/86

FORT STOCKTON, TX

A/C Reg. No. N4493M

Time (Lc1) - 1800 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE

Finding(s)

1. FLUID, FUEL - EXHAUSTION
 2. WARNING SYSTEM(OTHER) - FAILURE, PARTIAL
 3. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
 4. JUDGEMENT - POOR - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

5. AUTOROTATION - PERFORMED - 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) 1,3

Factor(s) relating to this accident is/are finding(s) 2,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1039	8/24/86	GAINESVILLE, TX	A/C Reg. No. N7261T	Time (Lcl) - 1900 CDT
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-----Basic Information-----				
Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries	
		SUBSTANTIAL		
Type of Operation	-BUSINESS	Fire	Fatal	0
Flight Conducted Under	-14 CFR 91	NONE	Crew	0
Accident Occurred During	-TAXI		Pass	0
			Serious	0
			Minor	0
			None	1
				0
<hr/>				
-----Aircraft Information-----				
Make/Model	- CESSNA 172A	Eng Make/Model	- CONTINENTAL O-300-C	ELT Installed/Activated - YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System - YES
Max Gross Wt	- 2075	Engine Type	- RECIPROCATING-CARBURETOR	
No. of Seats	- 4	Rated Power	- 145 HP	
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-----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 - IMC		LOCAL	GAINESVILLE	
Wind Dir/Speed - 360/020 KTS		ATC/Airspace	Runway Ident - 17	
Visibility - .250 SM		Type of Flight Plan - NONE	Runway Lth/Wid - 4500/ 100	
Lowest Sky/Clouds - 200 FT		Type of Clearance - NONE	Runway Surface - ASPHALT	
Lowest Ceiling - 200 FT OVERCAST		Type Apch/Lndg - NONE	Runway Status - DRY	
Obstructions to Vision - NONE				
Precipitation - RAIN SHOWERS				
Condition of Light - DUSK				
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-----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 - 161	Last 24 Hrs - UNK/NR	
SE LAND	Months Since - 18	Make/Model - 97	Last 30 Days - UNK/NR	
	Aircraft Type - UNK/NR	Instrument - 1	Last 90 Days - 8	
<hr/>				
Instrument Rating(s) - NONE				
<hr/>				
-----Narrative-----				
THE PILOT WAS TAXIING INTO POSITION FOR TAKEOFF, WHEN THERE WAS A WIND SHIFT AND A GUST OF WIND INVERTED THE AIRCRAFT. THE PILOT HAD NOT OBTAINED ANY WEATHER REPORTS PRIOR TO TAXIING OUT TO THE RUNWAY. THERE WERE THUNDERSTORMS IN THE AREA AND A HEAVY RAIN BEGAN WITHIN MINUTES OF THE ACCIDENT DECREASING VISIBILITY TO APRX 1/4 MILE.				
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Brief of Accident (Continued)

File No. - 1039

8/24/86

GAINESVILLE, TX

A/C Reg. No. N7261T

Time (Lcl) - 1900 CDT

Occurrence #1 ON GROUND ENCOUNTER WITH WEATHER
Phase of Operation TAXI - TO TAKEOFF

Finding(s)

1. WEATHER CONDITION - GUSTS
 2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
 3. WEATHER EVALUATION - POOR - PILOT IN COMMAND
 4. PREFLIGHT BRIEFING SERVICE - NOT USED - 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) 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. - 1020	8/30/86	HOUSTON, TX	A/C Reg. No. N6198L	Time (Lcl) - 1400 CDT
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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	0	0	0	0
Accident Occurred During -DESCENT		Pass				

-----Aircraft Information-----

Make/Model - GREAT LAKES 2T-1A-2	Eng Make/Model - LYCOMING AEIO-360-B1G6	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 1580	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 2	Rated Power - 180 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	HOUSTON, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LA PORTE, TX	LAKESIDE
Wind Dir/Speed- 050/006 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 12.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 4000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 60	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - UNK/NR	Total - 500	Last 24 Hrs - UNK/NR
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model- UNK/NR	Last 30 Days- UNK/NR
	Aircraft Type - UNK/NR	Instrument- UNK/NR	Last 90 Days- UNK/NR
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ENDS OF THE OUTER STRING AND THE INNER REINFORCING WIRE OF THE ENGINE AIR INTAKE DUCT WERE NOT PROPERLY POSITIONED UNDER THE DUCT CLAMP DURING INSTALLATION. AS A RESULT, THEY UNWOUND DURING ENGINE OPERATION AND MOVED OUT OF THEIR NORMAL POSITION ON AND IN THE DUCT RESPECTIVELY. THIS ALLOWED THE WALL OF THE DUCT TO LOSE ITS RIGIDITY AND COLLAPSE WHICH RESULTED IN A LOSS OF ENGINE INTAKE AIR AND SUBSEQUENT POWER FAILURE. THE PILOT ATTEMPTED TO RETURN TO THE AIRPORT WITH ONLY 100 FEET OF ALTITUDE. THE ACFT STALLED DURING THE TURN WITH INSUFFICIENT ALT TO RECOVER BEFORE IMPACT OCCURRED.

Brief of Accident (Continued)

File No. - 1020

8/30/86

HOUSTON, TX

A/C Reg. No. N6198L

Time (Lc1) - 1400 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. INDUCTION AIR CONTROL - FAILURE, TOTAL
 2. MAINTENANCE, INSPECTION OF AIRCRAFT - INADEQUATE - OTHER MAINTENANCE PSNL
-

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

3. EMERGENCY PROCEDURE - POOR - PILOT IN COMMAND
 4. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 5. STALL
-

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) 1,4

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. - 1024	9/11/86	TEMPLE, TX	A/C Reg. No. N2311B	Time (Lcl) - 1915 CDT
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-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries		
			Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	1
Accident Occurred During -LANDING					0

-----Aircraft Information-----

Make/Model - TEMCO GLODE SWIFT	Eng Make/Model - CONTINENTAL C125-2	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-RETRACTABLE MAINS	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1710	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 125 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	TEMPLE, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	TEMPLE, TX	CHARPING
Wind Dir/Speed- 030/007 KTS	ATC/Airspace	Runway Ident - 36
Visibility - 12.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2800
Lowest Sky/Clouds - 3500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - 25000 FT BROKEN	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 - 54	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 8000
SE LAND	Months Since - 6	Last 24 Hrs - 1
	Aircraft Type - PA-28	Make/Model- 75
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 4

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT DEPARTED RWY 36 AT CHARPING FIELD TO PERFORM TOUCH AND GO LANDINGS. THE PLT STATED THAT THE ACFT ENG QUIT ON FINAL APCH. THE PLT ELECTED TO LAND SHORT OF THE AIRFIELD WITH THE LANDING GEAR RETRACTED BECAUSE OF A POWER LINE ALONG THE FINAL APCH PATH. INVESTIGATION REVEALED THE #2 AND #4 CYLINDERS HAD LOW COMPRESSION. INTERNAL SEALS ON THE #6 CYLINDER WERE FOUND LOOSE WITH SOME PORTIONS OF GASKET MATERIAL MISSING. THE LEFT MAGNETO POINT BARELY MOVED, WIPER ARMS ON BOTH MAGMETOS WERE BURNT AND CONTACTS WERE SEVERLY WORN. THE LAST ANNUAL INSPECTION OF THE ACFT WAS IN 9/1985.

