



NATIONAL TRANSPORTATION SAFETY BOARD

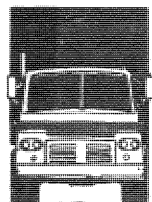
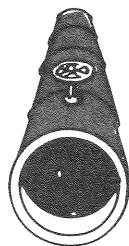
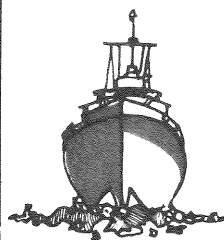
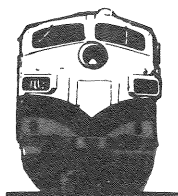
WASHINGTON, D.C. 20594

AIRCRAFT ACCIDENT REPORTS

**BRIEF FORMAT
U.S. CIVIL AND FOREIGN AVIATION
ISSUE NUMBER 7 OF 1986 ACCIDENTS**

NTSB / AAB-87/09

UNITED STATES GOVERNMENT



TECHNICAL REPORT DOCUMENTATION PAGE

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		14. Sponsoring Agency Code	
15. Supplementary Notes			
16. Abstract <p>This publication contains selected aircraft accident reports in Brief Format occurring in U.S. civil and foreign aviation operations during Calendar Year 1986. Approximately 200 General Aviation and Air Carrier accidents contained in this publication represent a random selection. This publication is issued irregularly, normally eighteen times each year. The Brief Format represents the facts, conditions, circumstances and probable cause(s) for each accident.</p> <p>File Numbers: 1201 through 1400</p>			
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FOREWORD

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

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

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

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

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

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

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

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DEFINITIONS

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

Aircraft Accidents

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

Fatal Injury

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

Serious Injury

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

Substantial Damage

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

OCCURRENCE

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

Gear Collapsed

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

TYPE OF OPERATING CERTIFICATE/TYPE OF OPERATION

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

1. GENERAL AVIATION

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

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

Personal

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

Business

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

Corporate/Executive Operations

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

Instructional Flying

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

Other Flying

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

2. AIR CARRIER

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

Airframe/Component/System Failure/Malfunction

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

Powerplant - Loss of Power

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

PHASE OF OPERATION

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

CAUSES AND RELATED FACTORS

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

BASIC WEATHER CONDITIONS

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

FILE ORDER LISTING

ISSUE NUMBER 7

CALENDAR YEAR 1986

File Order Listing - Issue No. 7, 1986

File Number -----	Aircraft Regist. -----	Date ----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
1201	90455	100486	MINDEN, LA	ROBINSON	R22	MINOR	214
1202	8289N	102986	LAKE DALLAS, TX	PIPER	PA-28-161	NONE	326
1203	97814	103186	PLAINVIEW, TX	CESSNA	182Q	NONE	328
1204	2602F	102986	ENGLAND AFB, LA	CESSNA	182J	NONE	216
1205	9119C	071186	JACKSONVILLE, FL	CESSNA	R182	NONE	116
1206	6989S	050586	VERO BEACH, FL	CESSNA	150H	SERIOUS	106
1207	3933Q	071686	ABERDEEN, MD	CESSNA	172L	NONE	220
1208	942D	072786	WILLOW, AK	STINSON	108-2	FATAL	24
1209	51AA	072786	WASILLA, AK	INTERSTATE	S-1B2	FATAL	26
1210	64HW	072686	NEW BADEN, IL	WOODROW S.A.	STARDUSTER	FATAL	172
1211	94531	041186	LANSING, IL	CESSNA	182Q	SERIOUS	168
1212	3706R	031386	WILLIAMS, MN	CESSNA	172H	SERIOUS	242
1213	3507	071986	HARTFORD, WI	PATTON PITTS	S-1C	NONE	372
1214	913M	100486	BRIGHTON, CO	CASSUTT	SPORT RACE	NONE	92
1215	26EE	071186	HOBBS, NM	SCHLEICHER	ASW-20B	SERIOUS	274
1216	260PS	083186	SALT LAKE CITY, UT	AEROTEK	PITTS S-2B	NONE	332
1217	13JR	071186	HOBBS, NM	SCHLEICHER	ASW-20	NONE	272
1218	8400C	061486	LK BUENA VISTA, FL	ROBINSON	R22 HP	FATAL	108
1219	406TH	102186	NIGHTMUTE, AK	SHORT BROS	SC7 SERIES	NONE	42
1220	22KK	100586	KERRVILLE, TX	MOONEY	M20F	SERIOUS	318
1221	5552G	101586	LAGO VISTA, TX	CESSNA	150J	MINOR	322
1222	3050Z	093086	ABBEVILLE, LA	PIPER	PA-22-160	MINOR	212
1223	2691F	040286	SAINT JOHNS, AZ	CESSNA	182J	NONE	66
1224	2134M	013086	BRIDGEPORT, CA	PIPER	PA-28-161	FATAL	68
1225	21995	011886	COTTONWOOD, AZ	CESSNA	150L	MINOR	64

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1226	49421	032186	WONDER LAKE, IL	CESSNA	152	NONE	166
1227	1636Y	030186	WAUPUN, WI	CESSNA	172C	NONE	366
1228	93989	030986	CARMEL, IN	CESSNA	152	NONE	178
1229	66023	092186	TERRE HAUTE, IN	CESSNA	150M	NONE	196
1230	1ZA	111786	BIG LAKE, AK	PIPER	PA-18	MINOR	46
1231	87857	100786	LEWIS RIVER, AK	TEAL WASHAC	TSC-1A2	NONE	40
1232	4611E	092586	HANNING BAY, AK	CESSNA	A185F	NONE	34
1233	100WL	092786	WILMINGTON, DE	WHITE LIGHTN	WLAC-1	NONE	104
1234	90563	092686	RUSH CITY, MN	MCCULLOCH	J-2	SERIOUS	246
1235	6612G	052086	COLUMBIA CITY, IN	CESSNA	150	NONE	186
1236	2669Q	053186	DURAND, WI	CESSNA	182K	NONE	368
1237	95638	081786	CHESANING, MI	CESSNA	182G	NONE	238
1238	7191M	031686	GREGORY, MI	CESSNA	175	NONE	228
1239	2194U	042786	MT CLEMENS, MI	BRANTLY	B-2B	SERIOUS	232
1240	2850S	052186	VALDOSTA, GA	PIPER	PA-34-200T	SERIOUS	148
1241	83U	091986	AMERICAN RIVER, AK	DEHAVILLAND	DHC-3	MINOR	32
1242	4246T	050586	ATMAUTLUAK, AK	PIPER	PA-32-300	MINOR	2
1243	8519Y	052986	ANCHORAGE, AK	PIPER	PA-18	NONE	6
1244	46243	102186	EUREKA CREEK, AK	INTERSTATE	S-1B1	FATAL	44
1245	2665P	091386	GLENNALLEN, AK	PIPER	PA-18	NONE	30
1246	9342A	090986	WILLOW, AK	CESSNA	195A	NONE	28
1247	39693	042286	NOBLESVILLE, IN	PIPER	PA-44-180	NONE	180
1248	1099X	030786	ANDALUSIA, AL	PIPER	PA-32-300	FATAL	58
1249	3675E	052986	STONE MOUNTAIN, GA	ARONCA	7AC	SERIOUS	150
1250	544E	060886	ROME, GA	BEECH	D45(T34B)	SERIOUS	152

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1251	8153C	063086	ROBBINSVILLE, NC	PIPER	PA-28RT-20	SERIOUS	260
1252	1402X	071786	FRANKFORT, MI	LAKE	LA-250	NONE	236
1253	80510	072686	DODGEVILLE, WI	PIPER	PA-28-161	NONE	374
1254	3072L	091486	GREENWOOD, IN	PIPER	PA-28-181	NONE	194
1255	28208	091786	GROSSE ILE, MI	BELLANCA	17-30A	NONE	240
1256	5499B	072586	DULUTH, MN	CESSNA	152	NONE	244
1257	761UA	070986	MIDDLETON, WI	CESSNA	A152	MINOR	370
1258	3736M	083086	MENOMINEE FALLS, WI	PIPER	PA-12	SERIOUS	376
1259	24980	090686	DWIGHT, IL	CESSNA	152	NONE	174
1260	7277P	091386	DANVILLE, IN	PIPER	PA-24-180	NONE	192
1261	4023P	061886	DUNDEE, MS	AYRES	S2R-1820	FATAL	252
1262	1318V	061786	BOYNTON BEACH, FL	AERONCA	7CCM	FATAL	112
1263	53140	061486	BAY CITY, MI	CESSNA	188B	NONE	234
1264	6490L	091486	CARBONDALE, IL	CESSNA	152II	NONE	176
1265	41041	073086	CARSON CITY, NV	CESSNA	172G	NONE	278
1266	15270	070686	ROYAL CITY, WA	PIPER	PA-28R-200	NONE	348
1267	8183K	070586	JACKPOT, NV	LAZARINI	LONG-EZ	MINOR	276
1268	8778X	083086	STIBNITE, ID	CESSNA	182D	FATAL	160
1269	6336E	071586	KETCHIKAN, AK	CESSNA	A185F	MINOR	22
1270	72MA	030886	LAFOX, IL	CESSNA	172M	FATAL	162
1270	2544X	030886	LAFOX, IL	CESSNA	206	FATAL	164
1271	252AM	021486	KANSAS CITY, MO	SWEARINGEN	SA226TC	NONE	248
1272	514SS	052086	HUTCHINSON, KS	SWEARINGEN	SA226	NONE	198
1273	8896Q	053186	POCAHONTAS, AR	AERO COMMAND	S-2R	NONE	62
1274	2385X	070486	ISLAMORADA, FL	ROBINSON	R22	SERIOUS	114

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1275	8544P	080886	MONUMENT VALLEY, UT	PIPER	PA-24-260	NONE	330
1276	2355A	071886	MINOT, ND	PIPER	PA-38-112	NONE	264
1277	5394Z	053186	BUENA VISTA, CO	PIPER	PA-20-160	FATAL	82
1278	6003D	100286	HILLSVILLE, VA	PIPER	PA-22-150	NONE	342
1279	9995D	021986	SKELLYTOWN, TX	PIPER	PA-22-150	NONE	308
1280	23592	021986	HEREFORD, TX	AIR TRACTOR	AT-400A	NONE	310
1281	2370X	081186	PLAINVIEW, TX	PIPER	PA-36-375	NONE	314
1283	2796C	010186	LOCKNEY, TX	RAVEN	RALLY RX-7	SERIOUS	304
1284	4851R	081486	MCADOO, TX	CESSNA	A188B	MINOR	316
1285	788Y	062786	HOOKER, OK	GRUMMAN	G-164	NONE	284
1286	8352F	030986	MT. CRAWFORD, VA	HUGHES	500D	SERIOUS	334
1288	55047	020186	VINCENTOWN, NJ	CITABRIA	7ECA	NONE	270
1289	717D	032886	ETIWANDA, CA	BEECH	C35	FATAL	74
1290	287B	031586	HOULTON, ME	ROCKWELL	68OFL	MINOR	222
1292	4505V	092186	LOUISVILLE, KY	PIPER	PA-31-325	NONE	206
1293	30365	070386	HUNTSVILLE, AL	CESSNA	177A	NONE	60
1294	2979H	051986	KURTZTOWN, PA	SCHWEIZER	SGS-2-32A	SERIOUS	296
1295	60638	051886	GREENVILLE, ME	CESSNA	206	NONE	224
1296	84729	061986	BRIDGEPORT, NE	CESSNA	A188B	FATAL	266
1297	3005V	100386	LYNCHBURG, VA	PIPER	PA-28RT-20	NONE	344
1299	9183P	011286	BIG SPRING, TX	PIPER	PA-24-260	NONE	306
1300	9021A	061686	VALPARAISO, IN	EDWARD R. ME	MUSTANG-II	NONE	188
1301	5167Y	101086	CADD0, TX	CESSNA	T210N	NONE	320
1302	1325T	102886	POLLOCK, TX	PIPER	PA-28-140	NONE	324
1303	1109T	072086	HOUSTON, TX	HUGHES	369D	NONE	312

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1304	7568M	091486	MC ALESTER, OK	CESSNA	T210M	SERIOUS	286
1305	7475G	060386	OXFORD, CT	CESSNA	172	NONE	96
1306	80611	052986	JOHNSTOWN, PA	GLOBE	GC-1B	NONE	298
1307	2286N	060386	MERIDEN, CT	CESSNA	140	NONE	98
1308	61316	060286	SYRACUSE, NY	CESSNA	150	MINOR	282
1309	5171G	011886	HILLTOWN, PA	CESSNA	305-L-19	NONE	292
1310	23983	060386	CHARLOTTE, VT	BEECHCRAFT	A-23	MINOR	346
1311	1009F	060486	PERKASIE, PA	CESSNA	172	NONE	300
1312	9779G	062786	BOISE, ID	CESSNA	A188B	FATAL	158
1313	68723	071886	SEATTLE, WA	CESSNA	152	NONE	352
1314	12848	071386	CHEHALIS, WA	BELL	47G2A	NONE	350
1315	9425A	072786	COLVILLE, WA	CESSNA	140A	MINOR	354
1316	64212	102286	BURLINGTON, WA	CESSNA	180K	NONE	364
1317	4631E	100186	JUNEAU, AK	CESSNA	185-F II	NONE	38
1318	25FH	092886	JOPLIN, MO	FLOYD R. HARR	EAGLE 2	NONE	250
1319	9417A	072886	ALBANY, OR	BELL	47G3B1	SERIOUS	288
1320	71131	072886	EAST SOUND, WA	CESSNA	182	MINOR	356
1321	1782X	073186	HILLSBORO, OR	CESSNA	210	NONE	290
1322	1307N	073186	ORCHARDS, WA	BOEING	PT13/17	NONE	358
1323	1886B	080386	ROSALIA, WA	LUSCOMBE	8A	NONE	360
1324	139BB	080386	LAS VEGAS, NV	CESSNA	T210	NONE	280
1325	9250U	091286	CARBONADO, WA	CESSNA	150M	FATAL	362
1326	7689S	072786	HUNTERSVILLE, NC	BELLANCA	8KCAB	SERIOUS	262
1327	9379G	080286	HUGOTON, KS	CESSNA	188B	NONE	202
1328	257ER	071786	BUNNELL, FL	PIPER	PA-44-180	NONE	120

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1329	1554H	072086	DANIA, FL	CESSNA	177RG	MINOR	124
1330	3967S	053186	CHEYENNE, WY	BAUER'S MITC	U-2	FATAL	378
1331	60816	022486	LOS BANOS, CA	CESSNA	150J	NONE	70
1332	22XP	110886	MIAMI, FL	PITTS	S-1T	MINOR	146
1333	3482M	092886	ENGLEWOOD, CO	PIPER	PA-28R-201	MINOR	88
1334	56189	080986	RANCHO MIRAGE, CA	PIPER	PA-28-140	SERIOUS	78
1337	961VJ	022186	ERIE, PA	MCDONNELL-DO	DC-9-31	MINOR	294
1338	5447W	061686	APEX, NC	PIPER	PA-28-160	SERIOUS	258
1339	1638G	081786	MERRITT ISLAND, FL	CHAMPION	7KCAB	NONE	144
1340	45529	080286	BOYNTON BEACH, FL	GRUMMAN	AA-5B	NONE	128
1341	9716J	080386	ZELLWOOD, FL	PIPER	PA-28-180	NONE	132
1342	7992P	080286	CRESTVIEW, FL	PIPER	PA-24-250	NONE	130
1343	4539X	081586	JACKSONVILLE, FL	PIPER	PA28-151	NONE	140
1344	9620X	073086	HOPEWELL, FL	CESSNA	210B	MINOR	126
1345	504P	072486	YUBA CITY, CA	AMATUER BUIL	BARNETT J3	NONE	76
1346	7371	051586	GUEDAN, LA	GRUMMEN	G-164A	NONE	208
1347	7289K	092686	WRIGHT, WY	PIPER	PA-18-150	NONE	380
1348	6277Z	102486	GREYBULL, WY	CESSNA	TU206G	NONE	382
1349	66TY	092586	ENGLEWOOD, CO	NORTH AMERIC	AT-6G	NONE	86
1350	33215	100686	GLENWOOD SPRING, CO	CESSNA	177RG	MINOR	94
1351	70438	061686	NAKNEK, AK	CESSNA	185F	NONE	16
1352	4761Q	051286	TOK, AK	CESSNA	A185E	NONE	4
1353	4418Z	061086	GIRDWOOD, AK	PIPER	PA-18	SERIOUS	10
1354	1450H	060986	NEAL LAKE, AK	AEROCA	15 AC SEDA	NONE	8
1355	578A	092586	ANCHORAGE, AK	STAR DUSTER	SA-100	SERIOUS	36

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1356	1763U	111986	MANOKOTAK, AK	CESSNA	207A	NONE	50
1357	68396	111986	BARROW, AK	CESSNA	305E	MINOR	48
1358	6992N	120386	SKWENTNA, AK	CESSNA	185	MINOR	52
1359	3330F	081586	TAMPA, FL	CESSNA	182-A	NONE	142
1360	55UA	081086	ORLANDO, FL	PIPER	PA24-180	NONE	138
1361	1996Y	080786	ARCADIA, FL	MOONEY	M20E	NONE	136
1362	9086T	080586	INDIANTOWN, FL	CONTINENTAL	TOMCAT MK5	MINOR	134
1363	914DF	080386	SAN JUAN, PR	CESSNA	152	NONE	302
1364	94214	060586	GAITHERSBURG, MD	CESSNA	152-II	NONE	218
1365	6828P	051786	WASHINGTON, DC	CESSNA	340A	MINOR	100
1366	4004J	051786	SELBYVILLE, DE	CESSNA	150G	MINOR	102
1367	331SB	052186	HOPEWELL, VA	SHORT BROTHE	SD3-30	SERIOUS	336
1368	2349H	060886	CONCORD, VA	ERCOUPE	415-C	NONE	338
1369	50WB	092886	HOLLISTER, CA	WALTER D. BU	KR-2	NONE	80
1370	7423H	091486	ROANOKE, VA	BALLON-WORKS	FF-7	SERIOUS	340
1371	5121P	071086	PIERCE, CO	CESSNA	152	FATAL	84
1372	2346H	092886	DURANGO, CO	BARNES	AX-7	NONE	90
1373	9045F	061686	JACKSONVILLE, FL	HUGHES	369HE	FATAL	110
1374	48593	071086	SIDON, MS	GRUMMAN	G-164B	FATAL	254
1376	4807R	080586	EDISON, NE	CESSNA	188B	NONE	268
1377	3064	081086	VALLEY CENTER, KS	DAVID GORDON	WHITMAN TA	NONE	204
1378	28914	041386	PITTSFORD, MI	LUSCOMBE	8B	FATAL	230
1379	5214H	070986	EFFINGHAM, IL	PIPER	PA-16	NONE	170
1380	8752F	042386	FT. WAYNE, IN	HUGHES	269A	MINOR	182
1381	44603	051786	ANGOLA, IN	PIPER	PA-34-200	FATAL	184

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1384	58SB	022686	IRVINE, CA	BEECH	V35-B	FATAL	72
1385	206EA	071386	WEST PALM BCH, FL	GROUPMENT DI	A300B4-2C	SERIOUS	118
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1387	885	011686	NORTH ADAMS, MI	SIKORSKY	S-58F	NONE	226
1388	9069Q	070986	INDIANAPOLIS, IN	BEECH	BE-58	NONE	190
1389	155NK	072786	SHELBY, MT	STEVEN SOPER	PITTS S-1T	SERIOUS	256
1390	244WC	051886	MAUI, HI	BELL	206B	FATAL	156
1391	103EF	061986	COLUMBUS, GA	PIPER	PA-28-180	SERIOUS	154
1392	8621Z	061686	GRAND CHENIER, LA	CESSNA	P206C	FATAL	210
1395	1825A	071286	STONE RIVER, AK	PIPER	PA-18	FATAL	20
1396	9699M	061686	SAINT MARYS, AK	CESSNA	207A	FATAL	12
1397	83377	061686	LAKECREEK RIVER, AK	PIPER	PA-18-150	FATAL	14
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AIRCRAFT ACCIDENT REPORTS

BRIEF FORMAT

U.S. CIVIL AND FOREIGN AVIATION

ISSUE NUMBER 7 OF 1986 ACCIDENTS

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1242 5/05/86 ATMAUTLUAK,AK A/C Reg. No. N4246T Time (Lcl) - 0245 ADT

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

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

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

Make/Model	- PIPER PA-32-300	Eng Make/Model	- LYCOMING IO-540-K1A5	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3400	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 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	PILOT STATION,AK			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	BETHEL,AK		ATMAUTLAUK	
Wind Dir/Speed	- 170/012 KTS	ATC/Airspace		Runway Ident	- N/A
Visibility	- 25.0 SM	Type of Flight Plan	- COMPANY (VFR)	Runway Lth/Wid	- 2000/ 50
Lowest Sky/Clouds	- 8000 FT SCATTERED	Type of Clearance	- NONE	Runway Surface	- GRAVEL
Lowest Ceiling	- NONE	Type Apch/Lndg	- FORCED LANDING	Runway Status	- N/A
Obstructions to Vision	- NONE				
Precipitation	- NONE				
Condition of Light	- NIGHT(DARK)				

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

Pilot-In-Command	Age - 26	Medical Certificate	- EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - UNK/NR	Total - 1300	Last 24 Hrs - UNK/NR
SE LAND	Months Since - UNK/NR	Make/Model- 800	Last 30 Days- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 0	Last 90 Days- 313

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIR TAXI PILOT PLANNED SIX HOURS OF NIGHT FLYING WITH A FIVE MINUTE FUEL RESERVE AT HIS DESTINATION. WHEN HE SAW THAT HE WOULD BE UNABLE TO REACH THE DESTINATION, HE DIVERTED TOWARD ATMAUTLAUK. HOWEVER, THE ACFT RAN OUT OF FUEL AS THE PLT WAS MANEUVERING WITH HIS LANDING LIGHT ON TO FIND THE RWY. SUBSEQUENTLY, THE ACFT WAS DAMAGED DURING A FORCED LANDING AT NIGHT.

Brief of Accident (Continued)

File No. - 1242

5/05/86

ATMAUTLUAK,AK

A/C Reg. No. N4246T

Time (Lcl) - 0245 ADT

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. FLUID,FUEL - LOW LEVEL
3. FLIGHT TO ALTERNATE DESTINATION - DELAYED - PILOT IN COMMAND
4. LIGHT CONDITION - DARK NIGHT
5. FLUID,FUEL - EXHAUSTION
6. FUEL SUPPLY - MISJUDGED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

----Probable Cause----

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

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. - 1352 5/12/86 TOK,AK A/C Reg. No. N4761Q Time (Lcl) - 1745 ADT

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

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

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

Make/Model	- CESSNA A185E	Eng Make/Model	- CONTINENTAL IO-520-D	ELT Installed/Activated	- YES/YES
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3300	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 300 HP		

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

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - ACFT RADIO</p> <p>Completeness - PARTIAL,LMTD BY PILOT</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- VARIABLE/006 KTS</p> <p>Visibility - 50.0 SM</p> <p>Lowest Sky/Clouds - 5000 FT SCATTERED</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">NORTHWAY,AK</p> <p>Destination</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN</p> <p style="padding-left: 20px;">FULL STOP</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRPORT</p> <p>Airport Data</p> <p style="padding-left: 20px;">TOK JUNCTION</p> <p>Runway Ident - 25</p> <p>Runway Lth/Wid - 3000/ 50</p> <p>Runway Surface - MACADAM</p> <p>Runway Status - DRY</p>
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-----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 - 500
SE LAND,SE SEA	Months Since - 14	Make/Model- 254
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 20

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT-IN-COMMAND STATED THAT UPON LANDING IN A CROSSWIND, A GUST OF WIND CAUSED THE AIRPLANE TO BECOME AIRBORNE. UPON TOUCHING DOWN AGAIN THE AIRPLANE WAS IN A CRAB AND THE PILOT LOST CONTROL AND THE AIRPLANE STRUCK THE LEFT WINGTIP, THEN THE RIGHT WINGTIP, ON THE GROUND, AND THEN NOSED OVER. THE AIRPLANE REMAINED ON THE RUNWAY'S SURFACE.

Brief of Accident (Continued)

File No. - 1352

5/12/86

TOK, AK

A/C Reg. No. N4761Q

Time (Lcl) - 1745 ADT

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

Finding(s)

1. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
 2. PLANNED APPROACH - IMPROPER - PILOT IN COMMAND
 3. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1243 5/29/86 ANCHORAGE, AK A/C Reg. No. N8519Y Time (Lcl) - 1725 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

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

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

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

Eng Make/Model - LYCOMING O-320-A2A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 160/015 KTS
Visibility - 90.0 SM
Lowest Sky/Clouds - 5000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
CHICKALOON RVR, AK
Destination
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

LAKE HOOD
Runway Ident - 13
Runway Lth/Wid - 2200/ 80
Runway Surface - GRAVEL
Runway Status - DRY

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

Pilot-In-Command

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

Age - 32

Biennial Flight Review

Current - YES
Months Since - 1
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 1235	Last 24 Hrs	- 4
Make/Model-	103	Last 30 Days-	UNK/NR
Instrument-	10	Last 90 Days-	53

Instrument Rating(s) - NONE

-----Narrative-----

WHILE HIGH SPEED TAXIING ON A RUNWAY IN GUSTING WIND CONDITIONS, THE PILOT LOST CONTROL OF HIS AIRPLANE AND IT VEERED INTO A PARKED AIRPLANE ADJACENT TO THE RUNWAY. THE PILOT REPORTED THE WIND WAS FROM 130 DEGREES AT 15 GUSTING 25 KNOTS.

Brief of Accident (Continued)

File No. - 1243

5/29/86

ANCHORAGE, AK

A/C Reg. No. N8519Y

Time (Lc1) - 1725 ADT

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

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
2. WEATHER CONDITION - GUSTS
3. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND

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

Finding(s)

4. OBJECT - AIRCRAFT PARKED

-----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. - 1354 6/09/86 NEAL LAKE, AK A/C Reg. No. N1450H Time (Lcl) - 0945 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - AERDCA 15 AC SEDAN
Landing Gear - FLOAT
Max Gross Wt - 2050
No. of Seats - 2

Eng Make/Model - LYCOMING D-360-A1A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 340/010 KTS
Visibility - 30.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 4000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
NEAL LAKE, AK
Destination
LAKE HOOD, AK

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

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

Age - 52

Biennial Flight Review

Current - YES
Months Since - 6
Aircraft Type - C-130

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 7800	Last 24 Hrs	- UNK/NR
Make/Model-	55	Last 30 Days-	15
Instrument-	2500	Last 90 Days-	55
Multi-Eng -	7450		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACCORDING TO THE PILOT-IN-COMMAND, WHILE STEP TAXIING FOR TAKEOFF THE AIRPLANE BECAME AIRBORNE INADVERTENTLY WITH INSUFFICIENT ROOM TO TAKEOFF OR TURN. THE PILOT-IN-COMMAND STATED HE CLOSED THE THROTTLE AND THE AIRPLANE TOUCHED DOWN ON THE LAKE. HE WAS UNABLE TO STOP THE AIRPLANE BEFORE STRIKING THE SHORELINE, WHERE THE AIRPLANE CAME TO REST.

Brief of Accident (Continued)

File No. - 1354

6/09/86

NEAL LAKE, AK

A/C Reg. No. N1450H

Time (Lc1) - 0945 ADT

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
3. MANEUVER - IMPROPER USE OF - PILOT IN COMMAND

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1353 6/10/86 GIRDWOOD, AK A/C Reg. No. N4418Z Time (Lcl) - 1045 ADT

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

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

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

Make/Model - PIPER PA-18	Eng Make/Model - LYCOMING O-320-A2A	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 - 2	Rated Power - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	MERRILL FIELD, AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	GIRDWOOD
Wind Dir/Speed- 270/008 KTS	ATC/Airspace	Runway Ident - 19
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2100/ 80
Lowest Sky/Clouds - UNK/NR SCATTERED	Type of Clearance - NONE	Runway Surface - GRAVEL
Lowest Ceiling - 4000 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 - 38	Medical Certificate - VALID MEDICAL-NO. WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - YES	Total - 1907
SE LAND, ME LAND, SE SEA	Months Since - 11	Make/Model- 32
HELICOPTER	Aircraft Type - R-22	Instrument- 41
		Multi-Eng - 4
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 22
		Rotorcraft - 111

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE INSTRUCTOR PILOT GAVE THE STUDENT PILOT A FORCED LANDING WHILE ON LEFT BASE TO RUNWAY 19. THE STUDENT CONTINUED THE APPROACH AT APPROXIMATELY 200 FEET NOTICED THE RATE OF DESCENT INCREASING. THE STUDENT APPLIED FULL POWER BUT THE AIRPLANE CONTINUED TO DESCEND AND IMPACTED A STEEP EMBANKMENT, 212 FEET SHORT OF THE MARKED LANDING THRESHOLD. THE STUDENT STATED HE WAS APPROACHING THE RUNWAY AT 65 MILES PER HOUR AND HAD NO FLAPS EXTENDED.

Brief of Accident (Continued)

File No. - 1353

6/10/86

GIRDWOOD, AK

A/C Reg. No. N4418Z

Time (Lc1) - 1045 ADT

Occurrence UNDERSHOOT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. TERRAIN CONDITION - DIRT BANK
2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND(CFI)
3. JUDGEMENT - POOR - PILOT IN COMMAND(CFI)
4. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND(CFI)
5. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - DUAL STUDENT
6. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1396 6/16/86 SAINT MARYS,AK A/C Reg. No. N9699M Time (Lcl) - 1955 ADT

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

Type Operating Certificate	COMMUTER	Aircraft Damage					
Name of Carrier	-RYAN AIR SERVICE, INC.	DESTROYED					
Type of Operation	-NON SCHED,DOMESTIC,PASSENGER	Fire	Crew	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 135	ON GROUND	Pass	1	0	0	0
Accident Occurred During	-MANEUVERING			0	0	0	0

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

Make/Model	- CESSNA 207A	Eng Make/Model	- CONTINENTAL IO-520-F	ELT Installed/Activated	- YES-UNK/NR
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3800	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	MARSHALL,AK			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	SAINT MARYS,AK		SAINT MARYS	
Wind Dir/Speed	- 340/007 KTS	ATC/Airspace		Runway Ident	- N/A
Visibility	- 30.0 SM	Type of Flight Plan	- COMPANY (VFR)	Runway Lth/Wid	- N/A
Lowest Sky/Clouds	- UNK/NR	Type of Clearance	- NONE	Runway Surface	- N/A
Lowest Ceiling	- 1500 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 - 35	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 2644	Last 24 Hrs - 5
SE LAND,ME LAND	Months Since - 12	Make/Model- 2293	Last 30 Days- UNK/NR
	Aircraft Type - C-207A	Instrument- UNK/NR	Last 90 Days- 282
		Multi-Eng - 350	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STALLED THE AIRPLANE WHILE MAKING A STEEP TURN TO AVOID HIGH VOLTAGE POWER LINES. THE AIRPLANE CAUGHT FIRE ON IMPACT AND THE AIR TAXI PILOT SUBSEQUENTLY DIED OF EXTENSIVE THERMAL INJURIES. THE PLT WAS FLYING IN FORMATION WITH ANOTHER ACFT AT LOW ALT. WHEN THE PWR LINES WERE SIGHTED THE OTHER ACFT SUCCESSFULLY PULLED UP AND AVOIDED THE WIRES. THE ACC PLT TURNED STEEPLY AND LOST CONTROL OF THE ACFT BEFORE CRASHING.

Brief of Accident (Continued)

File No. - 1396

6/16/86

SAINT MARYS, AK

A/C Reg. No. N9699M

Time (Lc1) - 1955 ADT

Occurrence LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

1. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
 2. IMPROPER USE OF PROCEDURE - PILOT IN COMMAND
 3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 4. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
-

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

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

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

Brief of Accident

File No. - 1397 6/16/86 LAKECREEK RIVER, AK A/C Reg. No. N83377 Time (Lcl) - 2250 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire
ON GROUND

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

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

Make/Model - PIPER PA-18-150
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1625
No. of Seats - 2

Eng Make/Model - LYCOMING O-320-A2A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

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

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

Weather Data

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

Itinerary

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

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 32
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 - 1500
Make/Model- UNK/NR
Instrument- 0
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-----

ACCORDING TO A WITNESS ON THE GROUND, THE PILOT-IN-COMMAND LANDED FROM WEST TO EAST AND AFTER UNLOADING THE SUPPLIES DECIDED TO TAKEOFF IN THE SAME DIRECTION. THE PILOT TAXIED DOWN TO THE END OF THE RUNWAY AND UPON TURNING AROUND THE WITNESS STATED THE TAIL OF THE AIRPLANE CAME OFF THE GROUND DURING THE TURN. THE WITNESS FURTHER STATED THAT THE END OF THE RUNWAY WAS MARKED WITH A TARP THAT WAS HELD DOWN WITH ROCKS PLACED UPON ITS CORNERS. AS THE AIRPLANE STARTED ITS TAKEOFF ROLL, THE WITNESS NOTICED THE TARP WRAPPED AROUND THE RIGHT SECTION OF THE TAIL OF THE AIRPLANE. THE WITNESS RAN OUT TO THE RUNWAY WAVING HIS ARMS BUT THE PILOT DID NOT SEE HIM. THE AIRPLANE LIFTED OFF AT THE END OF THE RUNWAY AND DID NOT GAIN ANY ALTITUDE. THE RIGHT WING STRUCK A TREE AND IT CARTWHEELED INTO THE GROUND. THE AIRPLANE WAS ON FIRE BEFORE THE WITNESS REACHED THE ACCIDENT SITE.

Brief of Accident (Continued)

File No. - 1397

6/16/86

LAKECREEK RIVER, AK

A/C Reg. No. N83377

Time (Lcl) - 2250 ADT

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

Finding(s)

1. FLIGHT CONTROL, ELEVATOR - MOVEMENT RESTRICTED
2. FLIGHT CONTROL, STABILATOR - DISABLED
3. ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND
4. IMPROPER USE OF PROCEDURE, INATTENTIVE - PILOT IN COMMAND
5. 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) 1,2,3,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1351	6/16/86	NAKNEK, AK	A/C Reg. No. N70438	Time (Lcl) - 1400 ADT
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-----Basic Information-----

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

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

Make/Model - CESSNA 185F	Eng Make/Model - CONTINENTAL IO-520-D	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3350	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 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	UGASHIK, AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	KING SALMON, AK	Runway Ident - N/A
Wind Dir/Speed- 180/007 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 100.0 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 - 44	Medical Certificate - UNK/NR	Flight Time (Hours)
Certificate(s)/Rating(s)	Biennial Flight Review		
COMMERCIAL	Current - YES	Total - 2800	Last 24 Hrs - 14
SE LAND, SE SEA	Months Since - 14	Make/Model- 1200	Last 30 Days- UNK/NR
	Aircraft Type - PA-18	Instrument- 0	Last 90 Days- 100

Instrument Rating(s) - NONE

-----Narrative-----

AIRPLANE RAN OUT OF FUEL ON ONE TANK. ALTITUDE WAS TOO LOW TO RESTART ON OTHER TANK PRIOR TO GROUND IMPACT.

Brief of Accident (Continued)

File No. - 1351

6/16/86

NAKNEK, AK

A/C Reg. No. N70438

Time (Lcl) - 1400 ADT

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

Finding(s)

1. FLUID, FUEL - EXHAUSTION
 2. FUEL CONSUMPTION CALCULATIONS - MISJUDGED - PILOT IN COMMAND
 3. IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN PERSONAL ABILITY - 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. - 1398 6/20/86 ANCHORAGE, AK A/C Reg. No. N58988 Time (Lcl) - 1930 ADT

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

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

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

Make/Model	- PIPER L-4H	Eng Make/Model	- CONTINENTAL C90-8F	ELT Installed/Activated	- NO	-N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO	
Max Gross Wt	- 1220	Engine Type	- RECIPROCATING-CARBURETOR			
No. of Seats	- 2	Rated Power	- 90 HP			

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- PATWAS	Last Departure Point		OFF AIRPORT/STRIP	
Method	- TELEPHONE	MOOSE POINT, AK			
Completeness	- WEATHER NOT PERTINENT	Destination		Airport Data	
Basic Weather	- VMC	ANCHORAGE, AK		Runway Ident	- N/A
Wind Dir/Speed	- 160/020 KTS	ATC/Airspace		Runway Lth/Wid	- N/A
Visibility	- 90.0 SM	Type of Flight Plan	- NONE	Runway Surface	- N/A
Lowest Sky/Clouds	- UNK/NR	Type of Clearance	- VFR	Runway Status	- N/A
Lowest Ceiling	- 2000 FT BROKEN	Type Apch/Lndg	- NONE		
Obstructions to Vision	- NONE				
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

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

Pilot-In-Command	Age - 49	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 612	Last 24 Hrs - 2
SE LAND	Months Since - 23	Make/Model - 584	Last 30 Days - UNK/NR
	Aircraft Type - L-4H	Instrument - UNK/NR	Last 90 Days - 15
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT/MECHANIC STATED THE ENGINE OIL PRESSURE GAUGE BEGAN FLICKERING, SO HE ELECTED TO LAND AND DURING THE DESCENT THE ENGINE FAILED. HE LANDED DOWNWIND IN 20 KNOT WINDS AND DURING THE LANDING ROLL, ACROSS TUNDRA/MUD THE AIRPLANE'S WHEELS STRUCK A LARGE WATER FILLED HOLE AND NOSED OVER. POST ACC EXAM OF THE ACFT REVEALED THAT THE BOTTOM OF THE FUSELAGE WAS COVERED WITH OIL. THE OIL BREATHER TUBE HAD AN OIL CAN WIRED TO IT. THE PLT DID HIS OWN MAINTENANCE WORK. THE OIL WAS BEING BLOWN OUT THRU THE BREATHER TUBE. SINCE THE ACFT WAS UPSIDE DOWN ANY REMAINING OIL HAD DRAINED OUT. THE PLT WAS OPERATING THE ACFT KNOWING THAT THE LUBRICATING SYS WAS IMPROPER.

Brief of Accident (Continued)

File No. - 1398

6/20/86

ANCHORAGE, AK

A/C Reg. No. N58988

Time (Lcl) - 1930 ADT

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

Finding(s)

1. ENGINE ASSEMBLY - INOPERATIVE
2. MAINTENANCE, INSPECTION OF AIRCRAFT - INADEQUATE - PILOT IN COMMAND
3. MAINTENANCE, LUBRICATION - INADEQUATE - PILOT IN COMMAND
4. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - IMPROPER - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - SOFT
6. TERRAIN CONDITION - DITCH
7. WEATHER CONDITION - TAILWIND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1395 7/12/86 STONEY RIVER, AK A/C Reg. No. N1825A Time (Lcl) - 1535 ADT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire NONE
Crew Pass

----Aircraft Information----

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

Eng Make/Model - LYCOMING O-320A2A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

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

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

Weather Data

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

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
WASILLA, 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)
COMMERCIAL
SE LAND, SE SEA

Age - 40

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

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

Instrument Rating(s) - AIRPLANE

----Narrative----

ACCORDING TO A WITNESS, A CERTIFICATED PILOT, A CROWD HAD GATHERED TO WAVE, WATCH THE TAKEOFF AND TAKE PHOTOGRAPHS. THE AIRPLANE BEGAN ITS TAKEOFF ROLL ABOUT MID POINT ON THE AIRSTRIIP AND ROLLED 120 FEET BEFORE LIFTING OFF. THE AIRPLANE CLIMBED STEEPLY AND THEN ENTERED A VERY STEEP BANK TO THE LEFT. THE AIRPLANE THEN PITCHED STRAIGHT DOWN AND FELL INTO THE LAKE TURNING TO THE LEFT. IT WAS THE WITNESSES IMPRESSION, THE PILOT WAS RETURNING TO "BUZZ" THE AIRSTRIIP.

Brief of Accident (Continued)

File No. - 1395

7/12/86

STONEY RIVER, AK

A/C Reg. No. N1825A

Time (Lc1) - 1535 ADT

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

Finding(s)

1. AIRSPEED(VS) - BELOW - PILOT IN COMMAND
2. BUZZING - ATTEMPTED - PILOT IN COMMAND
3. MANEUVER - EXCESSIVE - PILOT IN COMMAND
4. STALL - INADVERTENT - PILOT IN COMMAND
5. JUDGEMENT - POOR - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1269 7/15/86 KETCHIKAN, AK A/C Reg. No. N6336E Time (Lcl) - 2100 ADT

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

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

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

Make/Model	- CESSNA A185F	Eng Make/Model	- CONTINENTAL IO-520-D	ELT Installed/Activated	- YES/YES
Landing Gear	- AMPHIBIAN	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3320	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 300 HP		

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 360/007 KTS</p> <p>Visibility - 15.0 SM</p> <p>Lowest Sky/Clouds - UNK/NR</p> <p>Lowest Ceiling - 3000 FT BROKEN</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DUSK</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">JUNEAU, AK</p> <p>Destination</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - VFR</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FULL STOP</p>	<p>Airport Proximity</p> <p>OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>KETCHIKAN INTN'L</p> <p>Runway Ident - 29</p> <p>Runway Lth/Wid - 7500/ 150</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">PRIVATE</p> <p style="padding-left: 20px;">SE LAND, SE SEA</p>	<p>Age - 46</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - YES</p> <p style="padding-left: 20px;">Months Since - 10</p> <p style="padding-left: 20px;">Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total</td> <td>- 1200</td> <td>Last 24 Hrs</td> <td>- 0</td> </tr> <tr> <td>Make/Model</td> <td>- 300</td> <td>Last 30 Days</td> <td>- UNK/NR</td> </tr> <tr> <td>Instrument</td> <td>- 0</td> <td>Last 90 Days</td> <td>- 26</td> </tr> <tr> <td></td> <td></td> <td>Rotorcraft</td> <td>- 2</td> </tr> </table>	Total	- 1200	Last 24 Hrs	- 0	Make/Model	- 300	Last 30 Days	- UNK/NR	Instrument	- 0	Last 90 Days	- 26			Rotorcraft	- 2
Total	- 1200	Last 24 Hrs	- 0															
Make/Model	- 300	Last 30 Days	- UNK/NR															
Instrument	- 0	Last 90 Days	- 26															
		Rotorcraft	- 2															

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS ATTEMPTING TO LAND WHEN THE ENGINE CEASED OPERATING AS THE THROTTLE WAS ADVANCED. SUBSEQUENTLY, THE ACFT STRUCK AN EMBANKMENT SHORT OF THE RUNWAY. THE PLT HAD SELECTED THE RIGHT FUEL TANK, ALTHOUGH THE NORMAL PROCEDURES IN THE OPERATING MANUAL STATED THAT THE FUEL SELECTOR SHOULD HAVE BEEN ON BOTH. AN EXAM REVEALED THAT THE RIGHT FUEL TANK WAS EMPTY, BUT THE LEFT FUEL TANK CONTAINED APRX 8 GAL OF FUEL. THE PLT STATED THAT THE FUEL GAGES HAD PROVIDED A FALSE INDICATION; HE HAD SELECTED THE RIGHT TANK SINCE THE FUEL GAGE INDICATED IT HAD MORE FUEL.

Brief of Accident (Continued)

File No. - 1269

7/15/86

KETCHIKAN, AK

A/C Reg. No. N6336E

Time (Lcl) - 2100 ADT

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

Finding(s)

1. ENGINE INSTRUMENTS, FUEL QUANTITY GAGE - FALSE INDICATION
 2. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

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

Finding(s)

3. TERRAIN CONDITION - DIRT BANK
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1208 7/27/86 WILLOW, AK A/C Reg. No. N942D Time (Lc1) - 2215 ADT

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

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

Make/Model - STINSON 108-2	Eng Make/Model - CONTINENTAL O-470-K	ELT Installed/Activated - UNK/NR
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2078	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	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	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	ANCHORAGE, AK	WILLOW
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 31
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4600/ 105
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRAVEL
Lowest Ceiling - NONE	Type Apch/Lndg - PRECAUTIONARY LANDING	Runway Status - DRY
Obstructions to Vision- NONE	FORCED LANDING	
Precipitation - NONE		
Condition of Light - DUSK		

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

Pilot-In-Command	Age - 43	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, MILITARY	Current - UNK/NR	Total - 13000
SE LAND, ME LAND, SE SEA	Months Since - UNK/NR	Make/Model- 1000
	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-----

ABOUT 5 TO 10 MIN PRIOR TO THE ACNT, SVRL WITNESSES IN THE VICINITY OF THE WILLOW ARPT SAW THE ACFT HEADED SOUTHBOUND. THEY RPTD THE ENG WAS RUNNING ROUGH, BUT THEY SAW NO SMOKE OR FIRE. APRX 3 MI FURTHER SOUTH, OTHER WITNESSES SAW THE ACFT MAKE A 180 DEG TURN BACK TWD THE ARPT. THEY RPTD THE ENG WAS RUNNING ROUGH & THEY BELIEVED BLACK SMOKE WAS TRAILING FROM THE LOWER ENG AREA. AS THE ACFT CONTD TWD THE ARPT, OTHERS HEARD &/OR SAW THE ACFT. SOME RPTD THE ENG WAS RUNNING VERY ROUGH. OTHERS CLOSER TO THE ARPT SAW NO SMOKE & SVRL THOUGHT THE ENG WAS NOT RUNNING. ONE WITNESS NEAR THE ARPT STATED THE AIRSPEED WAS SLOW JUST BEFORE THE ACFT HIT TREES AT THE EDGE OF A WOODED AREA. THE ACFT CRASHED & BURNED APRX 1600 FT FROM THE APCH END OF RWY 31. AN EXAM OF THE WRECKAGE & A TEARDOWN OF THE ENG WERE MADE, BUT NO PREIMPACT MECHANICAL MALFUNCTION OR FAILURE WAS VERIFIED. HOWEVER, THE ACFT WAS EXTENSIVELY DAMAGED BY IMPACTED & FIRE.

Brief of Accident (Continued)

File No. - 1208

7/27/86

WILLOW, AK

A/C Reg. No. N942D

Time (Lcl) - 2215 ADT

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

Finding(s)

1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

2. PRECAUTIONARY LANDING - DELAYED - PILOT IN COMMAND
3. REMEDIAL ACTION - NOT ATTAINED - PILOT IN COMMAND

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

Finding(s)

4. LIGHT CONDITION - DUSK
5. TERRAIN CONDITION - NONE SUITABLE
6. OBJECT - TREE(S)

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1209 7/27/86 WASILLA, AK A/C Reg. No. N51AA Time (Lcl) - 1328 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

SUBSTANTIAL

Fire

NONE

Crew

Pass

Fatal

1

1

Injuries

Serious

0

0

Minor

0

0

None

0

0

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

Make/Model - INTERSTATE S-1B2
Landing Gear - FLOAT
Max Gross Wt - 1650
No. of Seats - 2

Eng Make/Model - LYCOMING O-320-A2B

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 150 HP

ELT Installed/Activated - YES-UNK/NR

Stall Warning System - NO

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 270/005 KTS

Visibility - 100.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

ON AIRPORT

Airport Data

WASILLA LAKE

Runway Ident - 24

Runway Lth/Wid - 4000 -UNK/NR

Runway Surface - WATER

Runway Status - WATER-CALM

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND, SE SEA

Age - 40

Biennial Flight Review

Current - YES

Months Since - 1

Aircraft Type - S-1B2

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 207

Make/Model- 147

Instrument- 2

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- 85

Last 90 Days- 114

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WITNESSES RPRTD THAT IMMEDIATELY AFTER TAKING OFF FROM THE WASILLA LAKE SEAPLANE BASE, THE ACFT ENTERED A STEEP CLIMBING TURN. SHORTLY THEREAFTER, IT ENTERED A STEEP DSCNT & CRASH INTO THE WATER. THERE WAS EVIDENCE THAT THE ACFT ENTERED A STALL/SPIN PRIOR TO CRASHING. NO PREIMPACT PART FAILURE OR MALFUNCTION WAS FOUND. BOTH OCCUPANTS SUFFERED MULTIPLE IMPACT INJURIES, BUT ACCORDING TO A POST-ACCIDENT MEDICAL EXAM, BOTH OCCUPANTS DIED FROM DROWNING.