Brief of Accident (Continued)

File No. - 1024

9/11/86

TEMPLE, TX

A/C Reg. No. N2311B

Time (Lc1) - 1915 CDT

Occurrence #1 LOSS OF POWER
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. ENGINE ASSEMBLY - FAILURE, TOTAL
 2. MAINTENANCE - INADEQUATE - PILOT IN COMMAND
 3. MAINTENANCE, INSPECTION OF AIRCRAFT - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. WHEELS UP LANDING - INTENTIONAL - PILOT IN COMMAND
-

---Probable Cause---

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1025	9/13/86	NORIAS, TX	A/C Reg. No. N40268	Time (Lcl) - 1315 CDT
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----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation -BUSINESS	Fire	Crew	0	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -DESCENT			0	0	1
					None

----Aircraft Information----

Make/Model - HILLER UH-12E	Eng Make/Model - LYCOMING VO-540	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2750	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 3	Rated Power - 305 HP	

----Environment/Operations Information----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	NORIAS, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 150/008 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 8.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 3000 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 - 38	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 5200
SE LAND	Months Since - 2	Make/Model- 4000
HELICOPTER	Aircraft Type - UH-12E	Instrument- 0
		Last 24 Hrs - 16
		Last 30 Days- UNK/NR
		Last 90 Days- 76
		Rotorcraft - 4000

Instrument Rating(s) - NONE

----Narrative----

THE COMMERCIAL PLT WAS ENGAGED IN A LIVESTOCK ROUND-UP AND ATTEMPTED TO HOVER OVER A WIRE FENCE. THE ACFT SKID CAUGHT ON THE FENCE CAUSING A LOSS OF ACFT CONTROL AND SUBSEQUENT IMPACT WITH THE TERRAIN.

Brief of Accident (Continued)

File No. - 1025

9/13/86

NORIAS, TX

A/C Reg. No. N40268

Time (Lcl) - 1315 CDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation HOVER

Finding(s)

1. OBJECT - FENCE
2. CLEARANCE - MISJUDGED - PILOT IN COMMAND
3. JUDGEMENT - POOR - PILOT IN COMMAND
4. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation DESCENT - UNCONTROLLED

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1092	9/13/86	MARLIN, TX	A/C Reg. No. N7759Z	Time (Lcl) - 1330 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 0	Minor 1	None 0
Flight Conducted Under - 14 CFR 137	ON GROUND	Pass 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 - 2910	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 235 HP	

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 170/008 KTS</p> <p>Visibility - 15.0 SM</p> <p>Lowest Sky/Clouds - 4000 FT</p> <p>Lowest Ceiling - 4000 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 - 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 - 46</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 1</p> <p>Aircraft Type - AT300</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total - 15000</td> <td>Last 24 Hrs - 10</td> </tr> <tr> <td>Make/Model- 250</td> <td>Last 30 Days- UNK/NR</td> </tr> <tr> <td>Instrument- 0</td> <td>Last 90 Days- 150</td> </tr> <tr> <td>Multi-Eng - 500</td> <td></td> </tr> </table>	Total - 15000	Last 24 Hrs - 10	Make/Model- 250	Last 30 Days- UNK/NR	Instrument- 0	Last 90 Days- 150	Multi-Eng - 500	
Total - 15000	Last 24 Hrs - 10									
Make/Model- 250	Last 30 Days- UNK/NR									
Instrument- 0	Last 90 Days- 150									
Multi-Eng - 500										

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THE ENG QUIT DURING A RIGHT TURN AFTER TAKEOFF AT AN ALT OF APRX 200 FT AGL. THE ACFT CRASHED IN A HEAVILY WOODED AREA APRX 1/4 MILE WEST OF THE ARPT. CAUSE OF THE ENG FAILURE WAS NOT DETERMINED.

Brief of Accident (Continued)

File No. - 1092

9/13/86

MARLIN, TX

A/C Reg. No. N7759Z

Time (Lc1) - 1330 CDT

Occurrence #1 LOSS OF POWER
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)
1. UNDETERMINED

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - EMERGENCY

Finding(s)
2. TERRAIN CONDITION - 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. - 1152	9/25/86	PEARLAND, TX	A/C Reg. No. N5542P	Time (Lcl) - 1200 CDT
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-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Injuries		
Type of Operation - AERIAL OBSERVATION	Fire	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Crew 1	0	0
Accident Occurred During -DESCENT		Pass 0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235-L2C(M)	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 - 125 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	LAPORTE, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	HOUSTON, TX	Runway Ident - N/A
Wind Dir/Speed- 170/007 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 2800 FT	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 2800 FT BROKEN	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 51	Medical Certificate - NON-VALID MEDICAL	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
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

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE COMMERCIAL PLT WAS CONDUCTING A PIPELINE PATROL OPERATION WHEN THE ACCIDENT OCCURRED. ACCORDING TO WITNESSES, THE ACFT CIRCLED THE AREA TWICE AT AN ALT ESTIMATED TO BE BELOW 100 FT AGL. THE ACFT THEN BANKED LEFT AND NOSED DOWN TO GROUND IMPACT.

Brief of Accident (Continued)

File No. - 1152

9/25/86

PEARLAND.TX

A/C Reg. No. N5542P

Time (Lcl) - 1200 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
2. STALL - INADVERTENT - PILOT IN COMMAND
3. ALTITUDE - INADEQUATE - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1086	10/19/86	JACKSBORO, TX	A/C Reg. No. N29589	Time (Lcl) - 1330 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	2
				0

-----Aircraft Information-----

Make/Model - CESSNA 177	Eng Make/Model - LYCOMING O-320-E2D	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2275	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	JACKSBORO MUNICIPAL
Wind Dir/Speed- 140/011 KTS	ATC/Airspace	Runway Ident - 17
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3200/ 75
Lowest Sky/Clouds - 25000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 48	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 400	Last 24 Hrs - 1
SE LAND	Months Since - 6	Make/Model- 50	Last 30 Days- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 0	Last 90 Days- 8

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTS THAT AFTER A HARD LANDING, THE AIRCRAFT BALLOONED, BOUNCED HARD AND VEERED OFF THE RUNWAY DUE TO GUSTY CROSSWINDS. THE WINDS FOR THE AREA WERE REPORTED TO BE FROM 140 DEGREES AT 11 KNOTS WITH NO GUSTS.