Brief of Accident (Continued)

File No. - 1209

7/27/86

WASILLA, AK

A/C Reg. No. N51AA

Time (Lc1) - 1328 ADT

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

Finding(s)

1. MANEUVER - INITIATED -
2. PROPER CLIMB RATE - EXCEEDED - PILOT IN COMMAND
3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
4. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation 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) 2,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1246 9/09/86 WILLOW, AK A/C Reg. No. N9342A Time (Lc1) - 1130 ADT

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

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

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

Make/Model - CESSNA 195A	Eng Make/Model - JACOBS R-755-9	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3350	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 245 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	ANCHORAGE, AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	WILLOW
Wind Dir/Speed- VARIABLE/005 KTS	ATC/Airspace	Runway Ident - 13
Visibility - 40.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4600/ 105
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRAVEL
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 - 47	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, ATP, CFI	Current - YES	Total - 12050
SE LAND, ME LAND, SE SEA, ME SEA	Months Since - 5	Make/Model- 90
	Aircraft Type - C-185	Instrument- 740
		Multi-Eng - 5975
		Last 24 Hrs - 2
		Last 30 Days- 2
		Last 90 Days- 10

Instrument Rating(s) - AIRPLANE

-----Narrative-----

Brief of Accident (Continued)

File No. - 1246

9/09/86

WILLOW, AK

A/C Reg. No. N9342A

Time (Lc1) - 1130 ADT

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

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND(CFI)
2. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - LOOSE GRAVEL/SANDY
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND(CFI)
4. GROUND LOOP/SWERVE - UNCONTROLLED -

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

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

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. - 1245 9/13/86 GLENNALLEN, AK A/C Reg. No. N2665P Time (Lcl) - 1400 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries
Serious Minor
0 0
0 0

None
1
1

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

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

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

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

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

Weather Data

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

Itinerary

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

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

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

Age - 44

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

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

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT RPRTD THAT HE HAD FLOWN TO THE STRIP A LONG TIME AGO & DID NOT KNOW THAT IT HAD DETERIORATED. DURING THE LANDING, THE ACFT RAN INTO HOLES. SUBSEQUENTLY, THE MAIN GEAR & ONE LIFT STRUT WERE DAMAGED. RPRTDLY, THE ACFT NOSED OVER DURING THE OCCURRENCE.

Brief of Accident (Continued)

File No. - 1245

9/13/86

GLENNALLEN, AK

A/C Reg. No. N2665P

Time (Lcl) - 1400 ADT

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

Finding(s)

1. TERRAIN CONDITION - ROUGH/UNEVEN
 2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1241 9/19/86 AMERICAN RIVER, AK A/C Reg. No. N83U Time (Lcl) - 1717 ADT

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

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage				
Name of Carrier	-BERING AIR SERVICE	SUBSTANTIAL				
Type of Operation	-NON SCHED, DOMESTIC, PASSENGER	Fire	Crew	Fatal	Injuries	
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	Serious	Minor
Accident Occurred During	-TAKEOFF			0	0	1
						0
						3

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

Make/Model	- DEHAVILLAND DHC-3	Eng Make/Model	- P&W R-1340	ELT Installed/Activated	- YES/YES
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 8000	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 6	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	NOME, AK		Runway Ident	- N/A
Wind Dir/Speed	- 270/005 KTS	ATC/Airspace		Runway Lth/Wid	- N/A
Visibility	- 10.0 SM	Type of Flight Plan	- VFR	Runway Surface	- N/A
Lowest Sky/Clouds	- UNK/NR	Type of Clearance	- NONE	Runway Status	- N/A
Lowest Ceiling	- 1200 FT BROKEN	Type Apch/Lndg	- NONE		
Obstructions to Vision	- NONE				
Precipitation	- RAIN				
Condition of Light	- DAYLIGHT				

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

Pilot-In-Command	Age - 29	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time, (Hours)	
ATP	Current - YES	Total - 9240	Last 24 Hrs - 5
SE LAND, ME LAND, SE SEA	Months Since - 3	Make/Model - 1500	Last 30 Days - 100
	Aircraft Type - PA-31	Instrument - 729	Last 90 Days - 180
		Multi-Eng - 4612	Rotorcraft - 1

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER LANDING ON A 1200 FT GRAVEL BAR, THE PLT PACED OFF THE AVAILABLE AREA, ESTIMATED THE LOAD TO PICK UP, THEN LOADED THE ACFT. DUE TO THE X-WIND, HE USED LESS THAN TAKEOFF FLAPS. HE BEGAN TAKING OFF, BUT AFTER LIFT-OFF, THE ACFT "SEEMED TO HIT A DOWNDRAFT." THE PLT SELECTED TAKEOFF FLAPS & BEGAN A SLIGHT TURN TO GET MORE ROOM TO CLEAR A 20 FT BANK OF DIRT. HOWEVER, THE ACFT WOULD NOT CLEAR THE BANK. AFTER IMPACT, IT CAME TO REST ON THE TUNDRA & THE OCCUPANTS EXITED THE PLANE.

Brief of Accident (Continued)

File No. - 1241

9/19/86

AMERICAN RIVER, AK

A/C Reg. No. N83U

Time (Lcl) - 1717 ADT

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

Finding(s)

1. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
2. TERRAIN CONDITION - LOOSE GRAVEL/SANDY
3. TERRAIN CONDITION - ROUGH/UNEVEN
4. WEATHER CONDITION - CROSSWIND
5. WEATHER CONDITION - GUSTS
6. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
7. IMPROPER USE OF PROCEDURE, SELF-INDUCED PRESSURE - PILOT IN COMMAND
8. AIRSPEED - NOT OBTAINED - PILOT IN COMMAND
9. STALL/MUSH
10. TERRAIN CONDITION - DIRT BANK

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,6,8

Factor(s) relating to this accident is/are finding(s) 2,3,4,5,7,10

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1232

9/25/86

HANNING BAY, AK

A/C Reg. No. N4611E

Time (Lcl) - 0745 ADT

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

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

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

Make/Model	- CESSNA A185F	Eng Make/Model	- CONTINENTAL IO-520-D	ELT Installed/Activated	- YES/YES
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3350	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 300 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRSTRIP
Method - TELEPHONE	CORDOVA, AK	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	BEACH LANDING STRIP
Wind Dir/Speed - 300/005 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 20.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRAVEL
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision - NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 26	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - UNK/NR
SE LAND, SE SEA	Months Since - 4	Last 24 Hrs - 4
	Aircraft Type - C-A185F	Make/Model - 4000
		Instrument - UNK/NR
		Multi-Eng - UNK/NR
		Last 30 Days - UNK/NR
		Last 90 Days - 267
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

Brief of Accident (Continued)

File No. - 1232

9/25/86

HANNING BAY, AK

A/C Reg. No. N4611E

Time (Lcl) - 0745 ADT

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

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
 2. WEATHER CONDITION - CROSSWIND
 3. WEATHER CONDITION - GUSTS
-

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1355 9/25/86 ANCHORAGE, AK A/C Reg. No. N578A Time (Lcl) - 1802 ADT

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

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

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

Make/Model	- STAR DUSTER SA-100	Eng Make/Model	- LYCOMING O-290-G	ELT Installed/Activated	- UNK/NR
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1080	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 1	Rated Power	- 125 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	ON AIRPORT
Method	ANCHORAGE, AK	
Completeness	Destination	Airport Data
Basic Weather	ANCHORAGE, AK	UNKNOWN
Wind Dir/Speed	ATC/Airspace	Runway Ident
Visibility	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- NONE	Runway Lth/Wid
Lowest Ceiling	- VFR	- N/A
Obstructions to Vision	- NONE	Runway Surface
Precipitation	- NONE	- N/A
Condition of Light	- DAYLIGHT	

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

Pilot-In-Command	Age - 41	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current	- YES	Total - 480
SE LAND	Months Since	- 22	Make/Model - 400
	Aircraft Type	- SA-100	Instrument - 0
			Last 24 Hrs - UNK/NR
			Last 30 Days - UNK/NR
			Last 90 Days - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

SHORTLY AFTER DEPARTURE OF A BOEING 747 JET, THIS AIRCRAFT WAS CLEARED FOR TAKEOFF. AT AN ALTITUDE OF 200 FEET THE PILOT LOST DIRECTIONAL CONTROL OF AIRCRAFT CAUSING THE AIRCRAFT TO CRASH NEXT TO THE RUNWAY. JUST PRIOR TO TAKEOFF THE PILOT WAS ISSUED WAKE TURBULENCE ADVISORY.

Brief of Accident (Continued)

File No. - 1355

9/25/86

ANCHORAGE, AK

A/C Reg. No. N578A

Time (Lcl) - 1802 ADT

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

Finding(s)

1. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE - PILOT IN COMMAND
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. STALL - INADVERTENT - PILOT IN COMMAND
5. RADIO COMMUNICATIONS - DISREGARDED - PILOT IN COMMAND

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1317 10/01/86 JUNEAU, AK

A/C Reg. No. N4631E

Time (Lcl) - 0813 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
SUBSTANTIAL
Fire NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	4

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

Make/Model - CESSNA 185-F II
Landing Gear - AMPHIBIAN
Max Gross Wt - 3350
No. of Seats - 6

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - IMC
Wind Dir/Speed - 090/005 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - 200 FT SCATTERED
Lowest Ceiling - 2500 FT OVERCAST
Obstructions to Vision - FOG
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
TENAKEE INLET, AK
Destination
JUNEAU, AK

ATC/Airspace

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

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

JUNEAU, AK
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND, SE SEA
HELICOPTER

Age - 37

Biennial Flight Review

Current - YES
Months Since - 8
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 3426	Last 24 Hrs	- UNK/NR
Make/Model	- 3000	Last 30 Days	- UNK/NR
Instrument	- 20	Last 90 Days	- 75
Multi-Eng	- UNK/NR	Rotorcraft	- 47

Instrument Rating(s) - NONE

-----Narrative-----

PILOT ATTEMPTED OVERWATER APPROACH TO VFR AIRPORT THROUGH FOG BANK IN CONDITIONS DECREASING TO 200 FT CLG AND ONE MI VIZ. ON ENCOUNTERING TOTAL IMC, CLIMBING TURN TOOK ACFT OVER LAND. ACFT COLLIDED WITH TREES AT 800 FT LEVEL.

Brief of Accident (Continued)

File No. - 1317

10/01/86

JUNEAU, AK

A/C Reg. No. N4631E

Time (Lc1) - 0813 ADT

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

Finding(s)

1. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
2. WEATHER CONDITION - FOG

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

Finding(s)

3. TERRAIN CONDITION - RISING
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

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. - 1231 10/07/86 LEWIS RIVER, AK A/C Reg. No. N87857 Time (Lcl) - 1830 ADT

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

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

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

Make/Model	- TEAL WASHAC TSC-1A2	Eng Make/Model	- LYCOMING O-320	ELT Installed/Activated	- YES/NO
Landing Gear	- AMPHIBIAN	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 750	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 150 HP		

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- CALM</p> <p>Visibility - 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>ANCHORAGE, AK</p> <p>Destination</p> <p>SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN</p>	<p>Airport Proximity</p> <p>OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND, SE SEA</p>	<p>Age - 52</p> <p>Biennial Flight Review</p> <p>Current - UNK/NR</p> <p>Months Since - UNK/NR</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 710</p> <p>Make/Model- UNK/NR</p> <p>Instrument- UNK/NR</p> <p>Multi-Eng - UNK/NR</p> <p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- UNK/NR</p> <p>Rotorcraft - UNK/NR</p>
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Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT HE LANDED THE AMPHIBIOUS ACFT ON THE LEWIS RIVER WITH THE GEAR IN THE EXTENDED POSITION. SHORTLY AFTER TOUCHDOWN, THE ACFT NOSED OVER ON ITS TOP. FAA RECORDS SHOWED THE PLT HAD A TOTAL FLYING TIME OF APRX 710 HRS.

Brief of Accident (Continued)

File No. - 1231

10/07/86

LEWIS RIVER, AK

A/C Reg. No. N87857

Time (Lc1) - 1830 ADT

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

Finding(s)
1. WHEELS DOWN LANDING IN WATER - INADVERTENT - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1219 10/21/86 NIGHTMUTE,AK A/C Reg. No. N406TH Time (Lcl) - 1430 ADT

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

Type Operating Certificate-AIR CARRIER - ALL CARGO	Aircraft Damage	Injuries			
Name of Carrier -TROY AIR SERVICE	SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation -NON SCHED,DOMESTIC,CARGO	Fire	Crew	0	0	0
Flight Conducted Under -14 CFR 135	NONE	Pass	0	0	0
Accident Occurred During -LANDING					1

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

Make/Model - SHORT BROS SC7 SERIES 3	Eng Make/Model - AIRESEARCH TPE-331-F	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 12500	Engine Type - TURBOPROP	
No. of Seats - 2	Rated Power - 650 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	BETHAL,AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	NIGHTMUTE
Wind Dir/Speed- 020/020 KTS	ATC/Airspace	Runway Ident - 02
Visibility - 90.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 1600/ 40
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRAVEL
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 31	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,ATP,CFI	Current - YES	Total - 2590
SE LAND,ME LAND,SE SEA	Months Since - 9	Make/Model- 152
	Aircraft Type - PA-34	Instrument- 360
		Multi-Eng - 1530
		Last 24 Hrs - 5
		Last 30 Days- 140
		Last 90 Days- 250

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACCORDING TO THE PLT-IN-COMMAND (PIC), WHEN THE ACFT WAS ON FINAL APCH TO THE 1600 FT RWY, IT ENCOUNTERED A DOWNDRAFT. SUBSEQUENTLY, THE ACFT HIT HARD ON THE LIP OF THE RWY, THEN BOUNCED & TOUCHED DOWN ON THE RWY. AFTER THE 2ND TOUCHDOWN, THE ACFT VEERED TO THE RIGHT, EXITED THE RWY & CONTD ONTO OPEN TUNDRA. THE ACFT'S RIGHT MAIN GEAR, RIGHT WING, RIGHT PROP & NOSE GEAR WERE DAMAGED DRG THE SEQUENCE.

Brief of Accident (Continued)

File No. - 1219

10/21/86

NIGHTMUTE,AK

A/C Reg. No. N406TH

Time (Lc1) - 1430 ADT

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

Finding(s)

1. WEATHER CONDITION - DOWNDRAFT
2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
3. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - ROUGH/UNEVEN

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

Finding(s)

4. LANDING GEAR, MAIN GEAR - OVERLOAD

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

Finding(s)

5. DIRECTIONAL CONTROL - NOT POSSIBLE -
6. GROUND LOOP/SWERVE - 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) 1,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1244 10/21/86 EUREKA CREEK, AK A/C Reg. No: N46243 Time (Lcl) - 1100 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - INTERSTATE S-1B1
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1650
No. of Seats - 2

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

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 040
Visibility - 40.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
NORTH POLE, AK
Destination
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

EUREKA CREEK
Runway Ident - 34
Runway Lth/wid - UNK/NR
Runway Surface - DIRT
Runway Status - ICE COVERED

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

Pilot-In-Command

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

Age - 25
Biennial Flight Review
Current - YES
Months Since - 10
Aircraft Type - 7ECA

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total - 109	Last 24 Hrs - UNK/NR
Make/Model- UNK/NR	Last 30 Days- UNK/NR
Instrument- UNK/NR	Last 90 Days- UNK/NR
Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT LOST CONTROL OF THE AIRCRAFT ON LANDING & IT COLLIDED WITH A LARGE METAL SLUICE BOX THAT WAS LOCATED BESIDE THE RUNWAY. AT THE TIME OF THE ACCIDENT, THE WIND WAS FROM THE NORTHEAST & WAS GUSTY. THE DIRT RUWAY WAS FROZEN, ROUGH & RUTTED.

Brief of Accident (Continued)

File No. - 1244

10/21/86

EUREKA CREEK, AK

A/C Reg. No. N46243

Time (Lcl) - 1100 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. WEATHER CONDITION - CROSSWIND
3. WEATHER CONDITION - GUSTS
4. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - ROUGH/UNEVEN
5. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
6. IMPROPER USE OF PROCEDURE, SELF-INDUCED PRESSURE - PILOT IN COMMAND
7. DIRECTIONAL CONTROL - NOT MAINTAINED -
8. GROUND LOOP/SWERVE - UNCONTROLLED -

Occurrence #2 ON GROUND COLLISION WITH OBJECT

Phase of Operation LANDING - ROLL

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1230 11/17/86 BIG LAKE, AK A/C Reg. No. N1ZA Time (Lcl) - 1935 AST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

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

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed - 060/006 KTS
Visibility - 50.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision - NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

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

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

BIG LAKE
Runway Ident - 06
Runway Lth/Wid - 2800/ 80
Runway Surface - GRAVEL
Runway Status - DRY

-----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 - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total	57
Make/Model-	21
Instrument-	0
Last 24 Hrs -	2
Last 30 Days-	UNK/NR
Last 90 Days-	18

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT STALLED THE ACFT AT APRX 20 TO 30 FT AGL DURING THE INITIAL CLIMBOUT. SUBSEQUENTLY, THE ACFT IMPACTED THE RWY & WENT OFF TO THE SIDE.

Brief of Accident (Continued)

File No. - 1230

11/17/86

BIG LAKE, AK

A/C Reg. No. N1ZA

Time (Lcl) - 1935 AST

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

Finding(s)

1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 2. STALL - INADVERTENT - PILOT IN COMMAND
 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation 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. - 1357 11/19/86 BARROW, AK A/C Reg. No. N68396 Time (Lcl) - 1355 AST

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

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

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

Make/Model - CESSNA 305E	Eng Make/Model - CONTINENTAL D-470-11B	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2800	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 213 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	WILEY POST
Wind Dir/Speed- 190/005 KTS	ATC/Airspace	Runway Ident - 06
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 6500/ 150
Lowest Sky/Clouds - 1400 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 16000 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - SNOW - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 51	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1560
SE LAND	Months Since - 14	Make/Model- 19
	Aircraft Type - 15AC	Instrument- 49
		Multi-Eng - UNK/NR
		Last 24 Hrs - 1
		Last 30 Days- 1
		Last 90 Days- 7
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT DURING THE TAKEOFF HE HAD FULL RIGHT AILERON AND LEFT RUDDER. THE PILOT LOST DIRECTIONAL CONTROL OF THE AIRCRAFT AND CRASHED OFF THE LEFT SIDE OF THE RUNWAY. AT THE TIME OF THE ACCIDENT THE WIND WAS FIVE KNOTS OR LESS.

Brief of Accident (Continued)

File No. - 1357

11/19/86

BARROW,AK

A/C Reg. No. N68396

Time (Lcl) - 1355 AST

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

Finding(s)

1. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
 2. IMPROPER USE OF PROCEDURE - PILOT IN COMMAND
 3. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
 4. LIFT-OFF - IMPROPER - PILOT IN COMMAND
 5. IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND
 6. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
Phase of Operation TAKEOFF - INITIAL CLIMB

----Probable Cause----

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

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. - 1356 11/19/86 MANOKOTAK, AK A/C Reg. No. N1763U Time (Lcl) - 0915 AST

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

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

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

Make/Model	- CESSNA 207A	Eng Make/Model	- CONTINENTAL IO-520-F9	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3800	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 7	Rated Power	- 300 HP		

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

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	DILLINGHAM, AK		MANOKOTAK	
Wind Dir/Speed	- 020/004 KTS	ATC/Airspace		Runway Ident	- 02
Visibility	- 25.0 SM	Type of Flight Plan	- COMPANY (VFR)	Runway Lth/Wid	- 2000/ 80
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- NONE	Runway Surface	- GRAVEL
Lowest Ceiling	- NONE	Type Apch/Lndg	- NONE	Runway Status	- SNOW - DRY
Obstructions to Vision	- NONE				
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

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

Pilot-In-Command	Age - 50	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 4500	Last 24 Hrs - 1
SE LAND	Months Since - 6	Make/Model - 3000	Last 30 Days - 100
	Aircraft Type - C-207	Instrument - 6	Last 90 Days - 200
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT HE LOST DIRECTIONAL CONTROL OF THE AIRCRAFT ON THE TAKEOFF ROLL. THE AIRCRAFT EXITED THE DEPARTURE END OF THE RUNWAY INTO THE OPEN TUNDRA.

Brief of Accident (Continued)

File No. - 1356

11/19/86

MANOKOTAK, AK

A/C Reg. No. N1763U

Time (Lcl) - 0915 AST

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

Finding(s)

1. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE - PILOT IN COMMAND
3. AIRSPEED - NOT ATTAINED - PILOT IN COMMAND
4. LIFT-OFF - NOT ATTAINED - 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) 1,3,4

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1358 12/03/86 SKWENTNA, AK A/C Reg. No. N6992N Time (Lcl) - 1400 AST

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

Type Operating Certificate-ON-DEMAND AIR TAXI

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

Aircraft Damage
SUBSTANTIAL
Fire - NONE

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

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

Make/Model - CESSNA 185
Landing Gear - AMPHIBIAN
Max Gross Wt - 3350
No. of Seats - 4

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

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

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

Weather Data

Wx Briefing - COMMERCIAL WX SERVICE
Method - UNK/NR
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 300/004 KTS
Visibility - 12.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - 2000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

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

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

SKWENTNA
Runway Ident - 09
Runway Lth/Wid - 2900/ 150
Runway Surface - GRAVEL
Runway Status - SNOW - DRY

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

Pilot-In-Command

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

Age - 33
Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - C-185

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total - 4000	Last 24 Hrs - 1
Make/Model- 250	Last 30 Days- 30
Instrument- UNK/NR	Last 90 Days- 60
Multi-Eng - 180	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT LOST DIRECTIONAL CONTROL OF THE AIRCRAFT ON TOUCHDOWN. EXAMINATION OF THE BRAKE SYSTEM REVEALED THE LEFT BRAKE WAS FROZEN.

Brief of Accident (Continued)

File No. - 1358

12/03/86

SKWENTNA, AK

A/C Reg. No. N6992N

Time (Lc1) - 1400 AST

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

Finding(s)

1. LANDING GEAR, WHEEL - FROZEN
2. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1399 12/04/86 UGANIK PASS,AK A/C Reg. No. N4736U Time (Lcl) - 1610 AST

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

Type Operating Certificate-ON-DEMAND AIR TAXI Name of Carrier -ISLAND AIR SERVICE Type of Operation -NON SCHED,DOMESTIC,PASSENGER Flight Conducted Under -14 CFR 135 Accident Occurred During -MANEUVERING	Aircraft Damage SUBSTANTIAL Fire NONE	Fatal Crew 0 Pass 0	Injuries Serious 0 Minor 0	None 1 3
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-----Aircraft Information-----

Make/Model - CESSNA U206G Landing Gear - TRICYCLE-FIXED Max Gross Wt - 3500 No. of Seats - 6	Eng Make/Model - CONTINENTAL IO-520F Number Engines - 1 Engine Type - RECIP-FUEL INJECTED Rated Power - 300 HP	ELT Installed/Activated - YES/YES 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 - IMC Wind Dir/Speed- CALMABLE Visibility - UNK/NR Lowest Sky/Clouds - CLEAR Lowest Ceiling - 2500 FT OVERCAST Obstructions to Vision- BLOWING SNOW Precipitation - SNOW Condition of Light - NIGHT(DARK)	Itinerary Last Departure Point KODIAK,AK Destination ZACHARY BAY,AK ATC/Airspace Type of Flight Plan - VFR Type of Clearance - NONE Type Apch/Lndg - NONE	Airport Proximity OFF AIRPORT/STRIP Airport Data Runway Ident - N/A Runway Lth/Wid - N/A Runway Surface - N/A Runway Status - N/A
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-----Personnel Information-----

Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND	Age - 43 Biennial Flight Review Current - YES Months Since - 1 Aircraft Type - C-206	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Flight Time (Hours) Total - 6050 Make/Model- 3946 Instrument- 220 Multi-Eng - 109 Last 24 Hrs - 2 Last 30 Days- 90 Last 90 Days- 175
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT HE ENCOUNTERED A COMPLETE WHITE-OUT CONDITION; HE STARTED A TURN TO THE LEFT AND STRUCK THE TOP OF THE RIDGE AT THE 1780 FOOT LEVEL.

Brief of Accident (Continued)

File No. - 1399

12/04/86

UGANIK PASS, AK

A/C Reg. No. N4736U

Time (Lcl) - 1610 AST

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

Finding(s)

1. TERRAIN CONDITION - MOUNTAINOUS/HILLY
2. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE - PILOT IN COMMAND
4. TERRAIN CONDITION - ROUGH/UNEVEN
5. WEATHER EVALUATION - NOT PERFORMED - PILOT IN COMMAND
6. WEATHER CONDITION - CLOUDS
7. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
8. WEATHER CONDITION - WHITEOUT
9. METEOROLOGICAL SERVICE - NOT OBTAINED - PILOT IN COMMAND

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,5,6,7,8,9

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. - 1400 12/07/86 SHAGELUK,AK A/C Reg. No. N9940D Time (Lcl) - 1256 AST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire Crew
NONE Pass

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

Make/Model - PIPER PA-18
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1700
No. of Seats - 2

Eng Make/Model - CONTINENTAL C-90-12F
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 90 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 40.0 SM
Lowest Sky/Clouds - 1500 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - FREEZING RAIN
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
HOLY CROSS,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)
STUDENT

Age - 37
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)		
Total	-	306
Last 24 Hrs	-	2
Last 30 Days	-	5
Last 90 Days	-	10

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED HE ENCOUNTERED FREEZING RAIN AND DUE TO THE BUILD-UP ON THE AIRCRAFT, HE STALLED AND CRASHED IN AN OPEN AREA NEXT TO THE AIRPORT.

Brief of Accident (Continued)

File No. - 1400

12/07/86

SHAGELUK,AK

A/C Reg. No. N9940D

Time (Lcl) - 1256 AST

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

Finding(s)

1. WEATHER CONDITION - ICING CONDITIONS
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. WEATHER CONDITION - SNOW
4. WEATHER EVALUATION - NOT ATTAINED - PILOT IN COMMAND
5. WEATHER FORECAST - NOT ATTAINED - PILOT IN COMMAND
6. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND

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

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1248 3/07/86 ANDALUSIA,AL A/C Reg. No. N1099X Time (Lcl) - 0835 CST

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

Type Operating Certificate-ON-DEMAND AIR TAXI

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

Aircraft Damage
DESTROYED
Fire NONE

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

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

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

Eng Make/Model - LYCOMING IO-540-KIA5
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 300 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 330/005 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 2500 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
ANDALUSIA,AL
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

Pilot-In-Command

Certificate(s)/Rating(s)

ATP
SE LAND,ME LAND
HELICOPTER

Age - 51
Biennial Flight Review
Current - YES
Months Since - 11
Aircraft Type - C-90

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

Total	- 5513	Last 24 Hrs	- 5
Make/Model-	8	Last 30 Days-	12
Instrument-	582	Last 90 Days-	40
Multi-Eng	- 858	Rotorcraft	- 2948

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

THE ACCIDENT FLT WAS TO BE THE LAST IN A SERIES OF FLT TESTS. THIS FLT WAS FOR THE PURPOSE OF DETERMINING THE LANDING CHARACTERISTICS OF THE ACFT WITH A COMBINATION SPEED/STOL KIT INSTALLED. WHEN THE FAA FLT TEST PLT FAILED TO RETURN FROM THE MISSION A SEARCH WAS STARTED. THE ACFT HAD BEEN SEEN SPINNING BY 3 WITNESSES WHO ALSO SAW THE PLT JUMP FROM THE ACFT AT LOW ALT. THE PLT WORE A PARACHUTE BUT IT WAS NOT DEPLOYED AND HE WAS FATALLY INJURED. THE PLTS CLOTHING HAD OIL SPLATTERS WHICH CHEMICALLY TESTED THE SAME AS THE OIL USED FOR BALLAST IN THE ACFT. THERE WERE NO OIL CONTAINERS NEAR THE BODY WHICH WAS ABOUT 20 YDS FROM THE ACFT WRECKAGE. THE BALLAST WAS IMPROPERLY SECURED IN THE ACFT AND HAD NOT BEEN INSPECTED BY FAA. THE FAA INSPECTOR DID NO EVALUATION OR INSTRUCTING ON THE CONDUCT OF THESE TESTS. THE OWNER SAID HE HAD PERFORMED THE SAME TESTS AS ATTEMPTED BUT THERE WERE NO RECORDS CONCERNING THESE TESTS. THE EXIT DOOR JETTISON FUNCTION REQUIRED 3 PROCEDURAL STEPS FOR EGRESS.

Brief of Accident (Continued)

File No. - 1248

3/07/86

ANDALUSIA,AL

A/C Reg. No. N1099X

Time (Lc1) - 0835 CST

Occurrence #1 ABRUPT MANEUVER
Phase of Operation MANEUVERING

Finding(s)

1. STALL/SPIN - INTENTIONAL - PILOT IN COMMAND

Occurrence #2 CARGO SHIFT
Phase of Operation MANEUVERING

Finding(s)

2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, COMPLACENCY - PILOT IN COMMAND
4. TIE DOWN/SECURITY OF CARGO - INADEQUATE - PILOT IN COMMAND
5. MISC EQPT/FURNISHINGS, CARGO RESTRAINTS - INADEQUATE
6. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - INTENTIONAL - PILOT IN COMMAND
7. PROCEDURE INADEQUATE, CONDITION(S)/STEP(S) INSUFFICIENTLY DEFINED - FAA INSPECTOR

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

Finding(s)

8. DOOR, INTERIOR CREW - BINDING(MECHANICAL)

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

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1293 7/03/86 HUNTSVILLE, AL A/C Reg. No. N30365 Time (Lcl) - 1030 CDT

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

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

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

Make/Model	- CESSNA 177A	Eng Make/Model	- LYCOMING O-360-A1F	ELT Installed/Activated	- YES/NO
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	- 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	MOONTOWN	
Wind Dir/Speed	- 020/007 KTS		Runway Ident	- 27
Visibility	- 5.0 SM	ATC/Airspace	Runway Lth/Wid	- 2180/ 160
Lowest Sky/Clouds	- 3000 FT SCATTERED	Type of Flight Plan	Runway Surface	- GRASS/TURF
Lowest Ceiling	- NONE	Type of Clearance	Runway Status	- DRY
Obstructions to Vision	- NONE	Type Apch/Lndg		
Precipitation	- NONE			
Condition of Light	- DAYLIGHT			

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

Pilot-In-Command	Age - 61	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 1182	Last 24 Hrs - UNK/NR
SE LAND	Months Since - 12	Make/Model - 520	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 107	Last 90 Days - 13
		Multi-Eng - 12	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT HAD SET ON THE RAMP WITH LITTLE FUEL IN IT FOR APRX ONE WEEK. JUST BEFORE THE ACCIDENT FLT, THE PILOT TOOK FUEL SAMPLES, BUT FOUND NO WATER. HE THEN TAXIED TO THE FUEL PUMPS AND ADDED APRX 20 GAL OF FUEL IN EACH TANK. ANOTHER FUEL SAMPLE WAS NOT TAKEN. THE PLT THEN TAXIED TO THE RWY FOR TAKE OFF. AFTER TAKE OFF, THE ENG QUIT AT ABOUT 500 FT AGL. AN EXAM OF THE ACFT REVEALED THAT THE CARBURETOR WAS FULL OF WATER. THE FUEL TANK CAPS WERE CHECKED & DID NOT LEAK. THE FUEL SUPPLY WAS CHECKED & FOUND TO HAVE NO WATER CONTAMINATION. THE TANKS HAD NOT ONLY BEEN EMPTY FOR AN EXTENDED PERIOD, BUT THERE REPORTEDLY HAD BEEN A LARGE VARIATION IN TEMPERATURE THE NIGHT BEFORE THE ACCIDENT FLT. THE ACFT WAS DAMAGED WHEN IT WAS LANDED IN A SOY BEAN FIELD.

Brief of Accident (Continued)

File No. - 1293

7/03/86

HUNTSVILLE,AL

A/C Reg. No. N30365

Time (Lc1) - 1030 CDT

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

Finding(s)

1. WEATHER CONDITION - TEMPERATURE EXTREMES
2. FUEL SYSTEM - CONTAMINATION
3. FLUID,FUEL - WATER
4. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

5. TERRAIN CONDITION - CROP
6. TERRAIN CONDITION - SOFT

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1273 5/31/86 POCAHONTAS, AR A/C Reg. No. N8896Q Time (Lcl) - 0715 CDT

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

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

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

Make/Model - AERO COMMANDER 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	POCAHONTAS, AR	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 350/004 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 10000 FT THIN BKN	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 25000 FT OVERCAST	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 - 64	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - NO	Total - 29800
SE LAND	Months Since - UNK/NR	Make/Model- 4800
	Aircraft Type - C-150	Instrument- 0
		Last 24 Hrs - 8
		Last 30 Days- UNK/NR
		Last 90 Days- 129

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT THIS WAS HIS THIRD FLIGHT OF THE MORNING WITH A FULL LOAD OF FERTILIZER. REPORTEDLY, HE WAS IN THE PROCESS OF AERIAL APPLICATION, WHEN THE ENGINE QUIT. HE MADE A FORCED LANDING ON A SHORT FIELD ROAD. HE FURTHER STATED THAT THE GROUND ROLL WAS FINE UNTIL THE RIGHT MAIN LANDING GEAR STRUCK A BIG ROCK AND HE LOST DIRECTIONAL CONTROL. THE AIRCRAFT THEN WENT THRU A DITCH AND NOSED OVER. THE ENGINE WAS DAMAGED BEYOND ECONOMICAL REPAIR DUE TO AN INTERNAL CATASTROPHIC FAILURE.

Brief of Accident (Continued)

File No. - 1273

5/31/86

POCAHONTAS, AR

A/C Reg. No. N8896Q

Time (Lcl) - 0715 CDT

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

Finding(s)

1. ENGINE ASSEMBLY - FAILURE, TOTAL
2. EMERGENCY PROCEDURE - INITIATED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

3. REMEDIAL ACTION - NOT POSSIBLE - PILOT IN COMMAND

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

Finding(s)

4. DIRECTIONAL CONTROL - NOT POSSIBLE -
5. GROUND LOOP/SWERVE - UNCONTROLLED -

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

Finding(s)

6. TERRAIN CONDITION - DITCH

Occurrence #5 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1225 1/18/86 COTTONWOOD, AZ A/C Reg. No. N21995 Time (Lc1) - 1215 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire Crew
NONE Pass

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

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

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

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

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

Weather Data

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

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
CHANDLER, AZ

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Wind Dir/Speed- 030/005 KTS
Visibility - 65.0 SM
Lowest Sky/Clouds - 25000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

ATC/Airspace

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

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

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

Pilot-In-Command

Certificate(s)/Rating(s)
UNK/NR

Age - UNK/NR
Biennial Flight Review

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

Medical Certificate - NO MEDICAL

Flight Time (Hours)

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

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT HAD NOT BEEN FLOWN FOR ABOUT 4 YRS. THE PLT INTENDED TO FLY IT TO CHANDLER, AZ, FOR AN ANNUAL INSPN. THE PAX STATED THE PLT HAD PREVIOUSLY MADE A TEST FLT, BUT HAD A PROBLEM STARTING THE ENG. RPRTDLY, THE PLT "CLEANED THE FUEL SYSTEM AND FILLED THE TANKS" BEFORE TAKING OFF ON THE ACDNT FLT. DRG TAKEOFF, THE ENG BEGAN TO LOSE POWER AT ABOUT 150 FT AGL. SUBSEQUENTLY, THE ACFT ENTERED A RIGHT TURN & DSCNDD INTO TREES & CRASHED. THE PAX STATED THAT THE ENG DID NOT STOP RUNNING. NO REASON WAS FOUND FOR THE PRESUMED PARTIAL LOSS OF POWER. NO RECORD WAS FOUND OF THE PLT EVER HAVING HELD AN FAA PLT CERTIFICATE. AN NTSB FORM 6120.1 (PILOT/OPERATOR AIRCRAFT ACCIDENT REPORT) WAS MAILED TO THE PLT, BUT IT WAS RETURNED MARKED "MOVED - NO FORWARDING ADDRESS."

Brief of Accident (Continued)

File No. - 1225

1/18/86

COTTONWOOD,AZ

A/C Reg. No. N21995

Time (Lc1) - 1215 MST

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

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
2. MAINTENANCE,ANNUAL INSPECTION - NOT ATTAINED -
3. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
4. IMPROPER USE OF PROCEDURE,QUALIFICATION - PILOT IN COMMAND
5. MISCELLANEOUS - UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

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

Finding(s)

6. OBJECT - TREE(S)

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1223 4/02/86 SAINT JOHNS,AZ A/C Reg. No. N2691F Time (Lcl) - 1121 MST

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

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

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

Make/Model	- CESSNA 182J	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-----

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - TELEPHONE</p> <p>Completeness - PARTIAL,LMTD BY FCSTR</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- VARIABLE/025 KTS</p> <p>Visibility - 35.0 SM</p> <p>Lowest Sky/Clouds - UNK/NR</p> <p>Lowest Ceiling - UNK/NR BROKEN</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>CARLSBAD,NM</p> <p>Destination</p> <p>FLAGSTAFF,AZ</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN</p> <p>FULL STOP</p>	<p>Airport Proximity</p> <p>ON AIRPORT</p> <p>Airport Data</p> <p>ST JOHNS MUNI</p> <p>Runway Ident - 31</p> <p>Runway Lth/Wid - 5300/ 75</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 58	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 356
SE LAND	Months Since - 23	Make/Model- 95
	Aircraft Type - 172	Instrument- 0
		Last 24 Hrs - 7
		Last 30 Days- 17
		Last 90 Days- 39

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT SAID HIS WX BRIEFING INDCD VFR CONDS ALONG THE ROUTE WITH OCNL THUNDERSTORM (TSTM) ACTIVITY THAT MIGHT REQUIRE DIVERSION. AS HE WAS APCHG THE ST JOHNS ARPT, THE PLT SAW TSTMS & OVR CST CLDS AHEAD & DECIDED TO LAND & WAIT FOR THE WX TO IMPROVE. THE UNICOM OPERATOR ADVISED THAT THE WINDS FAVORED RWY 20 WITH A VELOCITY OF 20 GUSTING 25 KTS. THE PLT SAID THAT ON FINAL APCH, THE WINDS SHIFTED; HE NOTED THE 2 WINDSOCKS WERE SHOWING DIFFERENT DIRECTIONS. THE WINDSOCK AT THE INTERSECTION OF THE RWYS SHOWED A WIND FROM 270 DEG, FAVORING RWY 31. THE PLT LANDED NEAR THE CENTERLINE OF RWY 31. HE SAID HE WAS HOLDING CONTROLS FOR THE WIND WHEN A STRONG GUST GOT UNDER THE LEFT WING & PICKED IT UP. THE ACFT THEN RAN OFF THE RIGHT SIDE OF THE RWY, WENT INTO A DITCH & NOSED OVR. THE WIND DIRECTION METER IN THE ARPT TERMINAL WAS REPORTED TO BE INOP AT THE TIME THE PLT CALLED FOR HIS ARPT ADVISORY. THE DEMONSTRATED X-WIND COMPONENT FOR THE ACFT WAS 15 KTS.

Brief of Accident (Continued)

File No. - 1223

4/02/86

SAINT JOHNS,AZ

A/C Reg. No. N2691F

Time (Lc1) - 1121 MST

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

Finding(s)

1. WEATHER CONDITION - THUNDERSTORM
2. FLIGHT TO ALTERNATE DESTINATION - PERFORMED - PILOT IN COMMAND
3. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
4. AIRPORT FACILITIES,WIND DIRECTION INDICATOR - INOPERATIVE
5. WEATHER CONDITION - UNFAVORABLE WIND
6. WEATHER CONDITION - CROSSWIND
7. WEATHER CONDITION - GUSTS

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

Finding(s)

8. DIRECTIONAL CONTROL - NOT POSSIBLE -
9. GROUND LOOP/SWERVE - UNCONTROLLED -

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

Finding(s)

10. TERRAIN CONDITION - DITCH

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) 3

Factor(s) relating to this accident is/are finding(s) 1,4,5,6,7,10

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1224 1/30/86 BRIDGEPORT, CA A/C Reg. No. N2134M Time (Lcl) - 1045 PST

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

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

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

Make/Model	- PIPER PA-28-161	Eng Make/Model	- LYCOMING O-320-D3G	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2350	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	RENO, NV	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- IMC	APPLE VALLEY, CA	
Wind Dir/Speed	- CALM		Runway Ident
Visibility	- .250 SM	ATC/Airspace	- N/A
Lowest Sky/Clouds	- UNK/NR	Type of Flight Plan	- N/A
Lowest Ceiling	- 500 FT OBSCURED	Type of Clearance	- N/A
Obstructions to Vision	- UNK/NR	Type Apch/Lndg	- N/A
Precipitation	- SNOW		
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 - 252	Last 24 Hrs - UNK/NR
SE LAND	Months Since - 14	Make/Model - 176	Last 30 Days - 10
	Aircraft Type - PA-28	Instrument - 3	Last 90 Days - 24
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DRG FLT OVER MOUNTAINOUS TERRAIN, THE PLT ENCOUNTERED INSTRUMENT METEOROLOGICAL CONDITIONS ALONG HIS ROUTE OF FLT. A WITNESS OBSERVED THE ACFT FLYING AT ABOUT 200 FT AGL UNDER A CLOUD LAYER, THEN IT DISAPPEARED IN A SNOW SHOWER. A SEARCH WAS INITIATED & THE WRECKAGE WAS FOUND LATER IN THE DAY WHEN THE WX HAD IMPROVED. THE CRASH SITE WAS ABOUT 1 MI WEST OF CONWAY SUMMIT AT AN ELEVATION OF 8800 FT.

Brief of Accident (Continued)

File No. - 1224

1/30/86

BRIDGEPORT, CA

A/C Reg. No. N2134M

Time (Lcl) - 1045 PST

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. WEATHER CONDITION - LOW CEILING
3. WEATHER CONDITION - SNOW
4. WEATHER CONDITION - OBSCURATION
5. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
6. IMPROPER DECISION, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND

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

Finding(s)

7. TERRAIN CONDITION - MOUNTAINOUS/HILLY

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1331 2/24/86 LOS BANOS, CA A/C Reg. No. N60816 Time (Lcl) - 2050 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

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

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

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- UNK/NR
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(BRIGHT)

Itinerary

Last Departure Point
ELK GROVE, CA
Destination
LOS BANOS, CA

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND

Age - 53

Biennial Flight Review

Current - YES
Months Since - 10
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 306	Last 24 Hrs - 3
Make/Model- 145	Last 30 Days- 15
Instrument- 9	Last 90 Days- 21

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT HE OVERFLEW HIS DESTINATION AIRPORT WHILE ON A NIGHT CROSS-COUNTRY FLIGHT. HE TURNED AROUND AND WAS PROCEEDING BACK WHEN THE ENGINE QUIT 20 MILES SHORT OF HIS INTENDED DESTINATION. THE AIRCRAFT HIT A DITCH DURING THE ENSUING FORCED LANDING ATTEMPT. ACCORDING TO THE LOCAL SHERIFF'S DEPUTY, THE PILOT STATED THAT HE BELIEVED THAT HE RAN OUT OF FUEL.

Brief of Accident (Continued)

File No. - 1331

2/24/86

LOS BANOS, CA

A/C Reg. No. N60816

Time (Lc1) - 2050 PST

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

Finding(s)

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

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

Finding(s)

3. TERRAIN CONDITION - DITCH
4. LIGHT CONDITION - NIGHT

----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. - 1384 2/26/86 IRVINE, CA A/C Reg. No. N58SB Time (Lcl) - 2024 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire
ON GROUND

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

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

Make/Model - BEECH V35-B
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3400
No. of Seats - 5

Eng Make/Model - CONTINENTAL IO-520-BB
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 285 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - IMC
Wind Dir/Speed- 180/008 KTS
Visibility - 1.000 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - OBSCURED
Obstructions to Vision- FOG
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
VISALIA, CA
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - ILS-COMPLETE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

JOHN WAYNE
Runway Ident - 19R
Runway Lth/Wid - 5700/ 150
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 58
Biennial Flight Review
Current - YES
Months Since - 12
Aircraft Type - V-35B

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

Total	- 1768	Last 24 Hrs	- UNK/NR
Make/Model-	UNK/NR	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	UNK/NR
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT HAD EXECUTED THE ILS RWY 19R APPROACH AND THEN REQUESTED A MISSED APPROACH, STATING THAT HE "HAD A LOCALIZER PROBLEM". ON THE SECOND ATTEMPT HE WAS CLEARED TO LAND AND THEN WAS TWICE ISSUED A LOW ALTITUDE ALERT. THE PILOT WAS FURTHER ISSUED INSTRUCTIONS TO CLIMB AND MAINTAIN 3,000 FEET. RADAR AND RADIO COMMUNICATIONS WERE LOST AND THE AIRCRAFT CRASHED IN A PARKING LOT 1/2 MILE NORTHEAST OF THE AIRPORT. THE WEATHER AT THE TIME OF THE ACCIDENT WAS REPORTED AS: INDEFINITE CEILING ZERO, SKY OBSCURED, VISIBILITY ONE-HALF MILE IN FOG, WIND ONE EIGHT ZERO DEGREES AT EIGHT KNOTS, ALTIMETER TWO NINE NINE FIVE, TOPS EIGHT HUNDRED FEET. THE RUNWAY VISUAL RANGE (RVR) WAS REPORTED AS MORE THAN 6,000 FEET.

Brief of Accident (Continued)

File No. - 1384

2/26/86

IRVINE,CA

A/C Reg. No. N58SB

Time (Lcl) - 2024 PST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

1. FLIGHT INTO KNOWN ADVERSE WEATHER - ATTEMPTED - PILOT IN COMMAND
 2. VFR FLIGHT INTO IMC - ATTEMPTED - PILOT IN COMMAND
 3. IFR PROCEDURE - INADEQUATE - PILOT IN COMMAND
 4. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
 5. INSTRUCTIONS,WRITTEN/VERBAL - NOT FOLLOWED - PILOT IN COMMAND
 6. AIRCRAFT HANDLING - INACCURATE - PILOT IN COMMAND
 7. IMPROPER USE OF EQUIPMENT/AIRCRAFT,OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
-

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1289 3/28/86 ETIWANDA, CA A/C Reg. No. N717D Time (Lcl) - 2000 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

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

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

DESTROYED
Fire
NONE

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

Make/Model - BEECH C35
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2900
No. of Seats - 4

Eng Make/Model - CONTINENTAL E-225-8
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 225 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - IMC
Wind Dir/Speed- 270/010 KTS
Visibility - 5.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - UNK/NR
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
LAE HAVASU CITY, AZ
Destination
UPLAND, CA

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

CABLE
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 - 67

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 10100	Last 24 Hrs - UNK/NR
Make/Model- UNK/NR	Last 30 Days- UNK/NR
Instrument- UNK/NR	Last 90 Days- UNK/NR
Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE FLT WAS RECEIVING RADAR ADVISORIES & WAS ROUTINE UNTIL THE ACFT WAS APRX 15 MI EAST OF THE DESTINATION ARPT. AFTER RADAR SVC WAS TERMINATED, THE ACFT SUBSEQUENTLY TURNED TOWARD THE NORTHWEST & FLEW INTO RISING TERRAIN AT AN ELEVATION OF ABOUT 3000 FEET. THE ACFT WAS REPORTED MISSING, BUT WAS NOT FOUND UNTIL 4/1/86. THE CRASH SITE WAS LOCATED ABOUT 10 MI NORTHEAST OF THE ARPT. DARKNESS & MARGINAL WX EXISTED AT THE CRASH SITE AT THE TIME OF THE ACDNT. APRX 18 MI SOUTH AT ONTARIO, CA, THE 1945 WX WAS, IN PART: SKY PARTIALLY OBSCURED, 1300 BROKEN, 5000 OVERCAST, VISIBILITY 4 MI WITH HAZE, WIND FROM 270 DEG AT 10 KTS. THE ELEVATION AT ONTARIO WAS 952 FT.

Brief of Accident (Continued)

File No. - 1289

3/28/86

ETIWANDA, CA

A/C Reg. No. N717D

Time (Lc1) - 2000 PST

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

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. WEATHER CONDITION - CLOUDS
3. WEATHER CONDITION - HAZE
4. WEATHER CONDITION - FOG
5. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
6. IMPROPER USE OF PROCEDURE, SPATIAL DISORIENTATION - PILOT IN COMMAND

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

Finding(s)

7. TERRAIN CONDITION - MOUNTAINOUS/HILLY
8. TERRAIN CONDITION - RISING

-----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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1345 7/24/86 YUBA CITY, CA A/C Reg. No. N504P Time (Lcl) - 1700 PDT

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

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

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

Make/Model - AMATUER BUILT BARNETT J3	Eng Make/Model - CONTINENTAL A65-8	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 650	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	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	SUTTER CO.
Wind Dir/Speed- 220/011 KTS	ATC/Airspace	Runway Ident - 17
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - 3040/ 75
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 31	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 192	Last 24 Hrs - UNK/NR
SE LAND	Months Since - 4	Make/Model- UNK/NR	Last 30 Days- UNK/NR
	Aircraft Type - C-152	Instrument- 0	Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE LANDING ACCIDENT OCCURRED AFTER THE PILOT HAD MADE HIGH SPEED TAXI TESTS ALONG THE RUNWAY WITH THREE LIFTOFFS. AFTER THE THIRD LIFTOFF, THE PILOT SAID THAT HE FOUND HIMSELF TOO HIGH. HE STATED THAT HE REDUCED POWER AND PUSHED FORWARD ON THE CONTROL STICK. THE AIRCRAFT CONTACTED THE GROUND ON THE NOSE WHEEL, WHICH COLLAPSED AND THE AIRCRAFT NOSED OVER. ALTHOUGH THE PILOT HELD A PRIVATE PILOT CERTIFICATE WITH AN AIRPLANE SINGLE-ENGINE LAND RATING, THIS WAS HIS FIRST FLIGHT IN A GYROPLANE.