Brief of Accident (Continued)

File No. - 1086

10/19/86

JACKSBORO, TX

A/C Reg. No. N29589

Time (Lc1) - 1330 CDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING

Finding(s)

1. FLARE - EXCESSIVE - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
3. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING

Finding(s)

4. RECOVERY FROM BOUNCED LANDING - INADEQUATE - PILOT IN COMMAND

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1075 7/04/86 RICHFIELD,UT A/C Reg. No. N8291E Time (Lcl) - 0835 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL		Fatal	0	Serious	0
Type of Operation -PERSONAL	Fire	Crew	0	0	Minor	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0		0
Accident Occurred During -LANDING						

-----Aircraft Information-----

Make/Model - CESSNA 172N	Eng Make/Model - LYCOMING O-320-H2AD	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2150	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 160 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	ST. GEORGE,UT	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	RIDGEFIELD MUNI
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - 01
Visibility - UNK/NR	Type of Flight Plan - VFR	Runway Lth/Wid - 6645/ 50
Lowest Sky/Clouds - CLEAR	Type of Clearance - VFR	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 24	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 86
SE LAND	Months Since - 1	Make/Model- 23
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 31
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

PLT STATED AFTER THE ACCIDENT, "...I NOTICED THE WIND SOCK AND IT WAS DROOPING...I WENT TO FINAL APPROACH (FOR RWY 1) ... NOTICED A LITTLE WIND SO I CRABBED INTO IT, AND I NOTICED MY APPROACH DIDN'T LOOK GOOD SO I WENT TO DO A GO-AROUND. I WENT TO RAISE THE FLAPS AND JUST THEN A WIND SHEAR OR MICRO BURST HIT US AND WE HIT REAL HARD AND BOUNCED...I TRIED TO STRAIGHTEN IT OUT BUT HAD NO CONTROL." THE AIRCRAFT THEN NOSED OVER ON THE RWY.

Brief of Accident (Continued)

File No. - 1075

7/04/86

RICHFIELD,UT

A/C Reg. No. N8291E

Time (Lc1) - 0835 MDT

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

1. PLANNED APPROACH - POOR - PILOT IN COMMAND
2. WEATHER CONDITION - DOWNDRAFT
3. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
4. GO-AROUND - INITIATED - PILOT IN COMMAND
5. REMEDIAL ACTION - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2 NOSE OVER
Phase of Operation LANDING

Finding(s)

6. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,6

Factor(s) relating to this accident is/are finding(s) 1,2,3

Brief of Accident

7/12/86

CEDAR CITY.UT

A/C Req. No. N3030T

Time (Lc1) - 1230 MDT

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	5

Make/Model	- CESSNA 320C
Landing Gear	- TRICYCLE-RETRACTABLE
Max Gross Wt	- 5200
No. of Seats	- 6

Eng Make/Model - CONTINENTAL TISO-470-D
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 260 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 250/007 KTS
Visibility - 50.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

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Itinerary
  Last Departure Point
    HEMET,CA
  Destination
    CEDAR CITY.UT

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ATC/Airspace

Type of Flight Plan	- VFR
Type of Clearance	- VFR FLIGHT FOLLOW
Type Apch/Lndg	- TRAFFIC PATTERN

Airport Proximity
ON AIRPORT

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Airport Data
CEDAR CITY MUNICIPAL
Runway Ident      - 20
Runway Lth/Wid   - 7800/  150
Runway Surface    - ASPHALT
OWINGRunway Status - DRY

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Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND, ME LAND

Age - 51
Biennial Flight Review
Current - YES
Months Since - 9
Aircraft Type - C-320

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT			
Flight Time (Hours)			
Total	- 1560	Last 24 Hrs	- UNK/NR
Make/Model-	60	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	22
Multi-Eng	- 60		

Instrument Rating(s) - NONE

THE PLT SAID THAT WHILE ON DOWNWIND DURING HIS APCH TO LAND, HE ADVANCED THE MIXTURES TO FULL RICH AND RETARDED THE THROTTLES. ON FINAL APPROACH WHEN THROTTLES WERE ADVANCED, HE DISCOVERED THE RIGHT ENG WAS NOT RUNNING AND THE LEFT ENG WOULD NOT RESPOND NORMALLY. HE ELECTED TO LAND IMMEDIATELY AND PUT THE ACFT DOWN ON LEVEL TERRAIN. POST ACCIDENT EXAM OF THE RIGHT ENG DISCLOSED EVIDENCE OF HAVING BEEN OPERATED WITH AN EXCESSIVELY RICH MIXTURE. DENSITY ALT AT THE TIME OF THE ACCIDENT WAS CALCULATED TO BE 9.819 FT MSL.

Brief of Accident (Continued)

File No. - 1142

7/12/86

CEDAR CITY,UT

A/C Reg. No. N3030T

Time (Lc1) - 1230 MDT

Occurrence #1 LOSS OF POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
2. MIXTURE - IMPROPER - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - NONE SUITABLE

-----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. - 1065	2/10/86	COUGAR, WA	A/C Reg. No. N609PD	Time (Lcl) - 2015 PST
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-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Injuries		
	DESTROYED	Fatal	Serious	Minor
Type of Operation -BUSINESS	Fire	Crew 1	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass 2	0	0
Accident Occurred During -MANEUVERING				

-----Aircraft Information-----

Make/Model - MCDONALD-DOUGLAS HUGHES 369D	Eng Make/Model - ALLISON 250-20-C	ELT Installed/Activated - YES/NO
Landing Gear - HIGH SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 3000	Engine Type - TURBOPROP	
No. of Seats - 5	Rated Power - 375 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	VANCOUVER, WA	Runway Ident - N/A
Wind Dir/Speed- 130/011 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 4000 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 - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 42	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 4711
	Months Since - 4	Last 24 Hrs - 5
HELICOPTER	Aircraft Type - BH206	Make/Model- 500
		Instrument- 0
		Multi-eng - 0
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - 4611

Instrument Rating(s) - NONE

-----Narrative-----

THE HELICOPTER DEPARTED THE LANDING AREA AFTER A NIGHT PHOTOGRAPHY SESSION ACROSS THE VALLEY FLOOR FROM THE MT. ST. HELENS VOLCANO. PRIOR TO DEPARTURE THE PLT REPORTED THE WEATHER WAS CLOSING IN AND GETTING "NASTY". WX CONDITIONS AS REPORTED PRIOR TO DEPARTURE SUPPORT THE CONTENTION A METEOROLOGICAL EVENT CAUSED THE PLT TO LOSE VISUAL CONTACT WITH THE HORIZON AND IMPACT TERRAIN WHILE DESCENDING TO THE VALLEY FLOOR AT CRUISE SPEED.