Brief of Accident (Continued)

File No. - 1345

7/24/86

YUBA CITY, CA

A/C Reg. No. N504P

Time (Lcl) - 1700 PDT

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. ROTATION - MISJUDGED - PILOT IN COMMAND

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

Occurrence #2 NOSE GEAR COLLAPSED

Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 NOSE OVER

Phase of Operation LANDING - ROLL

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1334 8/09/86 RANCHO MIRAGE, CA A/C Reg. No. N56189 Time (Lcl) - 2230 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

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

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

Make/Model - PIPER PA-28-140
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2050
No. of Seats - 4

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

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

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

Weather Data

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

Basic Weather - VMC

Wind Dir/Speed- 310/012 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - 15000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point

PALM SPRINGS, CA

Destination

BERMUDA DUNES, CA

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - DIRT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - VFR

Type Apch/Lndg - FORCED LANDING

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

Age - 47

Biennial Flight Review

Current - YES

Months Since - 4

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 3421

Make/Model- 500

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - 2

Last 30 Days- 30

Last 90 Days- 150

Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT'S ENGINE LOST POWER ABOUT THIRTY MINUTES AFTER TAKE-OFF AND A FORCED LANDING WAS ATTEMPTED. DURING THE INVESTIGATION THE ENGINE WAS STARTED AND RUN. IT RAN ROUGH AND WOULD DEVELOP ONLY PARTIAL POWER. THE CARBURATOR WAS DISASSEMBLED AND A PIECE OF FABRIC WHICH MEASURED 1 AND 1/4 INCHES BY 3 INCHES WAS OBSERVED IN THE CARBURATOR VENTURI SECTION. FURTHER INVESTIGATION REVEALED THAT THE PIECE OF FABRIC, WHICH RESEMBLED ASBESTOS IN APPEARANCE AND TEXTURE HAD BECOME DISLODGED FROM THE FORWARD END OF THE CARBURATOR HEAT SHROUD WHERE IT HAD BEEN UTILIZED AS A SHIM.

Brief of Accident (Continued)

File No. - 1334

8/09/86

RANCHO MIRAGE, CA

A/C Reg. No. N56189

Time (Lc1) - 2230 PDT

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

Finding(s)

1. FUEL SYSTEM - BLOCKED(PARTIAL)
2. MAINTENANCE - IMPROPER - OTHER MAINTENANCE PSNL
3. FUEL SYSTEM, CARBURETOR - FOREIGN OBJECT

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

Finding(s)

4. TERRAIN CONDITION - NONE SUITABLE
5. LIGHT CONDITION - DARK NIGHT

----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. - 1369	9/28/86	HOLLISTER, CA	A/C Reg. No. N50WB	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	0
Accident Occurred During -LANDING		Pass 0	0	0
				None 1

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

Make/Model - WALTER D. BURLESON KR-2	Eng Make/Model - CONTINENTAL C-85-12	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-RETRACTABLE MAINS	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1100	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	HOLLISTER, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	HOLLISTER, CA	HOLLISTER MUNI
Wind Dir/Speed- 230/008 KTS	ATC/Airspace	Runway Ident - 23
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - 4350/ 200
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- UNK/NR		
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 - 430
SE LAND	Months Since - 17	Make/Model- 1
	Aircraft Type - 175	Instrument- 2
		Last 24 Hrs - 1
		Last 30 Days- 10
		Last 90 Days- 11

Instrument Rating(s) - NONE

-----Narrative-----

DURING A FIRST PROVING FLT FOR THE EXPERIMENTAL HOMEBUILT, THE PILOT SAID THE AIRCRAFT "HIT HARD" DURING THE LANDING, BOUNCED AND CAME DOWN ON THE LEFT WING AND NOSE. ACCORDING TO THE PILOT, HE HAD ACCRUED LESS THAN AN HOUR OF FLIGHT TIME IN THE ACCIDENT AIRCRAFT.

Brief of Accident (Continued)

File No. - 1369

9/28/86

HOLLISTER, CA

A/C Reg. No. N50WB

Time (Lcl) - 1500 PDT

Occurrence HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - MISJUDGED - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN KIND 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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1277 5/31/86 BUENA VISTA, CO A/C Reg. No. N5394Z Time (Lcl) - 1730 MDT

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

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

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

Make/Model - PIPER PA-20-160	Eng Make/Model - LYCOMING O-320-E	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1800	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	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	BUENA VISTA MUNI
Wind Dir/Speed- 090/027 KTS	ATC/Airspace	Runway Ident - 14
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 9125/ 50
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 2500 FT UNK/NR	Type Apch/Lndg - GO AROUND	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 40	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 157
SE LAND	Months Since - 10	Make/Model- 18
	Aircraft Type - C-172	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 18

Instrument Rating(s) - NONE

-----Narrative-----

WHEN THE PLT TOOK OFF, THE WIND WAS LIGHT & VARIABLE. HOWEVER, WHEN HE RETURNED TO THE ARPT ABOUT 20 TO 30 MIN LATER, DARK THREATENING CLOUDS HAD MOVED INTO THE AREA. HE ATTEMPTED TO LAND ON RWY 14. DURING THE LANDING, THE ACFT BOUNCED & WENT OFF THE RIGHT SIDE OF THE RWY, THEN THE PLT INITIATED A GO-AROUND. AFTER LIFT-OFF, THE ACFT BANKED & CLIMBED STEEPLY TO THE RIGHT IN A DOWNWIND DIRECTION, THEN IT SUDDENLY ENTERED A STEEP NOSE DOWN ATTITUDE & CRASHED IN A NEAR VERTICAL DESCENT.

Brief of Accident (Continued)

File No. - 1277

5/31/86

BUENA VISTA, CO

A/C Reg. No. N5394Z

Time (Lcl) - 1730 MDT

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

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
2. WEATHER CONDITION - HIGH WIND
3. WEATHER CONDITION - CROSSWIND
4. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
5. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND
6. IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND

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

Finding(s)

7. GO-AROUND - INITIATED -
8. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
9. STALL - UNCONTROLLED -
10. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1371 7/10/86 PIERCE,CO A/C Reg. No. N5121P Time (Lcl) - 2352 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire NONE
Crew 2
Pass 0

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

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

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

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 360/004 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 11000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
FORT COLLINS,CO
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

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

Age - 23
Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - C-152

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT	
Flight Time (Hours)	
Total	- 2630
Make/Model-	UNK/NR
Instrument-	249
Multi-Eng	- UNK/NR
Last 24 Hrs	- UNK/NR
Last 30 Days-	66
Last 90 Days-	150
Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT REPORTEDLY DEPARTED THE FORT COLLINS, COLORADO, DOWNTOWN ARPT AT 2151 MDT, JULY 10, 1986, ON A LOCAL STUDENT NIGHT TRAINING FLT. THE WRECKAGE WAS DISCOVERED AT 0800 MDT, JULY 11, 1986, IN OPEN, FLAT, CULTIVATED TERRAIN. THE ACFT IMPACTED IN A STEEP NOSE LOW, RIGHT WING LOW ALTITUDE. THE CERTIFIED FLT INSTRUCTOR AND STUDENT PLT WERE FATALLY INJURED.

Brief of Accident (Continued)

File No. - 1371

7/10/86

PIERCE,CO

A/C Reg. No. N5121P

Time (Lc1) - 2352 MDT

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

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
 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. - 1349	9/25/86	ENGLEWOOD, CO	A/C Reg. No. N66TY	Time (Lcl) - 1215 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
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0
Accident Occurred During -APPROACH			0	0
			0	1
			0	0

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

Make/Model - NORTH AMERICAN AT-6G	Eng Make/Model - P&W R-1340	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TAILWHEEL-RETRACTABLE MAINS	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 5300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	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	FORT COLLINS, CO	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	CENTENNIAL
Wind Dir/Speed- 220/020 KTS	ATC/Airspace	Runway Ident - 17L
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 10002/ 101
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 45	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 2358
SE LAND, ME LAND	Months Since - 17	Make/Model- 50
	Aircraft Type - AT-6G	Instrument- 328
		Multi-Eng - 963
		Last 24 Hrs - 5
		Last 30 Days- UNK/NR
		Last 90 Days- 80
		Rotorcraft - 12

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PLT MADE TWO UNSUCCESSFUL ATTEMPTS TO LAND ON RWY 26 BUT DISCONTINUED EACH APPROACH BECAUSE OF UNFAVORABLE WINDS. WINDS WERE REPORTED TO BE 220 DEG AT 20 KTS WITH GUSTS TO 30 KTS. PLT THEN MADE TWO UNSUCCESSFUL ATTEMPTS TO LAND ON RWY 17L. ON THIRD ATTEMPT PLT SELECTED 10 DEG OF FLAPS & MADE WHEEL LANDING. WITNESSES SAID WIND RAISED RIGHT WING & ACFT DEPARTED LEFT SIDE OF RWY. PLT ADDED FULL POWER. ACFT BOUNCED, BECAME AIRBORNE, & BEGAN TO STALL. PLT CLOSED THROTTLE. ACFT COLLIDED WITH PARKED ACFT. PLT SAID AS HE APPLIED FULL POWER 'VIOLENT' WIND GUST CAUSED HIS FEET TO SLIP OFF RUDDER PEDALS.

Brief of Accident (Continued)

File No. - 1349

9/25/86

ENGLEWOOD, CO

A/C Reg. No. N66TY

Time (Lc1) - 1215 MDT

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
3. WEATHER CONDITION - GUSTS
4. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

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

Finding(s)

6. GO-AROUND - INITIATED - PILOT IN COMMAND
7. STALL/MUSH - INADVERTENT - 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) 1,2,3,4,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1333 9/28/86 ENGLEWOOD, CO A/C Reg. No. N3482M Time (Lcl) - 1104 MDT

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

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

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

Make/Model - PIPER PA-28R-201	Eng Make/Model - LYCOMING IO-360-C1C6	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2750	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 200 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	LOCAL	CENTENNIAL
Wind Dir/Speed- 050/008 KTS	ATC/Airspace	Runway Ident - 17L
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 10000/ 101
Lowest Sky/Clouds - 5000 FT SCATTERED	Type of Clearance - VFR	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 - 24	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 108
SE LAND	Months Since - 1	Make/Model- 13
	Aircraft Type - UNK/NR	Instrument- 3
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 108
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

PLT AND THERE PAX WERE DEPARTING FOR A LCL FLT. THE PLT STATED AFTER THE ACCIDENT THAT HE LEANED THE MIXTURE PRIOR TO TAKEOFF. HE ALSO STATED THAT HE ROTATED THE ACFT AT 65 KTS, AND DURING THE CLIMB THE STALL WARNING HORN SOUNDED. THE PLT ATTEMPTED TO REMEDY THE STALL COND BY LOWERING THE NOSE. THE PLT SAID HE COULD NOT MAINTAIN FLT AND LANDED IN AN OPEN AREA OFF THE END OF RUNWAY 17L. THE LANDING GEAR SEPARATED DURING THE LANDING SEQUENCE. PERFORMANCE CHARTS INDICATE A ROTATION SPEED OF 68 KTS WAS NEEDED FOR FLT. THE WIND WAS REPORTED TO BE 050 DEGREES AT 08 KTS. THE PLT'S TOTAL TIME WAS 108 HRS WITH 13 IN M&M.

Brief of Accident (Continued)

File No. - 1333

9/28/86

ENGLEWOOD, CO

A/C Reg. No. N3482M

Time (Lcl) - 1104 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. IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
3. PERFORMANCE DATA - NOT USED - PILOT IN COMMAND
4. IMPROPER USE OF PROCEDURE, LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND
5. ROTATION - PREMATURE - PILOT IN COMMAND
6. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
7. AIRSPEED - NOT ATTAINED - PILOT IN COMMAND
8. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
9. REMEDIAL ACTION - NOT POSSIBLE - PILOT IN COMMAND

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

Finding(s)

10. TERRAIN CONDITION - DITCH

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,7,8,9

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1372

9/28/86

DURANGO, CO

A/C Reg. No. N2346H

Time (Lcl) - 0900 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

Fatal

Injuries

Serious

Minor

None

Type of Operation - PERSONAL

Fire

Crew

0

0

0

1

Flight Conducted Under -14 CFR 91

NONE

Pass

0

0

0

2

Accident Occurred During -DESCENT

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

Make/Model - BARNES AX-7

Eng Make/Model - N/A

ELT Installed/Activated - UNK/NR

Landing Gear - N/A

Number Engines - N/A

Stall Warning System - NO

Max Gross Wt - 900

Engine Type - UNK/NR

No. of Seats - UNK/NR

Rated Power - N/A

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 180/005 KTS

Visibility - 50.0 SM

Lowest Sky/Clouds - UNK/NR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

FREE BALLOON

Age - 57

Biennial Flight Review

Current - YES

Months Since - 12

Aircraft Type - UNK/NR

Medical Certificate - NO MEDICAL

Flight Time (Hours)

Total - 531

Make/Model- UNK/NR

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 19

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WHILE FLYING LOW LEVEL INSIDE A RIVER GORGE AT 200-300 FEET ABOVE THE WATER, THE BALLOON IMPACTED A POWER LINE AND FELL INTO THE RIVER.

Brief of Accident (Continued)

File No. - 1372

9/28/86

DURANGO, CO

A/C Reg. No. N2346H

Time (Lc1) - 0900 MDT

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

Finding(s)

1. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
 2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 3. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
 4. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
-

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1214 10/04/86 BRIGHTON, CO A/C Reg. No. N913M Time (Lcl) - 1430 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

Make/Model - CASSUTT SPORT RACER
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1500
No. of Seats - 1

Eng Make/Model - CONTINENTAL PC60-6
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 70 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 090/005 KTS
Visibility - 70.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
LONGMONT, CO
Destination
AURORA, CO

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

VAN AIRE
Runway Ident - 12
Runway Lth/Wid - 3950/ 50
Runway Surface - MACADAM
Runway Status - DRY

PRECAUTIONARY LANDING

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

Pilot-In-Command

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

Age - 64

Biennial Flight Review

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

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

Total	- 594	Last 24 Hrs	- 1
Make/Model-	525	Last 30 Days-	5
Instrument-	UNK/NR	Last 90 Days-	5
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT RPRTD THAT HE DID NOT PROPERLY LOCK THE CANOPY & IT CAME OPEN DRG FLT AT 7000 FT MSL. HE REDUCED THE SPEED & ATTEMPTED TO CLOSE THE CANOPY, BUT WAS NOT SUCCESSFUL. HE DIVERTED & ATTEMPTED TO LAND AT THE VAN AIRE ARPT WHILE HOLDING THE CANOPY WITH HIS LEFT HAND. THE THROTTLE WAS ON THE LEFT SIDE OF THE COCKPIT. WHILE PREPARING TO LAND, THE PLT HELD THE STICK BTN HIS LEGS & REACHED OVER WITH HIS RGT HAND TO REDUCE THE THROTTLE SETTING. RPRTDLY, THE ACFT LOST SPEED FASTER THAN THE PLT EXPECTED & BEGAN TO STALL AS IT WAS CROSSING OVER A POND JUST SHORT OF THE RWY. THE LANDING GEAR CONTACTED THE WATER & THE ACFT CARTWHEELED & CAME TO REST IN THE POND.

Brief of Accident (Continued)

File No. - 1214

10/04/86

BRIGHTON,CO

A/C Reg. No. N913M

Time (Lc1) - 1430 MDT

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

Finding(s)

1. WINDOW, FLIGHT COMPARTMENT WINDOW/WINDSHIELD - UNLOCKED
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. PRECAUTIONARY LANDING - ATTEMPTED - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

4. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
5. STALL/MUSH - INADVERTENT - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1350 10/06/86 GLENWOOD SPRING, CO A/C Reg. No. N33215 Time (Lcl) - 0725 MDT

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

Type Operating Certificate-ON-DEMAND AIR TAXI

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

Aircraft Damage
DESTROYED
Fire NONE

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

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

Make/Model - CESSNA 177RG
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2800
No. of Seats - 4

Eng Make/Model - LYCOMING IO360-A1B6D
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 200 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 35.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
DENVER, CO

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

GLENWOOD SPRINGS
Runway Ident - 14
Runway Lth/Wid - 3305/ 50
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 64
Biennial Flight Review
Current - YES
Months Since - 9
Aircraft Type - C-177RG

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

Total	- 6598	Last 24 Hrs	- UNK/NR
Make/Model-	147	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	159
Multi-Eng	- 141	Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE ON TAKEOFF THE ACFT BECAME AIRBORNE, SETTLED BACK ONTO THE RWY, RAN OFF THE END OF THE RWY INTO A 150 FOOT DEEP RIVER GORGE, AND IMPACTED IN THE RIVER.

Brief of Accident (Continued)

File No. - 1350

10/06/86

GLENWOOD SPRING, CO

A/C Reg. No. N33215

Time (Lcl) - 0725 MDT

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

Finding(s)

1. ROTATION - PREMATURE - DUAL STUDENT
2. ROTATION - EXCESSIVE - DUAL STUDENT
3. LIFT-OFF - PREMATURE - DUAL STUDENT
4. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND(CFI)
5. ABORT - NOT PERFORMED - PILOT IN COMMAND(CFI)
6. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)

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

Finding(s)

7. AIRSPEED(VLOF) - NOT ATTAINED - PILOT IN COMMAND(CFI)

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1305 6/03/86 OXFORD, CT

A/C Reg. No. N7475G

Time (Lc1) - 1800 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

Make/Model - CESSNA 172
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2150
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E2D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 005 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling -
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

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

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

WATERBURY-OXFORD
Runway Ident - 36
Runway Lth/Wid - 5000/ 100
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 43
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 38 Last 24 Hrs - UNK/NR
Make/Model- 38 Last 30 Days- UNK/NR
Instrument- 0 Last 90 Days- 3

Instrument Rating(s) - NONE

-----Narrative-----

DURING AN ATTEMPTED GO AROUND, THE AIRCRAFT STALLED. THE AIRCRAFT THEN VEERED LEFT AND COLLIDED WITH THE GROUND. THE AIRCRAFT CAME TO REST ABOUT 100 FEET OFF TO THE SIDE OF THE RUNWAY ON THE GRASSY AREA.

Brief of Accident (Continued)

File No. - 1305

6/03/86

OXFORD,CT

A/C Reg. No. N7475G

Time (Lc1) - 1800 EDT

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

Finding(s)

1. GO-AROUND - ATTEMPTED - PILOT IN COMMAND
 2. STALL - NOT CORRECTED - PILOT IN COMMAND
-

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

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1307 6/03/86 MERIDEN,CT A/C Reg. No. N2286N Time (Lcl) - 1446 EDT

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

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

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

Make/Model - CESSNA 140	Eng Make/Model - CONTINENTAL C-85-12	ELT Installed/Activated - YES/YES
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-----

<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- 008 KTS</p> <p>Visibility - UNK/NR</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling -</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point GREAT BARRINGTO,MA</p> <p>Destination MERIDEN,CT</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FULL STOP</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data MERIDEN</p> <p>Runway Ident - 36</p> <p>Runway Lth/Wid - 2100/ 75</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND</p>	<p>Age - 78</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 24</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALIO MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 3000</p> <p>Make/Model- 3000</p> <p>Instrument- 0</p> <p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- UNK/NR</p>
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Instrument Rating(s) - NONE

-----Narrative-----

DIRECTIONAL CONTROL WAS LOST DURING LANDING ROLL OUT. THE PILOT ATTEMPTED TO CORRECT AND RETURN THE AIRCRAFT TO THE RUNWAY. THE AIRPLANE GROUND LOOPED CAUSING SUBSTANTIAL DAMAGE.

Brief of Accident (Continued)

File No. - 1307

6/03/86

MERIDEN,CT

A/C Reg. No. N2286N

Time (Lc1) - 1446 EDT

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 - 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1365 5/17/86 WASHINGTON, DC A/C Reg. No. N6828P Time (Lcl) - 1917 EDT

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

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

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

Make/Model	- CESSNA 340A	Eng Make/Model	- CONTINENTAL TS10-520-NB	ELT Installed/Activated	- YES-UNK/NR
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 6025	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 310 HP		

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

<p>Weather Data</p> <p>Wx Briefing - UNK/NR</p> <p>Method - UNK/NR</p> <p>Completeness - UNK/NR</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 180/008 KTS</p> <p>Visibility - 5.0 SM</p> <p>Lowest Sky/Clouds - 3500 FT SCATTERED</p> <p>Lowest Ceiling - 4500 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</p> <p>NIAGRA FALLS, NY</p> <p>Destination</p> <p>SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - IFR</p> <p>Type of Clearance - IFR</p> <p>Type Apch/Lndg - FULL STOP</p>	<p>Airport Proximity</p> <p>ON AIRPORT</p> <p>Airport Data</p> <p>WASHINGTON NATIONAL</p> <p>Runway Ident - 15</p> <p>Runway Lth/Wid - 5189/ 200</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 45	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 1485
SE LAND,ME LAND	Months Since - 1	Make/Model- 250
	Aircraft Type - C-340A	Instrument- 256
		Multi-Eng - 850
		Last 24 Hrs - 0
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS REPORTEDLY TOO HIGH TO LAND ON THE RWY INITIALLY ASSIGNED BY ATC. ATC DIRECTED THE ACFT TO FLY OVER THE ARPT AND ENTER DOWNWIND TRAFFIC FOR ANOTHER RWY. THE PLT WAS LATER ASKED BY ATC IF HE COULD MAKE A SHORT APCH AND HE REPLIED AFFIRMATIVE. THE ACFT MADE A HARD LDG ABOUT 300 FT PAST THE RWY NUMBERS. BOTH MAIN LDG GEAR TIRES DEFLATED, AND THE ACFT SUSTAINED SUBSTANTIAL DAMAGE TO THE ENGINE NACELLES AND INBOARD WING AREAS. THE NOSE GEAR AREA OF THE ACFT APPEARED UNDAMAGED. THE PILOT LATER REPORTED THAT HE HAD FLARED THE ACFT AT ABOUT 5 TO 7 FT ABV THE RWY AND 100 FT PAST THE THRESHOLD WHEN THE ACFT "...SUDDENLY WAS SUCKED TO (THE) GROUND."

Brief of Accident (Continued)

File No. - 1365

5/17/86

WASHINGTON,DC

A/C Reg. No. N6828P

Time (Lcl) - 1917 EDT

Occurrence HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - PREMATURE - PILOT IN COMMAND
 2. STALL - INADVERTENT - PILOT IN COMMAND
-

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1366 5/17/86 SELBYVILLE, DE A/C Reg. No. N4004J Time (Lcl) - 1235 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -OTHER WORK USE
Flight Conducted Under -14 CFR 91
Accident Occurred During -CLIMB

Aircraft Damage
DESTROYED
Fire NONE

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

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

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

Eng Make/Model - LYCOMING O320-E2A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

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

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

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

WARRINGTON AIRPORT
Runway Ident - 14
Runway Lth/Wid - 2250/ 100
Runway Surface - GRASS/TURF
Runway Status - DRY

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

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

Age - 26
Biennial Flight Review
Current - YES
Months Since - 9
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 523 Last 24 Hrs - 10
Make/Model- 33 Last 30 Days- UNK/NR
Instrument- 50 Last 90 Days- 27
Multi-Eng - UNK/NR Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT IMPACTED TREES WHILE ATTEMPTING TO RELEASE A BANNER AT THE DROP ZONE. THE ACFT WAS REPORTEDLY EQUIPPED WITH SEPARATE TOWING AND RELEASE MECHANISMS, SO THAT UP TO FOUR BANNERS COULD BE TOWED IN SUCCESSION WITHOUT THE ACFT HAVING TO LAND. THE PLT REPORTED THAT THE RELEASE MECHANISM FOR THE BANNER IN TOW DURING THE ACCIDENT HAD FAILED TO RELEASE. POST-CRASH EXAMINATION OF THE ACFT REVEALED NO EVIDENCE OF A MECHANICAL MALFUNCTION; WHEN THE SUSPECT MECHANISM WAS ACTUATED AFTER THE CRASH, IT FUNCTIONED PROPERLY. EXAMINATION ALSO REVEALED THAT ONE OF THE OTHER MECHANISMS WAS IN THE RELEASE POSITION. AFTER THE ATTEMPTED BANNER DROP, THE PLT REPORTEDLY BEGAN A CLIMB WITHOUT CHECKING TO SEE IF THE BANNER HAD RELEASED, AND DID NOT USE THE CLIMB PROCEDURE NECESSARY FOR A BANNER IN TOW.