Brief of Accident (Continued)

File No. - 1065

2/10/86

COUGAR,WA

A/C Reg. No. N609PD

Time (Lc1) - 2015 PST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE

Finding(s)

1. WEATHER CONDITION - OBSCURATION
2. LIGHT CONDITION - DARK NIGHT
3. IMPROPER USE OF PROCEDURE, SELF-INDUCED PRESSURE - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

Finding(s)

4. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4

Factor(s) relating to this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1047	5/27/86	KELSO,WA	A/C Reg. No. N3764A	Time (Lcl) - 1130 PDT
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-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED		Injuries	
Type of Operation -TEST FLIGHT	Fire	Crew	Fatal	Serious
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0
Accident Occurred During -LANDING			0	0
			1	0
			0	0

-----Aircraft Information-----

Make/Model - ARBAUGH EVANS EVANS VP-1	Eng Make/Model - VOLKSWAGON 1600	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 900	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	KELSO,WA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	KELSO
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 - 5000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 39	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 347
SE LAND,ME LAND,SE SEA	Months Since - 14	Last 24 Hrs - 3
	Aircraft Type - UNK/NR	Make/Model- 3
		Last 30 Days- UNK/NR
		Instrument- 83
		Last 90 Days- 22
		Multi-Eng - 20

Instrument Rating(s) - AIRPLANE

-----Narrative-----

A FORCED LANDING WAS MADE DUE TO A LOSS OF POWER AT ABOUT 150 AGL DURING INITIAL CLIMB. THE ACFT WAS LANDED ON RAILROAD TRACKS WHERE IT WAS DESTROYED BY IMPACT. THE REASON FOR THE POWER LOSS HAS NOT BEEN DETERMINED.

Brief of Accident (Continued)

File No. - 1047

5/27/86

KELSO, WA

A/C Reg. No. N3764A

Time (Lc1) - 1130 PDT

Occurrence #1 LOSS OF POWER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING

Finding(s)
2. TERRAIN CONDITION - NONE SUITABLE

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1050	6/07/86	YAKIMA,WA	A/C Reg. No. N7001N	Time (Lcl) - 0900 PDT
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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	ON GROUND	Crew 0	0	0
Accident Occurred During - DESCENT		Pass 0	0	0
				None 1

-----Aircraft Information-----

Make/Model - AVIAN SKYHAWK	Eng Make/Model - N/A	ELT Installed/Activated - NO -N/A
Landing Gear - N/A	Number Engines - N/A	Stall Warning System - NO
Max Gross Wt - 1200	Engine Type - N/A	
No. of Seats - UNK/NR	Rated Power - N/A	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	YAKIMA,WA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 270/003 KTS	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 - DRY
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 52	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 50	Last 24 Hrs - UNK/NR
	Months Since - 8	Make/Model- 50	Last 30 Days- UNK/NR
FREE BALLOON	Aircraft Type - UNK/NR	Instrument- 0	Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

A FORCED LANDING WAS MADE DUE TO FUEL STARVATION. DURING THE FORCED LANDING THE BALLOON STRUCK POWER LINES, SEVERING THE BASKET FROM THE ENVELOPE. SPARKS FROM THE WIRE STRIKE CAUSED A SMALL BRUSH FIRE. POST ACCIDENT EXAM REVEALED THE PLT INADVERTENTLY CONNECTED THE THIRD BOTTLE OF FUEL INCORRECTLY.

Brief of Accident (Continued)

File No. - 1050

6/07/86

YAKIMA,WA

A/C Reg. No. N7001N

Time (Lcl) - 0900 PDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation CRUISE

Finding(s)

1. BALLOON EQUIPMENT,HEATER SYSTEM - INOPERATIVE
2. MAINTENANCE,INSTALLATION - IMPROPER - PILOT IN COMMAND
3. PROCEDURES/DIRECTIVES - NOT FOLLOWED - 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 - WIRE,TRANSMISSION

Occurrence #4 FIRE
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1006 6/26/86 PULLMAN,WA A/C Reg. No. N6490Z Time (Lcl) - 0845 PDT

-----Basic Information-----
Type Operating Certificate-AGRICULTURAL AIRCRAFT Aircraft Damage
DESTROYED
Type of Operation -AERIAL APPLICATION Fire Crew Fatal Injuries Serious Minor None
Flight Conducted Under -14 CFR 137 ON GROUND Pass 0 0 1 0
Accident Occurred During -DESCENT 0 0 0 0

-----Aircraft Information-----
Make/Model - PIPER PA-25-235 Eng Make/Model - LYCOMING D-540-B2B5 ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED Number Engines - 1 Stall Warning System - YES
Max Gross Wt - 3900 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 PULLMAN,WA
Completeness - N/A Destination Airport Data
Basic Weather - VMC LOCAL STALEY AIRSTRIP
Wind Dir/Speed- 240/001 KTS ATC/Airspace Runway Ident - 26
Visibility - 50.0 SM Type of Flight Plan - NONE Runway Lth/Wid - 2800
Lowest Sky/Clouds - CLEAR Type of Clearance - NONE Runway Surface - ASPHALT
Lowest Ceiling - NONE Type Apch/Lndg - NONE Runway Status - DRY
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

-----Personnel Information-----
Pilot-In-Command Age - 29 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours)
COMMERCIAL Current - YES Total - 1587 Last 24 Hrs - 7
SE LAND Months Since - 2 Make/Model- 796 Last 30 Days- UNK/NR
Aircraft Type - UNK/NR Instrument- 0 Last 90 Days- 105

Instrument Rating(s) - NONE

-----Narrative-----
AFTER TAKEOFF DURING A 180 DEGREE TURN THE AIRCRAFT DEVELOPED A RAPID RATE OF SINK WHICH THE PILOT WAS UNABLE TO ARREST. WHILE ATTEMPTING TO DUMP 140 POUNDS OF WATER, THE AIRCRAFT STRUCK POWER LINES AND THEN STRUCK THE GROUND INVERTED. THE AIRCRAFT WAS THEN DESTROYED BY FIRE.

Brief of Accident (Continued)

File No. - 1006

6/26/86

PULLMAN, WA

A/C Reg. No. N6490Z

Time (Lcl) - 0845 PDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

1. WEATHER CONDITION - DOWNDRAFT

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

2. OBJECT - WIRE, TRANSMISSION

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



National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1173	7/01/86	OTHELLO, WA	A/C Reg. No. N9574J	Time (Lcl) - 0812 PDT
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----Basic Information----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage	Injuries			
	DESTROYED	Fatal	Serious	Minor	None
Type of Operation -AERIAL APPLICATION	Fire	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 - CESSNA T-188-C	Eng Make/Model - CONTINENTAL TS10-520-T	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL 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	OTHELLO, WA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 090/002 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

----Personnel Information----

Pilot-In-Command	Age - 41	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 3703
SE LAND	Months Since - 4	Make/Model- 230
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - 4
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 200
		Rotorcraft - 13

Instrument Rating(s) - NONE

----Narrative----

AN ENGINE FAILURE FOR UNKNOWN REASONS OCCURRED DURING AN AERIAL APPLICATION MANEUVER. A FORCED LANDING WAS ACCOMPLISHED ONTO VERY ROUGH, ROCKY TERRAIN WHERE THE AIRCRAFT WAS DESTROYED DURING THE LANDING SEQUENCE.