Brief of Accident (Continued)

File No. - 1366

5/17/86

SELBYVILLE, DE

A/C Reg. No. N4004J

Time (Lcl) - 1235 EDT

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation CLIMB

Finding(s)

1. SIGN TOWING EQUIPMENT - OTHER
2. MISCELLANEOUS EQUIPMENT - IMPROPER USE OF - PILOT IN COMMAND
3. MISCELLANEOUS EQUIPMENT - NOT CORRECTED - PILOT IN COMMAND
4. LOAD JETTISON - NOT PERFORMED - PILOT IN COMMAND
5. CLIMB - NOT POSSIBLE -
6. OBJECT - TREE(S)

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1233	9/27/86	WILMINGTON, DE	A/C Reg. No. N100WL	Time (Lcl) - 1128 EDT
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-----Basic Information-----

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

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

Make/Model - WHITE LIGHTNING WLAC-1	Eng Make/Model - CONTINENTAL IO-360	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - UNK/NR	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - UNK/NR	

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

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - TELEPHONE</p> <p>Completeness - FULL</p> <p>Basic Weather - IMC</p> <p>Wind Dir/Speed- 090/015 KTS</p> <p>Visibility - 1.000 SM</p> <p>Lowest Sky/Clouds - PART OBS</p> <p>Lowest Ceiling - 800 FT BROKEN</p> <p>Obstructions to Vision- FOG</p> <p>Precipitation - RAIN</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point WALTERBORO, SC</p> <p>Destination WILMINGTON, DE</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, ME LAND</p> <p>GLIDER</p>	<p>Age - 59</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 1</p> <p>Aircraft Type - C-210</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 25050</p> <p>Make/Model- 70</p> <p>Instrument- 1525</p> <p>Multi-Eng - 2510</p> <p>Last 24 Hrs - 2</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 150</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A VFR-ON-TOP FLT WITH NO FLT PLAN, THE ENG LOST POWER FROM FUEL STARVATION. THE PLT DID NOT RECOGNIZE THAT FUEL WAS STILL REMAINING IN A NON-SELECTED AUX TANK. SUBSEQUENTLY, THE ACFT WAS DAMAGED DURING A FORCED LANDING ON THE MEDIAN OF A HIGHWAY. PROPERTY DAMAGE CONSISTED OF BROKEN UTILITY WIRES. THE PLT WAS UNAWARE THAT HIS PARTNER HAD MADE A FUEL SYSTEM MODIFICATION TO THE HOME BUILT ACFT BY ROUTING THE RETURN FUEL TO THE AUX TANK RATHER THAN THE MAIN TANK.

Brief of Accident (Continued)

File No. - 1233

9/27/86

WILMINGTON, DE

A/C Reg. No. N100WL

Time (Lcl) - 1128 EDT

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

Finding(s)

1. MAINTENANCE, MODIFICATION - PERFORMED -
2. IMPROPER USE OF PROCEDURE, INFORMATION UNAVAILABLE - COMPANY/OPERATOR MGMT
3. CREW/GROUP COORDINATION - INADEQUATE -
4. FLUID, FUEL - STARVATION

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

5. WEATHER CONDITION - CLOUDS
6. WEATHER CONDITION - LOW CEILING
7. WEATHER CONDITION - FOG
8. OBJECT - WIRE, TRANSMISSION

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING

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

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

Factor(s) relating to this accident is/are finding(s) 5,6,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1206 5/05/86 VERO BEACH, FL A/C Reg. No. N6989S Time (Lc1) - 1425 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire NONE

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

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

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

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

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

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

Weather Data

Wx Briefing - NWS
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 070/012 KTS
Visibility - 6.0 SM
Lowest Sky/Clouds - 2000 FT
Lowest Ceiling - 2000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
FT. PIERCE, FL
Destination
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 25
Biennial Flight Review
Current - YES
Months Since - 14
Aircraft Type - UNK/NR

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

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE CFI & STUDENT PLT WERE ON A TRAINING FLT. WITNESSES HEARD THE ENG SPUTTER, THEN CUT OUT COMPLETELY. ONE WITNESS SAID HE THOUGHT THE PLT WOULD ATTEMPT A LANDING TO THE SOUTH, LENGTHWISE, INTO A PASTURE BORDERED ON ALL SIDES BY TREES APRX 50 FT HIGH. THE ACFT BEGAN A RIGHT TURN WHILE DESCENDING & REMAINED OVER THE TREES OUTSIDE THE PASTURE'S EASTERN BOUNDARY. APRX MIDWAY DOWN THE PASTURE'S LENGTH WHILE STILL OVER THE TREES, THE ACFT (NOW ON A SW OR DOWNWIND HEADING) BEGAN A STEEPER RIGHT BANK & THE RIGHT WING STRUCK A TREE LIMB. THE ACFT THEN CRASHED INTO THE PASTURE CROSSWISE. THE SURFACE WINDS WERE FROM 070 DEGS AT 12 GUSTING 18 KTS. THE FUEL SHUT OFF VALVE WAS FOUND IN THE "OFF" POSITION, THE THROTTLE WAS FULLY OPEN, THE MAG SW WAS ON "BOTH" & THE MIXTURE WAS IN THE "RICH" POSITION. POLICE & FIRE/RESCUE PERSONNEL DENIED TURNING THE VALVE OFF AFTER THE ACCIDENT. BOTH OCCUPANTS RECEIVED HEAD INJURIES & COULD NOT RECALL THE ACCIDENT. NO PREIMPACT PART FAILURE/MALFUNCTION WAS FOUND DRG THE INVESTIGATION.

Brief of Accident (Continued)

File No. - 1206

5/05/86

VERO BEACH, FL

A/C Reg. No. N6989S

Time (Lcl) - 1425 EDT

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND(CFI)
2. EMERGENCY PROCEDURE - SIMULATED - PILOT IN COMMAND(CFI)
3. FUEL TANK SELECTOR POSITION - IMPROPER USE OF -

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

4. SUPERVISION - IMPROPER - PILOT IN COMMAND(CFI)

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

5. OBJECT - TREE(S)
6. CLEARANCE - MISJUDGED -

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) 1,4,6

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. - 1218	6/14/86	LK BUENA VISTA, FL	A/C Reg. No. N8400C	Time (Lcl) - 1835 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 1	Minor 0	None 0
Flight Conducted Under -14 CFR 91	NONE	Pass 1	0	0	0
Accident Occurred During -MANEUVERING					

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

Make/Model - ROBINSON R22 HP	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-----

<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- 170/004 KTS</p> <p>Visibility - 7.0 SM</p> <p>Lowest Sky/Clouds -</p> <p>Lowest Ceiling - 3200 FT BROKEN</p> <p>Obstructions to Vision- UNK/NR</p> <p>Precipitation - RAIN</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point LAKE WALES, FL</p> <p>Destination ORLANDO, FL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>ATP,CFI</p> <p>SE LAND,ME LAND</p> <p>HELICOPTER</p>	<p>Age - 35</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 1</p> <p>Aircraft Type - 206</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total - 4460</td> <td>Last 24 Hrs - 3</td> </tr> <tr> <td>Make/Model- 60</td> <td>Last 30 Days- 55</td> </tr> <tr> <td>Instrument- 684</td> <td>Last 90 Days- 190</td> </tr> <tr> <td>Multi-Eng - 3687</td> <td>Rotorcraft - 264</td> </tr> </table>	Total - 4460	Last 24 Hrs - 3	Make/Model- 60	Last 30 Days- 55	Instrument- 684	Last 90 Days- 190	Multi-Eng - 3687	Rotorcraft - 264
Total - 4460	Last 24 Hrs - 3									
Make/Model- 60	Last 30 Days- 55									
Instrument- 684	Last 90 Days- 190									
Multi-Eng - 3687	Rotorcraft - 264									

Instrument Rating(s) - AIRPLANE

-----Narrative-----

MOTORISTS OBSD THE HELICOPTER FLYING LOW OVR & ALONG AN INTERSTATE HIWAY. IN THE VICINITY OF A HIWAY REST AREA, THE HELICOPTER MANEUVERED TO THE SIDE OF THE HIWAY, THEN FLEW BACK OVR THE MEDIAN. TWO WITNESSES SAID IT CAME TO A HOVER, THEN STARTED TO CONTINUE ALONG THE ROADWAY. SUBSEQUENTLY, IT HIT A PWR LINE THAT CROSSED OVR THE HIWAY & CRASHED ONTO THE MEDIAN AFTER TRAVELING ANOTHER 426 FT. AFTER IMPACTING THE MEDIAN, THE HELICOPTER TRAVELED ANOTHER 57 FT BEFORE COMING TO REST. THE ACDNT OCCURRED IN THE VICINITY OF WHERE THE PLT'S WIFE & A FRIEND OF THE PASSENGER WERE TRAVELING BY AUTO. THE PLT & HIS WIFE DENIED KNOWING EACH OTHER WERE IN THE VICINITY; ALTHO, BOTH WERE RETURNING FROM THE SAME RECREATIONAL ACTIVITY. THE PLT STATED THAT HE WAS ATTEMPTING A PRECAUTIONARY LANDING AT THE REST AREA DUE TO BAD WX. AN INVESTIGATION REVEALED THAT DRG THE ACDNT, THE ROTOR OF THE HELICOPTER HIT THE PWR LINE ABOUT 28 FT AGL. A WITNESS SAID THAT LIGHT RAIN WAS FALLING WHEN THE ACDNT OCCURRED.

Brief of Accident (Continued)

File No. - 1218

6/14/86

LK BUENA VISTA, FL

A/C Reg. No. N8400C

Time (Lcl) - 1835 EDT

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

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
 2. BUZZING - PERFORMED - PILOT IN COMMAND
 3. WEATHER CONDITION - RAIN
 4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
 5. OBJECT - WIRE, STATIC
-

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1373 6/16/86 JACKSONVILLE,FL A/C Reg. No. N9045F Time (Lcl) - 0644 EDT

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

Type Operating Certificate-ON-DEMAND AIR TAXI

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

Aircraft Damage
DESTROYED
Fire
ON GROUND

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

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

Make/Model - HUGHES 369HE
Landing Gear - SKID
Max Gross Wt - 2550
No. of Seats - 4

Eng Make/Model - ALLISON 250-C18B
Number Engines - 1
Engine Type - TURBOSHAFT
Rated Power - 250 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 5.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAWN

Itinerary

Last Departure Point
JACKSONVILLE,FL
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

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

Age - 34

Biennial Flight Review

Current - YES
Months Since - 7
Aircraft Type - 369HE

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 13800	Last 24 Hrs	- UNK/NR
Make/Model-	UNK/NR	Last 30 Days-	UNK/NR
Instrument-	1200	Last 90 Days-	UNK/NR
Multi-Eng	- 3500	Rotorcraft	- 6000

Instrument Rating(s) - AIRPLANE

-----Narrative-----

A LCL TV STN HAD HIRED THE OPER TO PROVIDE A HELICOPTER FOR USE IN BROADCASTING AN AIRBORNE TRAFFIC SHOW. THE PLT TOOK OFF WITH A RPRTR & A CAMERA MAN ABOARD. DRG A LIVE TRAFFIC RPRT, THE ACFT WAS HDG EASTBOUND AT SLOW SPEED OVR A DOWNTOWN AREA AT APRX 400 FT AGL. WHILE IT WAS AT OR NR A HOVER, WITNESSES HEARD A NOISE. THE ACFT THEN ENTERED A RAPID SPIN TO THE RGT & BGN AN UNCTLD DSCNT. SUBSEQUENTLY, IT STRUCK A TREE & A UTILITY POLE, THEN IMPACTED THE GND. AFTER BYSTANDERS REMOVED THE OCCUPANTS FM THE WRECKAGE, A FIRE ERUPTED. THE ENG THROTTLE GRIP WAS FND IN THE FULL OPEN (PWR ON) PSN. AN INV SHOWED THE AFT TAIL ROTOR DRIVE SHAFT FLEXIBLE (FLEX) COUPLING, PN 369H5501, HAD FAILED FM FATIGUE. AD 81-17-02 REQD THAT ALL 369D'S WITH MAIN ROTOR BRAKES (MRB'S) BE INSPD AT 100 HR INTERVALS UNTIL THE FWD FLEX COUPLINGS WERE REPLACED WITH FAIL SAFE COUPLINGS (PN 369H92564), BUT THE ORIGINAL FWD & AFT FLEX COUPLINGS WERE IDENTICAL. ALSO, OTHER MODELS OF THE 369 HAD NRLY IDENTICAL MRB'S, BUT THE AD DID NOT APPLY TO THESE. N9045F, A HUGHES 369HE, HAD NO MRB.

Brief of Accident (Continued)

File No. - 1373

6/16/86

JACKSONVILLE, FL

A/C Reg. No. N9045F

Time (Lcl) - 0644 EDT

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

Finding(s)

1. ROTOR DRIVE SYSTEM, TAIL ROTOR DRIVE SHAFT - FATIGUE

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

2. ROTOR DRIVE SYSTEM, TAIL ROTOR DRIVE SHAFT - INADEQUATE
3. MAINTENANCE, DESIGN CHANGE - NOT ATTAINED -
4. AIRCRAFT/EQUIPMENT, INADEQUATE DESIGN - MANUFACTURER
5. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND
6. AUTOROTATION - NOT ATTAINED -

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

Finding(s)

7. DIRECTIONAL CONTROL - NOT MAINTAINED -

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

Finding(s)

8. OBJECT - TREE(S)
9. OBJECT - UTILITY POLE

Occurrence #5 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

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

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

Factor(s) relating to this accident is/are finding(s) 2,3,4,5,8,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1262	6/17/86	BOYNTON BEACH, FL	A/C Reg. No. N1318V	Time (Lcl) - 1130 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 1	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass 1	0	0	0
Accident Occurred During -DESCENT					

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

Make/Model - AERONCA 7CCM	Eng Make/Model - LYCOMING O-235-C1B	ELT Installed/Activated - YES/NO
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 - 108 HP	

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 300/008 KTS</p> <p>Visibility - 9.0 SM</p> <p>Lowest Sky/Clouds - 1800 FT SCATTERED</p> <p>Lowest Ceiling - 9000 FT BROKEN</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - RAIN</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point SAME AS ACC/INC</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TOUCH AND GO</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data WILLIS GLIDERPORT</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 - 65</p> <p>Biennial Flight Review Current - YES Months Since - 13 Aircraft Type - 7CCM</p>	<p>Medical Certificate - EXPIRED</p> <p>Flight Time (Hours) Total - 390 Make/Model- UNK/NR Instrument- UNK/NR Multi-Eng - UNK/NR</p>
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Instrument Rating(s) - NONE		<p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- UNK/NR</p> <p>Rotorcraft - UNK/NR</p>
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-----Narrative-----

ACCORDING TO WITNESSES, THE ACFT ENTERED A TURN SHORTLY AFTER TAKING OFF FROM A TOUCH-&-GO LANDING, THEN STALLED & BEGAN TO SPIN TO THE RIGHT. THE ACFT IMPACTED THE GROUND AT THE EDGE OF A CANAL, APRX 1000 FT FROM THE DEPT END OF THE RWY. ONE WITNESS STATED THAT THE ENG STOPPED ABRUPTLY BEFORE THE ACFT CRASHED. A POST CRASH EXAM OF THE ENG REVEALED LOW COMPRESSION IN ALL CYLINDERS DUE TO EXCESSIVELY WORN PISTONS; HOWEVER, THE REASON FOR THE POWER LOSS WAS NOT VERIFIED.

Brief of Accident (Continued)

File No. - 1262

6/17/86

BOYNTON BEACH, FL

A/C Reg. No. N1318V

Time (Lcl) - 1130 EDT

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

Finding(s)

1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

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

Finding(s)

2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
3. STALL/SPIN - INADVERTENT - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1274 7/04/86 ISLAMORADA, FL A/C Reg. No. N2385X Time (Lcl) - 1402 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 -MANEUVERING			0	1	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	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	FT. LAUDERDALE, FL	Runway Ident - N/A
Wind Dir/Speed- 330/003 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 8.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 2000 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 8000 FT BROKEN	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 25	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 885	Last 24 Hrs - 4
SE LAND	Months Since - 2	Make/Model- 74	Last 30 Days- 24
HELICOPTER	Aircraft Type - R22	Instrument- 14	Last 90 Days- 40
			Rotorcraft - 74

Instrument Rating(s) - NONE

-----Narrative-----

WITNESSES REPORTED SEEING THE HELICOPTER FLYING AT APPROXIMATELY 8 TO 10 FEET OFF THE WATER. THE HELICOPTER ENTERED A LEFT TURN AND AS THE TURN PROGRESSED THE HELICOPTER DESCENDED STRIKING THE WATER WITH A SKID AND CARTWHEELING.

Brief of Accident (Continued)

File No. - 1274

7/04/86

ISLAMORADA, FL

A/C Reg. No. N2385X

Time (Lc1) - 1402 EDT

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

Finding(s)

1. LOW PASS - PERFORMED - PILOT IN COMMAND
2. ALTITUDE - MISJUDGED - PILOT IN COMMAND

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1205 7/11/86 JACKSONVILLE,FL A/C Reg. No. N9119C Time (Lcl) - 2003 EDT

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

Type Operating Certificate-ON-DEMAND AIR TAXI

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries
Serious Minor
0 0
0 0

None
1
1

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

Make/Model - CESSNA R182
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3200
No. of Seats - 4

Eng Make/Model - LYCOMING O-540-J3C5D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 235 HP

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

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

Weather Data

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

Basic Weather - VMC

Wind Dir/Speed- 230/008 KTS
Visibility - 7.0 SM

Lowest Sky/Clouds - 10000 FT SCATTERED

Lowest Ceiling - 25000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
ORLANDO,FL

Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - VFR

Type of Clearance - VFR

Type Apch/Lndg - TRAFFIC PATTERN
FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

CRAIG FIELD
Runway Ident - 22
Runway Lth/Wid - 4001/ 100
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,CFI
SE LAND,ME LAND

Age - 44

Biennial Flight Review

Current - YES

Months Since - 3

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 1451

Make/Model- 61

Instrument- 125

Multi-Eng - 60

Last 24 Hrs - 5

Last 30 Days- UNK/NR

Last 90 Days- 204

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER THE PLT APPLIED CARB HEAT DURING THE APPROACH SEQUENCE, HE BECAME CONCERNED ABOUT ROUGHNESS IN THE ENG. AT ABOUT THAT SAME TIME, THE TOWER CLEARED HIM TO LAND BEHIND ANOTHER ACFT; HOWEVER, AT 1ST, HE DID NOT HAVE THE OTHER ACFT IN SIGHT & SPENT SEVERAL SECONDS LOOKING FOR IT. SUBSEQUENTLY, THE ENG ROUGHNESS DISSIPATED, BUT THE PLT FORGOT TO EXTEND THE LANDING GEAR & LANDED GEAR UP.

Brief of Accident (Continued)

File No. - 1205

7/11/86

JACKSONVILLE,FL

A/C Reg. No. N9119C

Time (Lc1) - 2003 EDT

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

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. GEAR EXTENSION - NOT PERFORMED - 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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1385 7/13/86 WEST PALM BCH, FL A/C Reg. No. N206EA Time (Lcl) - 1731 EDT

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

Type Operating Certificate	AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage						
Name of Carrier	-EASTERN AIRLINES INC.	NONE						
Type of Operation	-SCHEDULED, DOMESTIC, PASSENGER	Fire	Crew	Fatal	0	Serious	0	Injuries
Flight Conducted Under	-14 CFR 121	NONE	Pass	0	0	2	8	Minor
Accident Occurred During	-DESCENT						20	None
								207

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

Make/Model	- GROUPMENT DINTERET A300B4-2C	Eng Make/Model	- GE EL CF6-50C2	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 347225	Engine Type	- TURBOFAN		
No. of Seats	- 348	Rated Power	- 52500 LBS THRUST		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- COMPANY	Last Departure Point		OFF AIRPORT/STRIP	
Method	- TELETYPE	NEW YORK, NY			
Completeness	- FULL	Destination		Airport Data	
Basic Weather	- IMC	MIAMI, FL		Runway Ident	- N/A
Wind Dir/Speed	- 050/009 KTS	ATC/Airspace		Runway Lth/Wid	- N/A
Visibility	- 8.0 SM	Type of Flight Plan	- IFR	Runway Surface	- N/A
Lowest Sky/Clouds	-	Type of Clearance	- IFR	Runway Status	- N/A
Lowest Ceiling	- 1800 FT BROKEN	Type Apch/Lndg	- NONE		
Obstructions to Vision	- NONE				
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

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

Pilot-In-Command	Age - 58	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP, FLT ENG	Current - YES	Total - 14145	Last 24 Hrs - UNK/NR
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model - 1481	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 CAPTAIN STATED THAT AN ANNOUNCEMENT HAD BEEN MADE THAT THEY WERE STARTING THEIR DESCENT INTO THE MIAMI AREA AND TURNED THE SEATBELT SIGN ON AND THE PASSENGERS HAD BEEN INSTRUCTED TO RETURN TO THEIR SEATS. APPROXIMATELY 5 MINUTES LATER, TURBULENCE WAS ENCOUNTERED AND SOME INJURIES RESULTED DUE TO THE PASSENGERS NOT BEING IN THEIR SEATS OR NOT HAVING THEIR SEATBELTS FASTENED. NO OTHER TURBULENCE WAS ENCOUNTERED BEFORE OR AFTER THIS OCCURRENCE.

Brief of Accident (Continued)

File No. - 1385

7/13/86

WEST PALM BCH, FL

A/C Reg. No. N206EA

Time (Lc1) - 1731 EDT

Occurrence IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation DESCENT - NORMAL

Finding(s)

1. WEATHER CONDITION - TURBULENCE
 2. INSTRUCTIONS, WRITTEN/VERBAL - NOT FOLLOWED - PASSENGER
-

----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. - 1328 7/17/86 BUNNELL, FL A/C Reg. No. N257ER Time (Lcl) - 1415 EDT

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

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

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

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

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

<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- 120/008 KTS</p> <p>Visibility - 10.0 SM</p> <p>Lowest Sky/Clouds - 3000 FT SCATTERED</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point DAYTONA BEACH, FL</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN FULL STOP</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data</p> <p>FLAGLER COUNTY</p> <p>Runway Ident - 11</p> <p>Runway Lth/Wid - 5000/ 200</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL, CFI</p> <p>SE LAND, ME LAND, SE SEA</p> <p>GLIDER</p>	<p>Age - 34</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 11</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 724</p> <p>Make/Model- 13</p> <p>Instrument- 73</p> <p>Multi-Eng - 22</p> <p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 96</p> <p>Rotorcraft - UNK/NR</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT ON FINAL APPROACH HE FORGOT TO PUT THE LANDING GEAR DOWN. HE THEN LANDED GEAR UP, & THE ACFT SLID TO A STOP.

Brief of Accident (Continued)

File No. - 1328

7/17/86

BUNNELL,FL

A/C Reg. No. N257ER

Time (Lcl) - 1415 EDT

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

Finding(s)

1. CHECKLIST - NOT FOLLOWED - PILOT IN COMMAND
2. WHEELS UP LANDING - PERFORMED - PILOT IN COMMAND
3. GEAR EXTENSION - 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) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1383	7/20/86	TAMPA, FL	A/C Reg. No. N3872N	Time (Lcl) - 1526 EDT
<hr/>				
-----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 2	0 0 0
Accident Occurred During	-DESCENT			
<hr/>				
-----Aircraft Information-----				
Make/Model	- BEECH V35	Eng Make/Model	- CONTINENTAL E-225-B	ELT Installed/Activated - YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System - YES
Max Gross Wt	- 3400	Engine Type	- RECIPROCATING-CARBURETOR	
No. of Seats	- 4	Rated Power	- 225 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	SAME AS ACC/INC		
Completeness	- N/A	Destination	Airport Data	
Basic Weather	- VMC	EVANSVILLE, IN	TAMPA INTL	
Wind Dir/Speed	- 280/009 KTS	ATC/Airspace	Runway Ident - 36R	
Visibility	- 10.0 SM	Type of Flight Plan	Runway Lth/Wid - 8300/ 150	
Lowest Sky/Clouds	- 3000 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			
<hr/>				
-----Personnel Information-----				
Pilot-In-Command	Age - 53	Medical Certificate - EXPIRED		
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)		
PRIVATE	Current - NO	Total	- 1335	
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model	- 150	
	Aircraft Type - UNK/NR	Instrument	- UNK/NR	
		Multi-Eng	- 60	
		Last 24 Hrs	- UNK/NR	
		Last 30 Days	- UNK/NR	
		Last 90 Days	- 31	
		Rotorcraft	- UNK/NR	
<hr/>				
Instrument Rating(s) - AIRPLANE				
<hr/>				
-----Narrative-----				
<p>THE PRIVATE PILOT TRANSMITTED TO THE CONTRL TOWER SHORTLY AFTER LIFT OFF THAT HE HAD A DOOR AJAR, AND HE WAS TURNING BACK TO THE RUNWAY. WITNESSES SAW THE AIRCRAFT EXECUTE A TEARDROP TYPE OF TURN BACK TO THE RUNWAY WITH A NOSE HIGH ATTITUDE, GEAR DOWN AND IN A TIGHT TURN. THE WITNESSES THEN SAW THE AIRCRAFT STALL AND ENTER A LEFT SPIN UNTIL IMPACT. THERE WAS A POST CRASH FIRE. THE CABIN DOOR MECHANISM WAS FOUND ONLY PARTIALLY ENGAGED.</p>				
<hr/>				

Brief of Accident (Continued)

File No. - 1383

7/20/86

TAMPA, FL

A/C Reg. No. N3872N

Time (Lcl) - 1526 EDT

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

Finding(s)

1. DOOR, PASSENGER - NOT ENGAGED
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

3. PRECAUTIONARY LANDING - INITIATED -
4. DOOR, PASSENGER - OPEN
5. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
6. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND
7. STALL/SPIN - 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) 5,6,7

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1329 7/20/86 DANIA, FL A/C Reg. No. N1554H Time (Lcl) - 1005 EDT

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	FT. LAUDERDALE, FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	KEY WEST, FL	
Wind Dir/Speed - 250/009 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 2500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - WATER
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - WET
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)
PRIVATE	Current - YES	Total - 165
SE LAND	Months Since - 12	Make/Model - 88
	Aircraft Type - C-177RG	Instrument - 17
		Multi-Eng - UNK/NR
		Last 24 Hrs - 3
		Last 30 Days - UNK/NR
		Last 90 Days - 15
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WHILE FLYING ALONG THE BEACH THE PILOT NOTICED THAT THE ENGINE STEADILY LOST POWER. THE PILOT THEN DITCHED THE AIRCRAFT. EXAMINATION OF THE AIRCRAFT WRECKAGE AFTER RECOVERY REVEALED THAT THE FUEL LINE FROM THE FUEL SERVO UNIT TO THE FUEL DIVIDER BLOCK WAS LOOSE. THERE WAS ALSO EVIDENCE OF FUEL SPRAY PATTERNS ON THE INSIDE OF THE LOWER ENGINE COWLING. THE AIRCRAFT HAD AN ANNUAL INSPECTION 1.1 HOURS PRIOR TO THE ACCIDENT, AND THE AN OVERHAULED ENGINE WAS INSTALLED AT THAT TIME.

Brief of Accident (Continued)

File No. - 1329

7/20/86

DANIA, FL

A/C Reg. No. N1554H

Time (Lc1) - 1005 EDT

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

Finding(s)

1. FUEL SYSTEM, LINE - LOOSE
2. MAINTENANCE, SERVICE OF AIRCRAFT - IMPROPER - OTHER MAINTENANCE PSNL
3. MAINTENANCE, ANNUAL INSPECTION - IMPROPER - OTHER MAINTENANCE PSNL

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

4. TERRAIN CONDITION - WATER, ROUGH

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1344 7/30/86 HOPEWELL, FL A/C Reg. No. N9620X Time (Lcl) - 0920 EDT

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

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

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

Make/Model - CESSNA 210B	Eng Make/Model - CONTINENTAL IO-470-S	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3000	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 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	BRANDON, FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	TERRE HAUTE, IN	Runway Ident - N/A
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 60	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 3000	Last 24 Hrs - 2
SE LAND	Months Since - 11	Make/Model- 2000	Last 30 Days- UNK/NR
	Aircraft Type - C-172	Instrument- 0	Last 90 Days- 15

Instrument Rating(s) - NONE

-----Narrative-----

FLIGHT EXPERIENCED COMPLETE ENGINE FAILURE WHEN CRANKSHAFT FAILED DUE TO FATIGUE CRACKING OF THE CRANKSHAFT CHEEK BETWEEN THE NUMBER 1 AND 2 RODBEARING JOURNAL. DURING THE SUBSEQUENT FORCED LANDING THE AIRCRAFT COLLIDED WITH TREES DUE TO THE PILOT NOT WANTING TO LAND ON A DIRT ROAD DUE TO AN UNSAFE INDICATION ON THE NOSE LANDING GEAR. EXAMINATION OF THE ENGINES RECORDS REVEALED THE ENGINE HAD SUSTAINED SUDDEN STOPPAGE IN MUD 25 FLIGHT HOURS BEFORE THE CRANKSHAFT FAILURE. THE ENGINE WAS NOT DISASSEMBLED AND INSPECTED AT THAT TIME AS REQUIRED BY THE ENGINE MANUFACTURER. ADDITIONALLY IT WAS LEARNED THE ENGINE HAD 1788 TOTAL FLIGHT HOURS SINCE FACTORY OVERHAUL. THE MANUFACTURER RECOMMENDS THAT THE ENGINE BE OVERHAULED EACH 1600 FLIGHT HOURS.

Brief of Accident (Continued)

File No. - 1344

7/30/86

HOPEWELL, FL

A/C Reg. No. N9620X

Time (Lc1) - 0920 EDT

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

Finding(s)

1. ENGINE ASSEMBLY, CRANKSHAFT - SEPARATION
 2. ENGINE ASSEMBLY, CRANKSHAFT - FATIGUE
 3. MAINTENANCE, INSPECTION OF AIRCRAFT - IMPROPER - OTHER MAINTENANCE PSNL
-

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

Finding(s)

4. OBJECT - TREE(S)
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1340 8/02/86 BOYNTON BEACH, FL A/C Reg. No. N45529 Time (Lcl) - 0948 EDT

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

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

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

Make/Model - GRUMMAN AA-5B	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 - 2400	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	FT. LAUDERDALE, FL	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	MERRITT ISLAND, FL	Runway Ident - N/A
Wind Dir/Speed- 170/010 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - VFR	Runway Surface - N/A
Lowest Sky/Clouds - 2500 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 - 42	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - UNK/NR
SE LAND	Months Since - UNK/NR	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS DITCHED IN THE ATLANTIC OCEAN ABOUT 4 MILES OFF SHORE IN ABOUT 600 FT OF WATER AFTER ALLEGEDLY SUSTAINING ENG FAILURE. THE PLT STATED THAT THE ACFT WAS FULL OF FUEL PRIOR TO DEPARTURE & THAT NO WATER OR OTHER FOREIGN MATTER WAS DETECTED IN THE FUEL SYS DURING THE PREFLT INSP. A CFI WHO FLEW THE ACFT IMMEDIATELY PRIOR TO THE LAST FLT STATED THE ACFT PERFORMED NORMALLY. THE PLT HAS DITCHED TWO OTHER ACFT ON PREVIOUS OCCASIONS & WITHHELD THAT INFO FROM THE OPERATOR WHO RENTED HIM THE ACFT EVEN THOUGH THE RENTAL INFO CARD SPECIFICALLY MADE REFERENCE TO ANY PREVIOUS ACCIDENTS. THE PLT FAILED TO MEET WITH THE FAA AFTER THEY REQUESTED FOR HIM TO DO SO & NTSB FORM 6120.1, PLT OPERATOR ACFT ACCIDENT REPORT WAS NOT RECEIVED BY THE NTSB. EFFORTS TO MAKE FURTHER CONTACT WITH THE PLT BY THE NTSB, FAA & THE OWNER OF THE ACFT WERE UNSUCCESSFUL.

Brief of Accident (Continued)

File No. - 1340

8/02/86

BOYNTON BEACH, FL

A/C Reg. No. N45529

Time (Lcl) - 0948 EDT

Occurrence #1 LOSS OF POWER
Phase of Operation CLIMB - TO CRUISE

Finding(s)
1. UNDETERMINED

Occurrence #2 DITCHING
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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1342 8/02/86 CRESTVIEW, FL A/C Reg. No. N7992P Time (Lcl) - 1034 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

Make/Model - PIPER PA-24-250
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2900
No. of Seats - 4

Eng Make/Model - LYCOMING O-540-A1D5
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 250 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 6.0 SM
Lowest Sky/Clouds - 25000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
NICEVILLE, FL
Destination
CRESTVIEW, FL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

CRESTVIEW
Runway Ident - 35
Runway Lth/Wid - 8000/ 150
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 65

Biennial Flight Review

Current - YES
Months Since - 5
Aircraft Type - PA24250

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 677	Last 24 Hrs	- 1
Make/Model-	56	Last 30 Days-	16
Instrument-	109	Last 90 Days-	35

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE ON FINAL APRCH WITH THE LDG GEAR EXTENDED FOR LDG, THE PLT OBSERVED ANOTHER ACFT AHEAD OF HIM WHICH HE FELT HE WAS OVERTAKING. HE ELECTED TO EXECUTE A GO-AROUND & WHILE ON DOWNWIND LEG, THE PLT RETRACTED THE GEAR ABSENT-MINDEDLY THINKING HE WAS EXTENDING IT. HE STATED THAT HE WAS UNABLE TO HEAR THE LDG GEAR WARNING HORN BECAUSE HE WAS WEARING A HEADSET. THE ACFT LANDED GEAR-UP.

Brief of Accident (Continued)

File No. - 1342

8/02/86

CRESTVIEW, FL

A/C Reg. No. N7992P

Time (Lc1) - 1034 CDT

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

Finding(s)

1. WHEELS UP LANDING - INADVERTENT - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1341	8/03/86	ZELLWOOD, FL	A/C Reg. No. N9716J	Time (Lcl) - 1910 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	None
Flight Conducted Under -14 CFR 91	Crew	0	0	0	1
Accident Occurred During -LANDING	Pass	0	0	0	1

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

Make/Model - PIPER PA-28-180	Eng Make/Model - LYCOMING D-360-A4A	ELT Installed/Activated - YES/NO
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 - 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- 150/007 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 4500 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 10000 FT BROKEN	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 60	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 600
SE LAND	Months Since - 14	Last 24 Hrs - 1
	Aircraft Type - PA28180	Make/Model- 600
		Last 30 Days- 8
		Instrument- 0
		Last 90 Days- 20

Instrument Rating(s) - NONE

-----Narrative-----

THE FLT SUSTAINED ENG FAILURE IMMEDIATELY AFTER LIFT-OFF & COLLIDED WITH A TREE NEAR THE END OF THE RWY. THE PLT STATED THAT THE TAKE-OFF ROLL HAD BEEN "SLUGGISH". HE SAID THAT IT WAS HIS PRACTICE TO KEEP HIS ACFT OUTDOORS & TO ONLY FUEL THE TANKS TO ABOUT 1/2 CAPACITY SO AS TO AVOID THE WEIGHT PENALTY. HE LAST FLEW THE ACFT ABOUT 1 WEEK PRIOR TO THE ACCIDENT FOR ABOUT 1/2 HR & HE DID NOT REFUEL AFTER THE LAST FLT. DURING PREFLT INSPECTION HE STATED THAT HE DRAINED A QUANTITY OF WATER FROM THE FUEL SYSTEM. HE SAID THERE HAD BEEN A LOT OF RAIN IN THE AREA RECENTLY. HE STATED THAT HE HAD DRAINED WATER FROM THE FUEL SYSTEM ON OTHER OCCASIONS DURING HIS PREFLT INSPECTIONS. AFTER THE ACCIDENT, AN EXAM OF THE GASCOLATOR REVEALED THE PRESENCE OF A CONSIDERABLE QUANTITY OF WATER.

Brief of Accident (Continued)

File No. - 1341

8/03/86

ZELLWOOD,FL

A/C Reg. No. N9716J

Time (Lc1) - 1910 EDT

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

Finding(s)

1. FUEL SYSTEM - WATER
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
3. ABORT - NOT PERFORMED - PILOT IN COMMAND

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

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) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1362 8/05/86 INDIANTOWN, FL A/C Reg. No. N9086T Time (Lc1) - 1200 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries				
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-AERIAL APPLICATION	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	- CONTINENTAL COPTERS TOMCAT MK5A	Eng Make/Model	- LYCOMING VO-435	ELT Installed/Activated	- NO	-N/A
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- NO	
Max Gross Wt	- 2350	Engine Type	- RECIPROCATING-CARBURETOR			
No. of Seats	- 1	Rated Power	- 260 HP			

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method	- N/A	SAME AS ACC/INC	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	Runway Ident
Wind Dir/Speed	- 030/007 KTS	ATC/Airspace	- N/A
Visibility	- 10.0 SM	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- 2500 FT SCATTERED	Type of Clearance	- N/A
Lowest Ceiling	- 30000 FT BROKEN	Type Apch/Lndg	- N/A
Obstructions to Vision	- NONE		
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 31	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 4927
SE LAND	Months Since - 11	Make/Model- UNK/NR
HELICOPTER	Aircraft Type - C-152	Instrument- 44
		Multi-Eng - 597
		Last 24 Hrs - 2
		Last 30 Days- 76
		Last 90 Days- 76
		Rotorcraft - 2730

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AERIAL APPLICATION HELICOPTER CRASHED JUST AFTER LIFT-OFF AFTER SUSTAINING A POWER FAILURE, THE PLT STATED THAT HE THOUGHT THE REASON FOR THE FAILURE COULD HAVE BEEN FUEL STARVATION SINCE HE HAD OBSERVED SOME FOREIGN MATTER IN THE FUEL WHEN HE DRAINED THE SUMP DURING THE PREFLT INSPECTION OF THE ACFT. A POST ACCIDENT EXAM REVEALED NO EVIDENCE OF ANY FUEL ODOR OR FUEL SPILL IN OR AROUND THE CRASH SITE. ONLY A SMALL AMOUNT OF FUEL WAS FOUND IN THE GASCOLATOR. THERE WAS NO FUEL PRESENT IN THE TANK ALTHOUGH THE FUEL TANK WAS ON ITS SIDE AND THE CAP WAS MISSING FROM THE TANK. NO EVIDENCE OF ANY WATER OR FOREIGN MATTER WAS DETECTED IN THE FUEL SYSTEM. THE FLT WAS OPERATING CONTRA TO FAR PART 137, IN THAT THE OPERATOR DID NOT HAVE A FAA CERTIFICATE FOR AGRICULTURAL OPERATIONS.

Brief of Accident (Continued)

File No. - 1362

8/05/86

INDIANTOWN, FL

A/C Reg. No. N9086T

Time (Lcl) - 1200 EDT

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

Finding(s)

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

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

-----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. - 1361 8/07/86 ARCADIA, FL A/C Reg. No. N1996Y Time (Lcl) - 2005 EDT

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

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

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

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

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- FSS	Last Departure Point		OFF AIRPORT/STRIP	
Method	- TELEPHONE	FT. LAUDERDALE, FL			
Completeness	- WEATHER NOT PERTINENT	Destination		Airport Data	
Basic Weather	- VMC	TAMPA, FL		Runway Ident	- N/A
Wind Dir/Speed	- 040/007 KTS	ATC/Airspace		Runway Lth/Wid	- N/A
Visibility	- 12.0 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	- 10000 FT BROKEN	Type Apch/Lndg	- NONE		
Obstructions to Vision	- NONE				
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

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

Pilot-In-Command	Age - 27	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 1580	Last 24 Hrs - 4
SE LAND	Months Since - 1	Make/Model - 4	Last 30 Days - 68
	Aircraft Type - 210	Instrument - 298	Last 90 Days - 180
		Multi-Eng - 610	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING CRUISE, THE PLT ATTEMPTED TO SWITCH FUEL TANKS AND THE FUEL SELECTOR VALVE BECAME STUCK IN THE "OFF" POSITION. A SUCCESSFUL GEAR-UP FORCED LDG WAS MADE IN A FIELD. AN EXAM OF THE VALVE CONFIRMED THAT IT WAS STUCK DUE TO CORROSION AND RUST, THE OPERATOR'S MECHANIC STATED THAT PRIOR TO THEIR RECENT ACQUISITION OF THE ACFT, IT HAD REMAINED INACTIVE AND OUTDOORS FOR A LONG PERIOD OF TIME. DURING THE RECENT ANNUAL INSP, HE STATED THAT THE FUEL CAP SEALS HAD DETERIORATED AND HAD TO BE REPLACED AND THAT WATER HAD BEEN FOUND IN THE FUEL TANKS.

Brief of Accident (Continued)

File No. - 1361

8/07/86

ARCADIA, FL

A/C Reg. No. N1996Y

Time (Lcl) - 2005 EDT

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

Finding(s)

1. FUEL SYSTEM, SELECTOR VALVE - BINDING(MECHANICAL)

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

2. 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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1360 8/10/86 ORLANDO, FL A/C Reg. No. N55UA Time (Lcl) - 2327 EDT

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

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

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

Make/Model - PIPER PA24-180	Eng Make/Model - LYCOMING O-360-A1A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2550	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	MIAMI, FL	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	
Wind Dir/Speed- 110/005 KTS	ATC/Airspace	Runway Ident - 18R
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 12004/ 300
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(DARK)		

-----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 - 900
SE-LAND	Months Since - 10	Last 24 Hrs - 4
	Aircraft Type - PA24180	Make/Model- 740
		Last 30 Days- UNK/NR
		Instrument- 25
		Last 90 Days- 15
		Multi-Eng - 60

Instrument Rating(s) - NONE

-----Narrative-----

PLT WAS UNABLE TO COMPLETELY EXTEND LANDING GEAR VIA ELECTRIC AND MANUAL MEANS. A LANDING WAS MADE WITH GEAR PARTIALLY EXTENDED. EXAMINATION OF THE AIRCRAFT AFTER THE ACCIDENT REVEALED THE LANDING GEAR EXTENTION MECHANISM WAS BINDING IN THE MANUAL EXTENTION MECHANISM TUNNEL BETWEEN THE TWO FRONT SEATS. PULLING ON THE LANDING GEAR ALLOWED IT TO FREE AND OPERATE NORMALLY AFTER THIS. INSPECTION OF AIRCRAFT RECORDS REVEALED THE AIRCRAFT WAS LANDED GEAR UP 125 HOURS BEFORE THIS ACCIDENT CAUSING DAMAGE TO THE BELLY AND LANDING GEAR MOTOR MOUNTING AREA. THE POINT THE GEAR MECHANISM WAS BINDING WAS DEEPLY SCARRED INDICATING IT HAD BEEN RUBBING FOR SOMETIME.

Brief of Accident (Continued)

File No. - 1360

8/10/86

ORLANDO, FL

A/C Reg. No. N55UA

Time (Lc1) - 2327 EDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. LANDING GEAR, EMERGENCY EXTENSION ASSEMBLY - BINDING (MECHANICAL)
2. MAINTENANCE, INSPECTION OF AIRCRAFT - IMPROPER - OTHER MAINTENANCE PSNL

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. LANDING GEAR, EMERGENCY EXTENSION ASSEMBLY - FAILURE, TOTAL
4. WHEELS UP LANDING - PERFORMED - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1343 8/15/86 JACKSONVILLE, FL A/C Reg. No. N4539X Time (Lcl) - 1454 EDT

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

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

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

Make/Model - PIPER PA28-151	Eng Make/Model - LYCOMING O-320 D36	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	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	CRAIG FIELD
Wind Dir/Speed- 040/009 KTS	ATC/Airspace	Runway Ident - 31
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4007/ 100
Lowest Sky/Clouds - 3000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 2500 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 39	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 90
SE LAND	Months Since - 1	Make/Model- 17
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 4

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT JUST AFTER TAKEOFF, THE ENG SPUTTERED AND LOST POWER. HE LANDED THE ACFT IN THE GRASS ON THE RIGHT SIDE OF RUNWAY 31, ROLLED APRX 100 YARDS, STRUCK A SIGN, AND VEERED LEFT INTO SOFT DIRT COLLAPSING THE NOSE GEAR. POST CRASH EXAMINATION AND COMPLETE RUNUP REVEALED THAT THE ENG RAN GOOD AT ALL POWER SETTINGS WITH NO DISCREPANCIES NOTED.

Brief of Accident (Continued)

File No. - 1343

8/15/86

JACKSONVILLE, FL

A/C Reg. No. N4539X

Time (Lcl) - 1454 EDT

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

Finding(s)

1. LIFT-OFF - PREMATURE - PILOT IN COMMAND
 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

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

Finding(s)

3. TERRAIN CONDITION - GROUND
-

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

Finding(s)

4. OBJECT - FENCE
-

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1359 8/15/86 TAMPA, FL A/C Reg. No. N3330F Time (Lcl) - 1925 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

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

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 250/005 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 3500 FT SCATTERED
Lowest Ceiling - 25000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
TAMPA, FL
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

TOPP OF TAMPA
Runway Ident - 32
Runway Lth/Wid - 3700/ 50
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 42
Biennial Flight Review
Current - YES
Months Since - 13
Aircraft Type - C-182

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total - 129	Last 24 Hrs - UNK/NR
Make/Model- 7	Last 30 Days- UNK/NR
Instrument- UNK/NR	Last 90 Days- 12
Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE 129 HOUR PRIVATE PILOT WAS LANDING ON A RUNWAY WITH A 70 DEGREE LEFT CROSSWIND AND STATED THAT UPON TOUCHDOWN THE AIRCRAFT VEERED TO THE LEFT AND CRASHED INTO THE TREES. POST ACCIDENT EXAMINATION OF THE NOSE GEAR STEERING SYSTEM AND THE BRAKES REVEALED NO MALFUNCTIONS.

Brief of Accident (Continued)

File No. - 1359

8/15/86

TAMPA, FL

A/C Reg. No. N3330F

Time (Lc1) - 1925 EDT

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
 3. IMPROPER USE OF PROCEDURE, LACK OF RECENT TOTAL EXPERIENCE - PILOT IN COMMAND
-

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

Finding(s)

4. OBJECT - TREE(S)
-

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1339 8/17/86 MERRITT ISLAND, FL A/C Reg. No. N1638G Time (Lcl) - 1157 EDT

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

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

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

Make/Model	- CHAMPION 7KCAB	Eng Make/Model	- LYCOMING IO-320-E2A	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- UNK/NR
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	Last Departure Point	OFF AIRPORT/STRIP
Method	MERRITT ISLAND, FL	
Completeness	Destination	Airport Data
Basic Weather	LOCAL	Runway Ident
Wind Dir/Speed	ATC/Airspace	- N/A
Visibility	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- NONE	Runway Lth/Wid
Lowest Ceiling	- NONE	- N/A
Obstructions to Vision	- NONE	Runway Surface
Precipitation	- NONE	- N/A
Condition of Light	- DAYLIGHT	Runway Status

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

Pilot-In-Command	Age	Medical Certificate
Certificate(s)/Rating(s)	34	- VALID MEDICAL-NO WAIVERS/LIMIT
PRIVATE	Biennial Flight Review	Flight Time (Hours)
SE, LAND, ME LAND	Current	- YES
	Months Since	- 24
	Aircraft Type	- UNK/NR
		Total
		- 586
		Make/Model
		- 325
		Instrument
		- 6
		Multi-Eng
		- 18

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT WHILE HE WAS TOWING A BANNER THE ENGINE LOST FUEL PRESSURE AND THE RPM BEGAN TO DETERIORATE. HE DROPPED HIS BANNER AND TRIED TO MAKE IT BACK TO THE AIRPORT BUT COULDN'T AND LANDED SHORT OF RUNWAY 29 IN THE WATER. POST CRASH EXAMINATION OF THE FUEL SYSTEM REVEALED THE ENGINE DRIVEN FUEL PUMP HAD FAILED CAUSING THE LOSS OF FUEL PRESSURE EXPERIENCED BY THE PILOT.