Brief of Accident (Continued)

File No. - 1173

7/01/86

OTHELLO,WA

A/C Reg. No. N9574J

Time (Lcl) - 0812 PDT

Occurrence #1 LOSS OF POWER
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
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

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. - 1167	7/12/86	ROYAL CITY, WA	A/C Reg. No. N5698X	Time (Lcl) - 0955 PDT
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-----Basic Information-----				
Type Operating Certificate-AGRICULTURAL AIRCRAFT		Aircraft Damage	Injuries	
		SUBSTANTIAL	Fatal	Serious Minor None
Type of Operation	-AERIAL APPLICATION	Fire	Crew 0	0 0 1
Flight Conducted Under	-14 CFR 137	UNK/NR	Pass 0	0 0 0
Accident Occurred During	-LANDING			
<hr/>				
-----Aircraft Information-----				
Make/Model	- ROCKWELL S2R	Eng Make/Model	- P&W R1340-AN1	
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	
Max Gross Wt	- 6300	Engine Type	- RECIPROCATING-CARBURETOR	
No. of Seats	- 1	Rated Power	- 600 HP	
			ELT Installed/Activated - NO -N/A	
			Stall Warning System - YES	
<hr/>				
-----Environment/Operations Information-----				
Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP	
Method	- N/A	ROYAL CITY, WA		
Completeness	- N/A	Destination	Airport Data	
Basic Weather	- VMC	LOCAL		
Wind Dir/Speed	- 250/005 KTS	ATC/Airspace	Runway Ident - N/A	
Visibility	- 50.0 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 - GRASS/TURF	
Condition of Light	- DAYLIGHT		Runway Status - DRY	
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-----Personnel Information-----				
Pilot-In-Command	Age - 39	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT		
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)		
COMMERCIAL, ATP, CFI	Current - YES	Total	- 10101	
SE LAND, ME LAND	Months Since - 9	Make/Model	- 2300	
	Aircraft Type - UNK/NR	Instrument	- 487	
		Multi-Eng	- 1834	
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Instrument Rating(s) - AIRPLANE				
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-----Narrative-----				
SHORTLY AFTER TAKEOFF AT AN ALT OF APRX 110 FT AGL, A LOSS OF PWR OCCURRED DUE TO THE #2 CYLINDER FAILING. THE ACFT NOSED OVER DURING THE SUBSEQUENT FORCED LANDING IN A WHEAT FIELD. THE PLT THEN EXTINGUISHED A SMALL EXHAUST FIRE.				
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Brief of Accident (Continued)

File No. - 1167

7/12/86

ROYAL CITY, WA

A/C Reg. No. N5698X

Time (Lc1) - 0955 PDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION

Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. ENGINE ASSEMBLY, CYLINDER - FAILURE, TOTAL

Occurrence #3 NOSE OVER

Phase of Operation LANDING - ROLL

Finding(s)

2. TERRAIN CONDITION - HIGH VEGETATION

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

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1049	7/13/86	ROCHE HARBOR, WA	A/C Reg. No. CFILT	Time (Lcl) - 1628 PDT
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-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Injuries		
	SUBSTANTIAL			
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
				3

-----Aircraft Information-----

Make/Model - CESSNA 170B	Eng Make/Model - CONTINENTAL D-300-A	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 - FSS	Last Departure Point	ON AIRPORT
Method - UNK/NR	BURLINGTON, WA	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	ROCHE HARBOR, WA	ROCHE HARBOR
Wind Dir/Speed - 170/005 KTS		Runway Ident - UNK/NR
Visibility - 15.0 SM	ATC/Airspace	Runway Lth/Wid - 4500/ 75
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 - FULL STOP	
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 - UNK/NR	Total - 401
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 3
	Aircraft Type - UNK/NR	Make/Model - 36
		Instrument - 5
		Last 30 Days - UNK/NR
		Last 90 Days - 62

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT LOST DIRECTIONAL CONTROL OF THE AIRCRAFT DURING LANDING ROLLOUT WITH A CROSSWIND. THE AIRCRAFT DRIFTED TO THE LEFT OF THE RUNWAY AT WHICH TIME THE PLT APPLIED FULL AFT ELEVATOR, FULL RIGHT RUDDER AND FULL RIGHT AILERON. THE PLT REPORTED THE ACFT MADE NO RESPONSE TO THE CONTROL INPUTS SO FULL POWER WAS ADDED AND FLAPS WERE RETRACTED TO ZERO. CONTROL OF THE ACFT WAS REGAINED; HOWEVER, IT HAD ALREADY CONTACTED BUSHES ALONG THE SIDE OF THE RWY.

Brief of Accident (Continued)

File No. - 1049

7/13/86

ROCHE HARBOR, WA

A/C Reg. No. CFILT

Time (Lcl) - 1628 PDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - HIGH VEGETATION

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1165 7/21/86 NAHCOTTA,WA A/C Reg. No. N7092J Time (Lcl) - 0830 PDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage	Injuries			
Type of Operation -AERIAL APPLICATION	DESTROYED	Fatal	Serious	Minor	None
Flight Conducted Under -14 CFR 137	Fire	Crew 0	0	1	0
Accident Occurred During -MANEUVERING	NONE	Pass 0	0	0	0

-----Aircraft Information-----

Make/Model - BELL 47G3B2	Eng Make/Model - LYCOMING TVO-435-G1A	ELT Installed/Activated - YES-UNK/NR
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2950	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 3	Rated Power - 270 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	NAHCOTTA,WA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 230/002 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 1000 FT	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 1000 FT BROKEN	Type Apch/Lndg - NONE	
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 30	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1865
	Months Since - 4	Make/Model- 1683
HELICOPTER	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - 6
		Last 24 Hrs - 4
		Last 30 Days- UNK/NR
		Last 90 Days- 209
		Rotorcraft - 1865

Instrument Rating(s) - NONE

-----Narrative-----

WHILE SPRAYING OYSTER BEDS THE PILOT INADVERTENTLY FLEW THE HELICOPTER INTO THE GROUND.

Brief of Accident (Continued)

File No. - 1165

7/21/86

NAHCOTTA,WA

A/C Reg. No. N7092J

Time (Lcl) - 0830 PDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)
1. UNDETERMINED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1053 7/31/86 EVERETT,WA A/C Reg. No. N5074V Time (Lcl) - 1615 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries			
Type of Operation - PERSONAL	Fire	Crew	Fatal	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -LANDING			0	0	0	0

-----Aircraft Information-----

Make/Model - VARGA 2150A	Eng Make/Model - LYCOMING D-320	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1800	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 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	CONCRETE,WA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	ALDERWOOD MANOR,WA	Runway Ident - N/A
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Surface - DIRT
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - DRY
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 64	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 617	Last 24 Hrs - UNK/NR
SE LAND	Months Since - 1	Make/Model- 617	Last 30 Days- UNK/NR
	Aircraft Type - 2150A	Instrument- 19	Last 90 Days- 12

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED HE MADE AN EMERGENCY LANDING IN A WHEAT FIELD FOLLOWING A LOSS OF POWER DUE TO FUEL EXHAUSTION. THE ACFT STRUCK A DITCH AND NOSED OVER DURING THE LANDING ROLL. THE PLT STATED HE SOULD HAVE REFUELED AT THE LAST STOP.

Brief of Accident (Continued)

File No. - 1053

7/31/86

EVERETT, WA

A/C Reg. No. N5074V

Time (Lcl) - 1615 PDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE

Finding(s)

1. FUEL CONSUMPTION CALCULATIONS - MISJUDGED - PILOT IN COMMAND
2. FLUID, FUEL - EXHAUSTION
3. REFUELING - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - CROP
5. TERRAIN CONDITION - DITCH

Occurrence #4 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

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. - 1164	8/09/86	CLEVELAND, WA	A/C Reg. No. N5481L	Time (Lcl) - 2015 PDT
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-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage	Injuries			
	DESTROYED	Fatal	Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew 0	1	0	0
Flight Conducted Under -14 CFR 91	ON GROUND	Pass 1	1	0	0
Accident Occurred During -MANEUVERING					

-----Aircraft Information-----

Make/Model - GRUMMAN AA-5	Eng Make/Model - LYCOMING O-320-E2G	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2200	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	OMAK, WA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 350/003 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Surface - DIRT
Lowest Sky/Clouds - 4500 FT	Type of Clearance - NONE	Runway Status - DRY
Lowest Ceiling - 4500 FT BROKEN	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAWN		

-----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 - 92	Last 24 Hrs - 2
SE LAND	Months Since - 13	Make/Model- 15	Last 30 Days- 2
	Aircraft Type - C-152	Instrument- 1	Last 90 Days- 6

Instrument Rating(s) - NONE

-----Narrative-----

THE LOW TIME PILOT DEPARTED WITH TWO RELATIVES ABOARD FOR A LOCAL FLIGHT. THE AIRCRAFT WAS OBSERVED FLYING LOW OVER OMAK LAKE AND THEN COMMENCING A CLIMBING LEFT TURN TOWARD HIGHER TERRAIN. DURING THE CLIMBOUT, THE PILOT PERCEIVED A LOSS OF ENGINE PERFORMANCE AND APPLIED CARBURETOR HEAT. OUTSIDE AIR TEMPERATURE WAS NEAR 100 DEGREES RESULTING IN A DENSITY ALTITUDE OF NEARLY 6,000 FEET MSL AND THE AIRCRAFT WAS NEAR ITS GROSS WEIGHT. THE AIRCRAFT WAS FLOWN WINGS LEVEL INTO TERRAIN WHOSE RATE OF UPSLOPE EXCEEDED THE RATE OF CLIMB CAPABILITIES OF THE AIRCRAFT FOR THE GIVEN CONDITIONS OF THE FLIGHT.

Brief of Accident (Continued)

File No. - 1164

8/09/86

CLEVELAND,WA

A/C Reg. No. N5481L

Time (Lc1) - 2015 PDT

Occurrence #1 LOSS OF POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation CLIMB

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
2. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

Finding(s)

4. TERRAIN CONDITION - MOUNTAINOUS/HILLY
5. CLEARANCE - INADEQUATE - PILOT IN COMMAND

Occurrence #3 FIRE
Phase of Operation OTHER

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,5

Factor(s) relating to this accident is/are finding(s) 1,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1046	8/17/86	VANCOUVER, WA	A/C Reg. No. N511JN	Time (Lcl) - 1500 PDT
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----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Injuries		
	SUBSTANTIAL			
Type of Operation - PERSONAL	Fire	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Crew 0	0	1
Accident Occurred During -LANDING		Pass 0	0	1
				None 0

----Aircraft Information----

Make/Model - CURTISS JN4-D	Eng Make/Model - LIBERTY OX-5	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2000	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 200 HP	

----Environment/Operations Information----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	EVERGREEN
Wind Dir/Speed- 270/007 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 40.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 20000 FT	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 20000 FT BROKEN	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

----Personnel Information----

Pilot-In-Command	Age - 75	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 29000
SE LAND,ME LAND,SE SEA	Months Since - 2	Make/Model- 30
	Aircraft Type - UNK/NR	Instrument- 0
		Multi-Eng - 300
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 305

Instrument Rating(s) - AIRPLANE

----Narrative----

THE PLT REPORTED A NORMAL TAKEOFF WAS MADE WITH 1300 RPM. AT LIFTOFF A SMALL AMOUNT OF BLACK SMOKE EMITTED FROM BOTH EXHAUST STACKS AND THE RPM DROPPED TO 1250. AFTER CLEARING THE RWY, MORE BLACK SMOKE EMITTED AND THE RPM DROPPED TO 1200. THE PLT CLEARED TWO 40 FOOT TALL TREES AT THE END OF THE RWY AND MADE A HARD LANDING IN A FIELD BEYOND THE TREES. INVESTIGATION DISCLOSED THE FLOAT FROM THE ZENITH CARBURETOR HAD 17 VERITCAL LINES ON THE OUTSIDE DIAMETER AND CRACKS. THE FLOAT WAS FUEL SATURATED.

Brief of Accident (Continued)

File No. - 1046

8/17/86

VANCOUVER, WA

A/C Reg. No. N511JN

Time (Lcl) - 1500 PDT

Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation TAKEOFF - INITIAL CLIMB
 1. FUEL SYSTEM,CARBURETOR - IMPROPER
 2. FUEL SYSTEM,CARBURETOR - CRACKED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN
 3. PROPER DESCENT RATE - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #4 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) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1084 6/03/86 HILLSBORO, WI A/C Reg. No. N3567Y Time (Lcl) - 1405 CDT

-----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	1
Accident Occurred During -LANDING						

-----Aircraft Information-----

Make/Model - CESSNA 182F	Eng Make/Model - CONTINENTAL O-470-R	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2800	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 230 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - UNK/NR	WEST BEND, WI	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	KICKAPOO
Wind Dir/Speed - 180/006 KTS	ATC/Airspace	Runway Ident - 23
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3500/ 50
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 - 51	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 221
SE LAND	Months Since - 12	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model - 57
		Instrument - 16
		Last 30 Days - UNK/NR
		Last 90 Days - 6

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT FOLLOWING TOUCHDOWN A GUST OF WIND CAUSED THE AIRCRAFT TO BALLOON BACK INTO THE AIR. THE SECOND TOUCHDOWN WAS IN A CRAB ANGLE AND THE AIRCRAFT BEGAN TO SLIDE SIDEWAYS. THE RIGHT WING STRUCK THE RUNWAY JUST AS THE AIRCRAFT DEPARTED THE PAVED SURFACE. THE AIRCRAFT WAS FURTHER DAMAGED BY 1-12 FOOT HIGH BUSHES GROWING ALONG THE SIDE OF THE RUNWAY. THE AIRPORT WAS LABELED AS PRIVATE ON AERONAUTICAL CHARTS.

Brief of Accident (Continued)

File No. - 1084

6/03/86

HILLSBORO, WI

A/C Reg. No. N3567Y

Time (Lcl) - 1405 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - GUSTS
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - GROUND
4. TERRAIN CONDITION - HIGH VEGETATION

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

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. - 1098	7/06/86	WELCH,WV	A/C Reg. No. N70824	Time (Lcl) - 2015 EDT
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----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Injuries			
Type of Operation -PERSONAL	Fire	Fatal	Serious	Minor	None
Flight Conducted Under -14 CFR 91	ON GROUND	Crew 0	1	0	0
Accident Occurred During -DESCENT		Pass 0	0	0	0

----Aircraft Information----

Make/Model - PIPER J3C-65	Eng Make/Model - CONTINENTAL C-85	ELT Installed/Activated - UNK/NR
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	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	WELCH MUNICIPAL
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 27
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2375/ 40
Lowest Sky/Clouds - 5000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

----Personnel Information----

Pilot-In-Command	Age - 53	Medical Certificate - EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - UNK/NR
	Months Since - N/A	Make/Model- UNK/NR
	Aircraft Type - N/A	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----

WITNESSES REPORTED THAT THE PILOT HAD WORKED ON THE ENGINE CARBURETOR FOR SOME TIME AS WELL AS JUST BEFORE THE ACCIDENT TAKEOFF. AT ABOUT 200 FEET AFTER TAKEOFF FROM RWY 27 THE ENGINE QUIT AND THE PILOT MADE A LEFT TURN BACK TO THE RWY AND TRIED TO ALIGN THE ACFT WITH RWY 9. THE ACFT HIT THE GROUND BESIDE THE RWY AND CAME TO REST FACING NORTH. A FIRE ERUPTED AND THE AIRCRAFT WAS DESTROYED. FIRE DAMAGE PREVENTED DETERMINING IF THERE WAS A CARBURETOR MALFUNCTION. THE AIRPORT SITS ON A TABLETOP MOUNTAIN WITH STEEP SIDES AND IS SURROUNDED BY DENSE WOODS.

Brief of Accident (Continued)

File No. - 1098

7/06/86

WELCH,WV

A/C Reg. No. N70824

Time (Lc1) - 2015 EDT

Occurrence #1 LOSS OF POWER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. UNDETERMINED
2. MAINTENANCE,ADJUSTMENT - ATTEMPTED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - EMERGENCY

Finding(s)
3. TERRAIN CONDITION - MOUNTAINOUS/HILLY
4. PROPER ALIGNMENT - ATTEMPTED - PILOT IN COMMAND
5. SPIRAL - CONTINUED - PILOT IN COMMAND
6. LEVEL OFF - NOT PERFORMED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,6

Factor(s) relating to this accident is/are finding(s) 4.5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1133	6/04/86	CHEYENNE, WY	A/C Reg. No. N5935L	Time (Lcl) - 0751 MDT
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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	0	0	1	0
Flight Conducted Under - 14 CFR 91	NONE	0	1	0	0
Accident Occurred During - TAKEOFF					

-----Aircraft Information-----

Make/Model - AMERICAN AA-1 YANKEE	Eng Make/Model - LYCOMING O-235-C2C	ELT Installed/Activated - YES/YES
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	CHEYENNE, WY	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	FLAGLER, CO	CHEYENNE
Wind Dir/Speed- 350/010 KTS	ATC/Airspace	Runway Ident - 34
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4997/ 150
Lowest Sky/Clouds - 1000 FT SCATTERED	Type of Clearance - VFR	Runway Surface - CONCRETE
Lowest Ceiling - 1400 FT OVERCAST	Type Apch/Lndg - NONE	Runway Status - WET
Obstructions to Vision- NONE		
Precipitation - RAIN SHOWERS		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 55	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 123
SE LAND	Months Since - 1	Last 24 Hrs - 6
	Aircraft Type - C-150	Make/Model- 12
		Last 30 Days- 11
		Instrument- 4
		Last 90 Days- 13

Instrument Rating(s) - NONE

-----Narrative-----

DURING TAKEOFF ON A 4,997 FOOT LONG RWY, THE ACFT BECAME AIRBORNE, SETTLED BACK ONTO THE RWY AND LIFTED OFF AGAIN JUST PRIOR TO REACHING THE END OF THE RWY. AFTER TAKEOFF THE PLT WAS NOT ABLE TO MAINTAIN FLT. THE ACFT IMPACTED ON A STREET, TRAVELED 30 FEET, STRUCK A WOODEN FENCE AND CAME TO REST AGAINST A TREE ON THE FRONT LAWN OF A PRIVATE RESIDENCE. MOST OF THE PLT'S FLT EXPERIENCE WAS IN AREAS WITH ELEVATIONS NEAR SEA LEVEL. HE STATED HE WAS NOT AWARE THE MIXTURE SHOULD BE LEANED DURING TAKEOFF FROM HIGH ALT ARPTS AS THE ACFT OWNER MANUAL SUGGESTS. CHEYENNE ARPT ELEVATION IS 6,150 FT MSL. THE ACFT WAS ALSO DETERMINED TO HAVE BEEN 35 LBS OVER MAX GROSS WEIGHT AT TAKEOFF.

Brief of Accident (Continued)

File No. - 1133

6/04/86

CHEYENNE,WY

A/C Reg. No. N5935L

Time (Lcl) - 0751 MDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. MIXTURE - IMPROPER - PILOT IN COMMAND
 2. IMPROPER USE OF PROCEDURE,LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
 3. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND
 4. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 2,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1011	6/06/86	CHEYENNE, WY	A/C Reg. No. N3253D	Time (Lcl) - 1330 MDT
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----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation - INSTRUCTIONAL	Fire	Crew	0	Serious	Minor
Flight Conducted Under - 14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During - TAXI				None	1
				0	0

----Aircraft Information----

Make/Model - CESSNA 180	Eng Make/Model - CONTINENTAL O-470-J	ELT Installed/Activated - UNK/NR
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 - UNK/NR	Last Departure Point -	ON AIRPORT
Method - ACFT RADIO	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LOCAL	CHEYENNE
Wind Dir/Speed- 310/034 KTS	ATC/Airspace	Runway Ident - 30
Visibility - 60.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 6691/ 150
Lowest Sky/Clouds - 5000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - CONCRETE
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 - 31	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
STUDENT	Current - N/A	Total - 61	Last 24 Hrs - 4
	Months Since - N/A	Make/Model- 43	Last 30 Days- UNK/NR
	Aircraft Type - N/A	Instrument- 0	Last 90 Days- 15

Instrument Rating(s) - NONE

----Narrative----

THE STUDENT PLT FLEW FROM ALLIANCE TO CHEYENNE ON HIS SOLO X-COUNTRY AND FLEW LOCALLY AT CHEYENNE TO MAKE 3 LANDINGS AT A TWR CONTROLLED ARPT. WHILE HE WAS IN THE PATTERN A CUMULONIMBUS CLOUD MOVED INTO THE VICINITY OF THE ARPT AND THE WINDS BECAME GUSTY. AFTER HIS FINAL LANDING ON RWY 30, THE PLT TURNED OFF TO THE LEFT AND A STRONG GUST PICKED UP THE RIGHT WING AND TAIL. THE LEFT WING AND PROP CONTACTED THE GROUND. THREE MINUTES AFTER THE ACCIDENT THE TWR REPORTED THE WINDS FROM 300 DEGREES AT 34 KTS WITH GUSTS TO 38 KTS.

Brief of Accident (Continued)

File No. - 1011

6/06/86

CHEYENNE,WY

A/C Reg. No. N3253D

Time (Lcl) - 1330 MDT

Occurrence #1 ON GROUND ENCOUNTER WITH WEATHER
Phase of Operation TAXI - FROM LANDING

Finding(s)

1. WEATHER CONDITION - HIGH WIND
 2. WEATHER CONDITION - GUSTS
 3. WEATHER EVALUATION - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 NOSE DOWN
Phase of Operation TAXI - FROM LANDING

Finding(s)

4. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1141 6/28/86 SHERIDAN,WY A/C Reg. No. N9099M Time (Lcl) - 0900 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage						
	SUBSTANTIAL		Fatal	Serious	Minor	None	
Type of Operation -BUSINESS	Fire	Crew	0	0	0	1	
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0	
Accident Occurred During -LANDING							

-----Aircraft Information-----

Make/Model - CESSNA 182P	Eng Make/Model - CONTINENTAL O-470-R	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2950	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 230 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRSTRIP
Method - TELEPHONE	SHERIDAN,WY	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	SHERIDAN,WY	76 RANCH
Wind Dir/Speed- 035/009 KTS	ATC/Airspace	Runway Ident - 01
Visibility - 60.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 1400/ 30
Lowest Sky/Clouds - 6000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 43	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 190
SE LAND	Months Since - 17	Last 24 Hrs - 1
	Aircraft Type - C-182	Make/Model- 164
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 30

Instrument Rating(s) - NONE

-----Narrative-----

A LOSS OF DIRECTIONAL CONTROL OCCURRED DURING LANDING ROLL AND THE ACFT DEPARTED THE LEFT SIDE OF THE GRASS/DIRT LANDING STRIP. THE ACFT THEN TRAVELED DOWN A SLIGHT EMBANKMENT AND COLLIDED WITH A WIRE FENCE AND FENCE POSTS.

Brief of Accident (Continued)

File No. - 1141

6/28/86

SHERIDAN,WY

A/C Reg. No. N9099M

Time (Lcl) - 0900 MDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. COMPENSATION FOR WIND CONDITIONS - IMPROPER USE OF - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - DOWNHILL
4. OBJECT - FENCE

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1080	7/11/86	RIVERTON,WY	A/C Reg. No. N3099N	Time (Lcl) - 0845 MDT

----Basic Information----				
Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries	
Type of Operation	-PERSONAL	SUBSTANTIAL	Fatal	Serious
Flight Conducted Under	-14 CFR 91	Fire	Crew	Minor
Accident Occurred During	-DESCENT	NONE	Pass	None
			0	0
			0	0
			0	1
			0	0

----Aircraft Information----				
Make/Model	- CESSNA 120	Eng Make/Model	- CONTINENTAL C-85	ELT Installed/Activated - YES/NO
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System - UNK/NR
Max Gross Wt	- 1450	Engine Type	- RECIPROCATING-CARBURETOR	
No. of Seats	- 2	Rated Power	- 85 HP	

----Environment/Operations Information----				
Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT	
Method	- N/A	SAME AS ACC/INC		
Completeness	- N/A	Destination	Airport Data	
Basic Weather	- VMC	SYRACUSE,IN	RIVERTON	
Wind Dir/Speed	- 270/010 KTS	ATC/Airspace	Runway Ident - 28	
Visibility	- 30.0 SM	Type of Flight Plan	Runway Lth/Wid - 8200/ 150	
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			

----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 - 980	Last 24 Hrs - UNK/NR	
SE LAND	Months Since - 11	Make/Model- 275	Last 30 Days- UNK/NR	
	Aircraft Type - UNK/NR	Instrument- 0	Last 90 Days- 25	

Instrument Rating(s) - NONE				

----Narrative----				
PLT STATED AFTER ACCIDENT "... WE COULD NOT CLIMB AFTER INITIAL TAKEOFF AND A PWR LINE WAS COMING UP SO I TRIED TO TURN RIGHT AND THE PLANE STALLED." THE DENSITY ALTITUDE WAS CALCULATED TO BE 7,136 FEET MSL. THE PLT STATED THAT HE DID NOT LEAN THE MIXTURE FOR TAKEOFF.				

Brief of Accident (Continued)

File No. - 1080

7/11/86

RIVERTON, WY

A/C Reg. No. N3099N

Time (Lc1) - 0845 MDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 2. PERFORMANCE DATA - NOT USED - PILOT IN COMMAND
 3. WEATHER CONDITION - HIGH DENSITY ALTITUDE
 4. PROPER CLIMB RATE - NOT ATTAINED - PILOT IN COMMAND
 5. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 6. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5,6

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. - 1014	9/12/86	CASPER, WY	A/C Reg. No. N8595D	Time (Lcl) - 0800 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 -DESCENT	Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-18A-150	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 - 1625	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	CASPER, WY	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 340/009 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 25000 FT THIN BKN	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 - 37	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - NO	Total - 83
SE LAND	Months Since - UNK/NR	Make/Model- 83
	Aircraft Type - UNK/NR	Instrument- 3
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 30

Instrument Rating(s) - NONE

-----Narrative-----

WHILE IN NORMAL CRUISE FLT, AFTER CROSSING A RIDGELINE, THE PLT ENCOUNTERED DOWNDRAFT WIND CURRENTS. THE ACFT ENTERED A DESCENT FROM WHICH THE PLT COULD NOT RECOVER. HE ATTEMPTED TO MAKE AN EMERGENCY FORCED LANDING IN ROUGH DESERT TERRAIN. THE ACFT IMPACTED UNEVEN TERRAIN AND WAS SUBSTANTIALLY DAMAGED.

Brief of Accident (Continued)

File No. - 1014

9/12/86

CASPER, WY

A/C Reg. No. N8595D

Time (Lcl) - 0800 MDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - DOWNDRAFT

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation CRUISE - NORMAL

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

2. TERRAIN CONDITION - ROUGH/UNEVEN
3. TERRAIN CONDITION - NONE SUITABLE

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1,2,3

EMBRY-RIDDLE AERO.U. DAYTONA BEACH



3 1745 00065 7513

NTSB/AAB-87/08

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