Brief of Accident (Continued)

File No. - 1339

8/17/86

MERRITT ISLAND, FL

A/C Reg. No. N1638G

Time (Lcl) - 1157 EDT

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

Finding(s)

1. FUEL SYSTEM, PUMP - FAILURE, TOTAL

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - UNCONTROLLED

Occurrence #3 DITCHING
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. - 1332 11/08/86 MIAMI, FL A/C Reg. No. N22XP Time (Lcl) - 1510 EST

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

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

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

Make/Model - PITTS S-1T	Eng Make/Model - LYCOMING AE10-360-A1D	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 - UNK/NR	Last Departure Point	ON AIRPORT
Method - ACFT RADIO	MIAMI, FL	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	MIAMI, FL	TAMIAMI
Wind Dir/Speed- 070/020 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - 2000 FT SCATTERED	Type of Clearance - VFR	Runway Surface - UNK/NR
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - UNK/NR
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 52	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 21000
SE LAND	Months Since - 1	Make/Model- 1800
	Aircraft Type - 727	Instrument- 4300
		Multi-Eng - 19000
		Last 24 Hrs - 1
		Last 30 Days- 130
		Last 90 Days- 129
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AIRCRAFT COLLIDED WITH TREES WHILE RECOVERING FROM A SPIN WHICH WAS PERFORMED AT LOW ALTITUDE AS PART OF AN AIRSHOW PERFORMANCE. PILOT STATED HE MISJUDGED HEIGHT OF TREES AND RECOVERED FROM THE SPIN TOO LOW.

Brief of Accident (Continued)

File No. - 1332

11/08/86

MIAMI, FL

A/C Reg. No. N22XP

Time (Lcl) - 1510 EST

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)

1. OBJECT - TREE(S)
 2. AEROBATICS - PERFORMED - PILOT IN COMMAND
 3. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1240 5/21/86 VALDOSTA,GA A/C Reg. No. N2850S Time (Lcl) - 0515 EDT

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

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

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

Make/Model - PIPER PA-34-200T	Eng Make/Model - CONTINENTAL TSIO-360-EB	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - UNK/NR
Max Gross Wt - 4570	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 200 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	SARASOTA,FL	VALDOSTA
Wind Dir/Speed- 340/004 KTS	ATC/Airspace	Runway Ident - 35
Visibility - 4.000 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 6302/ 150
Lowest Sky/Clouds - SCATTERED	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- FOG	FORCED LANDING	
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 63	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,ATP,CFI	Current - YES	Total - 17300
SE LAND,ME LAND	Months Since - 4	Make/Model- 27
	Aircraft Type - PA-34	Instrument- 2225
		Multi-Eng - 16200
		Last 24 Hrs - 9
		Last 30 Days- UNK/NR
		Last 90 Days- 189

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE LEFT ENGINE LOST POWER SHORTLY AFTER TAKEOFF AND THE PILOT DID NOT FEATHER THE PROPELLER. A TRAFFIC PATTERN WAS FLOWN WITH THE AIRCRAFT IN A CONTINUOUS DESCENT. INSUFFICIENT ALTITUDE REMAINED TO MANEUVER THE AIRCRAFT TO THE RUNWAY, SO THE PILOT ELECTED TO LAND ON LEVEL GROUND NEAR THE APPROACH END OF THE RUNWAY. JUST BEFORE LANDING, HE EXTENDED THE GEAR, THEN THE AIRCRAFT TOUCHED DOWN HARD WHICH SHEARED OFF THE LANDING GEAR. NO FUEL WAS FOUND FORWARD OF THE FIRE WALL IN THE FUEL LINE TO THE LEFT ENGINE. NO MECHANICAL PROBLEM WAS FOUND THAT WOULD HAVE RESULTED IN STARVATION OF FUEL TO THE LEFT ENGINE.

Brief of Accident (Continued)

File No. - 1240

5/21/86

VALDOSTA,GA

A/C Reg. No. N2850S

Time (Lcl) - 0515 EDT

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

Finding(s)
1. LIGHT CONDITION - DARK NIGHT
2. FLUID,FUEL - STARVATION
3. PROPELLER FEATHERING - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

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

Finding(s)
4. GEAR EXTENSION - DELAYED -
5. FLARE - NOT ATTAINED -

-----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. - 1249 5/29/86 STONE MOUNTAIN,GA A/C Reg. No. N3675E Time (Lcl) - 2020 EDT

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

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

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

Make/Model - ARONCA 7AC	Eng Make/Model - CONTINENTAL A65	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1650	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 65 HP	

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 250/004 KTS</p> <p>Visibility - 10.0 SM</p> <p>Lowest Sky/Clouds - 3000 FT</p> <p>Lowest Ceiling - 3000 FT BROKEN</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point SAME AS ACC/INC</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data</p> <p>STONE MOUNTAIN</p> <p>Runway Ident - 35</p> <p>Runway Lth/Wid - 3000/ 40</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND</p>	<p>Age - 70</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 24</p> <p>Aircraft Type - 7AC</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total</td> <td>- 469</td> <td>Last 24 Hrs -</td> <td>1</td> </tr> <tr> <td>Make/Model-</td> <td>257</td> <td>Last 30 Days-</td> <td>UNK/NR</td> </tr> <tr> <td>Instrument-</td> <td>9</td> <td>Last 90 Days-</td> <td>16</td> </tr> </table>	Total	- 469	Last 24 Hrs -	1	Make/Model-	257	Last 30 Days-	UNK/NR	Instrument-	9	Last 90 Days-	16
Total	- 469	Last 24 Hrs -	1											
Make/Model-	257	Last 30 Days-	UNK/NR											
Instrument-	9	Last 90 Days-	16											

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ON A BFR FLT, THE OWNER/PLT WAS CONSIDERED TO BE THE PLT-IN-COMMAND. DRG DEPARTURE, HE TOOK OFF ON RWY 35 WITH A X-WIND FROM THE LEFT. ACCORDING TO THE INSTRUCTOR (CFI) & A WITNESS, THE TAKEOFF WAS NORMAL UNTIL SHORTLY AFTER LIFT-OFF, THEN THE ACFT PITCHED UP. THE PLT THOUGHT HE HAD ENCOUNTERED A GUST WHICH "SHOVED" THE ACFT TO THE RIGHT. SUBSEQUENTLY, THE ACFT STALLED & IMPACTED THE GROUND ABOUT 125 FT TO THE RIGHT OF THE RWY. THERE WERE INDICATIONS THAT THE ACFT IMPACTED IN A NOSE DOWN, RIGHT WING LOW ATTITUDE. THE FRONT SEAT PLT WAS SECURED WITH A SHOULDER HARNESS; HOWEVER, THERE WAS NO SHOULDER HARNESS FOR THE REAR SEAT OCCUPANT. HE RECEIVED A SERIOUS HEAD INJURY WHEN HIS HEAD HIT THE FRONT SEAT.

Brief of Accident (Continued)

File No. - 1249

5/29/86

STONE MOUNTAIN,GA

A/C Reg. No. N3675E

Time (Lcl) - 2020 EDT

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
 3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 4. STALL - INADVERTENT - PILOT IN COMMAND
 5. SUPERVISION - INADEQUATE - OTHER CREW MEMBER
-

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

Finding(s)

6. TERRAIN CONDITION - GROUND
 7. MISC EQPT/FURNISHINGS, SHOULDER HARNESS - OTHER
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1250	6/08/86	ROME, GA	A/C Reg. No. N544E	Time (Lcl) - 1242 EDT
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-----Basic Information-----

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

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

Make/Model - BEECH D45(T34B)	Eng Make/Model - CONTINENTAL IO-470-4-3	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2985	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 2	Rated Power - 225 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	ATLANTA, GA	RUSSELL
Wind Dir/Speed- 300/005 KTS	ATC/Airspace	Runway Ident - 36
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 6000/ 150
Lowest Sky/Clouds -	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 3200 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 - 37	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 844
SE LAND	Months Since - 1	Make/Model- 36
	Aircraft Type - D45	Instrument- 164
		Last 24 Hrs - 1
		Last 30 Days- 14
		Last 90 Days- 32

Instrument Rating(s) - AIRPLANE

-----Narrative-----

JUST BEFORE TAKEOFF, A RAIN SHOWER WAS OBSERVED APPROACHING THE ARPT. THE PLT ELECTED TO MAKE A MAXIMUM PERFORMANCE TAKEOFF. RPRTDLY, AFTER LIFT-OFF. SHE INITIATED A CLIMB AT 70 KTS & RAISED THE FLAPS. THE PLT REPORTED BEGINNING A SHALLOW TURN AT APRX 200 FT AGL. SHE STATED THAT WITHOUT ANY INPUT, THE GENTLE BANK BECAME STEEPER. ACCORDING TO WITNESSES, THE ACFT HAD LEVELED OFF, THEN NOSED UP AGAIN. SUBSEQUENTLY, IT CONTD TO THE RIGHT ABOUT 70 DEG, STALLED & CRASHED INTO TREES. THE BACK SEAT OCCUPANT STATED THAT THE STALL WARNING LIGHT ILLUMINATED DURING THE THE OCCURRENCE. ACCORDING TO THE FLT MANUAL, THE ACFT SHOULD BE ACCELERATED TO 100 KTS PRIOR TO RETRACTING THE FLAPS AFTER OBSTACLE CLEARANCE.

Brief of Accident (Continued)

File No. - 1250

6/08/86

ROME,GA

A/C Reg. No. N544E

Time (Lc1) - 1242 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT

Phase of Operation TAKEOFF - INITIAL CLIMB

1. RAISING OF FLAPS - PREMATURE - PILOT IN COMMAND

2. MANEUVER - INITIATED - PILOT IN COMMAND

3. AIRSPEED - INADEQUATE - PILOT IN COMMAND

4. STALL - INADVERTENT - PILOT IN COMMAND

5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT

Phase of Operation TAKEOFF

Finding(s)

6. OBJECT - TREE(S)

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

7. TERRAIN CONDITION - GROUND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1391 6/19/86 COLUMBUS,GA A/C Reg. No. N103EF Time (Lcl) - 1125 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - PIPER PA-28-180
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2450
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A3A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 100/009 KTS
Visibility - 4.000 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 2500 FT BROKEN
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

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

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - VFR
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity
ON AIRPORT

Airport Data

COLUMBUS METRO
Runway Ident - 12
Runway Lth/Wid - 3999/ 150
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 32
Biennial Flight Review
Current - YES
Months Since - 18
Aircraft Type - C-152

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 202	Last 24 Hrs -	3
Make/Model-	14	Last 30 Days-	UNK/NR
Instrument-	9	Last 90 Days-	21
Multi-Eng -	9	Rotorcraft -	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

JUST AS THE AIRCRAFT FLARED FOR LANDING, A GUST OF WIND STRUCK THE AIRPORT. THE PILOT AND PASSENGERS REPORTED THAT THE AIRCRAFT BALLOONED UP SEVERAL FEET, AND THE RIGHT WING DIPPED. THE PILOT GOT THE WINGS LEVEL AND ATTEMPTED TO PERFORM A GO-AROUND. THE AIRCRAFT VEERED RIGHT AND STRUCK THE GROUND, A POWER TRANSFORMER AND FIVE CARS BEFORE COMING TO A HALT. A REVIEW OF THE CONTINUOUS PRINT OUT OF THE WIND VELOCITY AT THE AIRPORT SHOWED A GUST OF WIND AT THE REPORTED TIME OF THE ACCIDENT. THE REAR SEAT PASSENGER REPORTED SEEING THE STALL WARNING LIGHT ON AFTER THE AIRCRAFT BALLOONED AND BEFORE THE FIRST IMPACT.

Brief of Accident (Continued)

File No. - 1391

6/19/86

COLUMBUS, GA

A/C Reg. No. N103EF

Time (Lc1) - 1125 EDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - GUSTS

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

Finding(s)

2. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND

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

Finding(s)

3. OBJECT - AIRPORT FACILITY

4. OBJECT - VEHICLE

----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. - 1390	5/18/86	MAUI, HI	A/C Reg. No. N244WC	Time (Lcl) - 0930 HST
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-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage DESTROYED		Injuries	
Type of Operation - AERIAL OBSERVATION	Fire	Crew	Fatal	Serious
Flight Conducted Under -14 CFR 91	NONE	Pass	0	1
Accident Occurred During -DESCENT			2	0
				Minor
				None
				0
				1
				0

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

Make/Model - BELL 206B	Eng Make/Model - ALLISON 250-C20B	ELT Installed/Activated - YES-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 - 317 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NWS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	KAHULUI, HI	
Completeness - PARTIAL, LMTD BY PILOT	Destination	Airport Data
Basic Weather - VMC	KAHULUI, HI	Runway Ident - N/A
Wind Dir/Speed- 150/007 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 20.0 SM	Type of Flight Plan - COMPANY (VFR)	Runway Surface - N/A
Lowest Sky/Clouds - 2500 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - DRIZZLE		
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 - 4000	Last 24 Hrs - 4
SE LAND	Months Since - 4	Make/Model- 900	Last 30 Days- 70
HELICOPTER	Aircraft Type - B-206B	Instrument- 300	Last 90 Days- 230
		Multi-Eng - UNK/NR	Rotorcraft - 3750

Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

THE ACFT COLLIDED WITH POWERLINES WHILE CARRYING PASS'G ON A SIGHTSEEING FLT THROUGH A CANYON. THE WIRES ACROSS THE CANYON WERE EST TO BE 1700 LONG WITH HEIGHT AGL UNKNOWN. THE WIRES WERE UNMARKED AND WERE 1/2 IN DIA ALUMINUM. ONE OF THE PASSENGERS WAS FILMING THE SCENERY DURING THE FLT AND THE PLT LATER SAID HE THOUGHT THAT A BATTERY PACK FOR THE CAMERA HAD INTERFERED WITH THE COLLECTIVE CONTROL DURING HIS ATTEMPT TO AVOID THE POWERLINES. THE PASSENGER SAID THAT ALL THE EXTRA PHOTO EQUIPMENT WAS IN A BAG IN THE BACK COMPARTMENT. SOME CAMERA EQUIPMENT WAS FOUND OUTSIDE THE ACFT AFTER THE ACCIDENT. THE BATTERY PACK WAS LATER PLACED BY THE COLLECTIVE CONTROL TO TRY TO DUPLICATE THE EVENT. THE ONLY WAY INTERFERENCE COULD HAVE OCCURRED WOULD BE TO HAVE THE PACK ON EDGE & FULL AFT NEAR THE COLLECTIVE CONTROL PIVOT POINT. THE EQUIPMENT FOUND OUTSIDE THE ACFT WAS PLACED INSIDE BY RESCUE PERSONNEL DURING THE RECOVERY OPERATION. THE PLT ALSO REPORTEDLY SAID "HOW DID THAT HAPPEN" INDICATING HE NEVER SAW THE WIRES.

Brief of Accident (Continued)

File No. - 1390

5/18/86

MAUI, HI

A/C Reg. No. N244WC

Time (Lcl) - 0930 HST

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

Finding(s)

1. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
2. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
3. OBJECT - WIRE, TRANSMISSION

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

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1312 6/27/86 BOISE, ID A/C Reg. No. N9779G Time (Lcl) - 0840 MDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage	Fatal	Injuries	
	DESTROYED		Serious	Minor
Type of Operation - OTHER WORK USE	Fire	1	0	0
Flight Conducted Under - 14 CFR 91	NONE	0	0	0
Accident Occurred During - DESCENT				

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

Make/Model - CESSNA A188B	Eng Make/Model - CONTINENTAL IO-520-D	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 4200	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	BOISE, ID	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	CALDWELL, ID	
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - N/A
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - 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 - 51	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - 9600
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 5
	Aircraft Type - UNK/NR	Make/Model- 1500
		Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 48
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PURPOSE OF THE FLIGHT WAS TO SPRAY THIRTY GALLONS OF RINSE WATER TO CLEAR THE SPRAY TANKS OF CHEMICAL. WHILE MANEUVERING THE ACFT STRUCK POWER LINES AND THEN STRUCK THE GROUND. THE ACFT SLID FOR ABOUT 20 FEET AND THEN NOSED OVER INVERTED.

Brief of Accident (Continued)

File No. - 1312

6/27/86

BOISE, ID

A/C Reg. No. N9779G

Time (Lcl) - 0840 MDT

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

Finding(s)

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

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

Occurrence #3 NOSE OVER
Phase of Operation OTHER

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1268 8/30/86 STIBNITE, ID A/C Reg. No. N8778X Time (Lcl) - 1150 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

Injuries

Type of Operation -PERSONAL

Fire

Crew

Fatal

Serious

Minor

None

Flight Conducted Under -14 CFR 91

NONE

Pass

0

1

0

0

Accident Occurred During -MANEUVERING

2

2

0

0

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

Make/Model - CESSNA 182D

Eng Make/Model - CONTINENTAL O-470-L

ELT Installed/Activated - NO -N/A

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

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 360/007 KTS

Visibility - 25.0 SM

Lowest Sky/Clouds - 5000 FT SCATTERED

Lowest Ceiling - 10000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

CHAMBERLAIN BAS, ID

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

INDIAN CREEK (USFS)

Runway Ident - 04

Runway Lth/Wid - 5000/ 100

Runway Surface - GRAVEL

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 32

Biennial Flight Review

Current - YES

Months Since - 4

Aircraft Type - C-182

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 380

Make/Model- 199

Instrument- 36

Last 24 Hrs - 3

Last 30 Days- 3

Last 90 Days- 36

Instrument Rating(s) - NONE

-----Narrative-----

AFTER TAKING OFF IN MOUNTAINOUS TERRAIN, THE PILOT PREMATURELY TURNED ON COURSE TO A NORTHERLY HEADING, INTENDING TO CROSS OVER A RIDGE LINE. SHORTLY AFTER THE TURN, AND WHILE FLYING UP A DRAINAGE AREA TOWARDS RISING TERRAIN, HE ENCOUNTERED A DOWNDRAFT CONDITION WHICH REDUCED THE AIRCRAFT'S CLIMB PERFORMANCE. ITS CLIMB PERFORMANCE HAD ALREADY BEEN AGGRAVATED BY HIGHER THAN USUAL DENSITY ALTITUDE CONDITIONS. SUBSEQUENTLY, THE AIRCRAFT COLLIDED WITH TREES WHILE THE PILOT WAS ATTEMPTING TO REVERSE COURSE.

Brief of Accident (Continued)

File No. - 1268

8/30/86

STIBNITE, ID

A/C Reg. No. N8778X

Time (Lcl) - 1150 MDT

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

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
2. TERRAIN CONDITION - MOUNTAINOUS/HILLY
3. TERRAIN CONDITION - RISING
4. WEATHER CONDITION - UNFAVORABLE WIND
5. WEATHER CONDITION - DOWNDRAFT
6. WEATHER CONDITION - HIGH DENSITY ALTITUDE
7. OBJECT - TREE(S)
8. PROPER CLIMB RATE - NOT POSSIBLE -

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

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

Factor(s) relating to this accident is/are finding(s) 2,3,4,5,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1270 3/08/86 LAFOX, IL A/C Reg. No. N72MA Time (Lcl) - 1556 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

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

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

Fire
NONE

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

Make/Model - CESSNA 172M
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2300
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E2D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL

Basic Weather - VMC
Wind Dir/Speed- 190/018 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 20000 FT
Lowest Ceiling - 20000 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
WEST CHICAGO, IL
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

DU PAGE
Runway Ident - 10
Runway Lth/Wid - 4001/ 75
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 49

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 2050	Last 24 Hrs	- 1
Make/Model-	UNK/NR	Last 30 Days-	8
Instrument-	UNK/NR	Last 90 Days-	25
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AN INSTRUCTOR PLT (CFI/CFII) & HIS STUDENT (PVT SINGLE ENG RATED PLT) WERE ON AN INSTRUCTIONAL FLT IN A CESSNA 172, N72MA. THE STUDENT HAD RECENTLY BEEN TAKING INSTRUMENT FLT TRAINING & HAD A HOOD FOR USE ON THIS FLT. PRIOR TO THE ACDNT, THE CESSNA 172 WAS PROCEEDING GENERALLY ON A SE HDG AS IF TO INTERCEPT THE ILS RWY 10 LOCALIZER FOR THE DU PAGE ARPT. AT ABOUT THE SAME TIME, A CESSNA 206, N2544X, WAS PROCEEDING INBOUND TWD THE DU PAGE ARPT FROM THE WEST AT AN ALT OF 2500 FT MSL. SUBSEQUENTLY, THE TWO ACFT CONVERGED & COLLIDED ABOUT 2 MI WEST OF THE OUTER MARKER/FINAL APCH FIX & APRX 1/4 MI SOUTH OF THE LOCALIZER COURSE LINE. THE MIN ALT FOR THE ILS APCH IN THAT AREA WAS 2600 FT MSL UNTIL INTERCEPTING THE GLIDE SLOPE. DURING THE ACDNT, THE NOSE GEAR OF THE CESSNA 206 & THE EMPENNAGE OF THE CESSNA 172 COLLIDED. THE CESSNA 172 WENT OUT OF CONTROL & CRASHED IN A STEEP DSCNT. THE CESSNA 206 CONTINUED FLYING & WAS LANDED WITHOUT A NOSE GEAR. NEITHER FLT HAD REQUESTED NOR WERE PROVIDED RADAR SEPN.

Brief of Accident (Continued)

File No. - 1270

3/08/86

LAFOX, IL

A/C Reg. No. N72MA

Time (Lc1) - 1556 CST

Occurrence #1 MIDAIR COLLISION
Phase of Operation APPROACH

Finding(s)

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

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

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1270 3/08/86 LAFOX,IL A/C Reg. No. N2544X Time (Lcl) - 1556 CST

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

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

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

Make/Model	- CESSNA 206	Eng Make/Model	- CONTINENTAL IO-520-A	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3600	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 285 HP		

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

Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP	
Method	- N/A	DEKALB,IL		
Completeness	- N/A	Destination	Airport Data	
Basic Weather	- VMC	WEST CHICAGO,IL	DU PAGE	
Wind Dir/Speed	- 190/018 KTS		Runway Ident	- 10
Visibility	- 15.0 SM	ATC/Airspace	Runway Lth/Wid	- 4001/ 75
Lowest Sky/Clouds	- 20000 FT	Type of Flight Plan	Runway Surface	- ASPHALT
Lowest Ceiling	- 20000 FT OVERCAST	Type of Clearance	Runway Status	- DRY
Obstructions to Vision	- NONE	Type Apch/Lndg		
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 - 371	Last 24 Hrs - 1
SE LAND	Months Since - 9	Make/Model- 150	Last 30 Days- 1
	Aircraft Type - C-206	Instrument- 120	Last 90 Days- 8
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AN INSTRUCTOR PLT (CFI/CFII) & HIS STUDENT (PVT SINGLE ENG RATED PLT) WERE ON AN INSTRUCTIONAL FLT IN A CESSNA 172, N72MA. THE STUDENT HAD RRECENTLY BEEN TAKING INSTRUMENT FLT TRAINING & HAD A HOOD FOR USE ON THIS FLT. PRIOR TO THE ACNT. THE CESSNA 172 WAS PROCEEDING GENERALLY ON A SE HDG AS IF TO INTERCEPT THE ILS RWY 10 LOCALIZER FOR THE DU PAGE ARPT. AT ABOUT THE SAME TIME, A CESSNA 206, N2544X, WAS PROCEEDING INBOUND TWD THE DU PAGE ARPT FROM THE WEST AT AN ALT OF 2500 FT MSL. SUBSEQUENTLY, THE TWO ACFT CONVERGED & COLLIDED ABOUT 2 MI WEST OF THE OUTER MARKER/FINAL APCH FIX & APRX 1/4 MI SOUTH OF THE LOCALIZER COURSE LINE. THE MIN ALT FOR THE ILS APCH IN THAT AREA WAS 2600 FT MSL UNTIL INTERCEPTING THE GLIDE SLOPE. DURING THE ACNT, THE NOSE GEAR OF THE CESSNA 206 & THE EMPENNAGE OF THE CESSNA 172 COLLIDED. THE CESSNA 172 WENT OUT OF CONTROL & CRASHED IN A STEEP DSCNT. THE CESSNA 206 CONTINUED FLYING & WAS LANDED WITHOUT A NOSE GEAR. NEITHER FLT HAD REQUESTED NOR WERE PROVIDED RADAR SEPN.

Brief of Accident (Continued)

File No. - 1270

3/08/86

LAFOX,IL

A/C Reg. No. N2544X

Time (Lcl) - 1556 CST

Occurrence #1 MIDAIR COLLISION
Phase of Operation APPROACH

Finding(s)

1. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND

Occurrence #2 MISCELLANEOUS/OTHER
Phase of Operation LANDING

Finding(s)

3. LANDING GEAR, NOSE GEAR - SEPARATION
4. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1226 3/21/86 WONDER LAKE,IL A/C Reg. No. N49421 Time (Lcl) - 0630 CST

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	WONDER LAKE,IL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	KENOSHA,WI	WONDER LAKE
Wind Dir/Speed- 220/004 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - 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 - 33	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - UNK/NR	Total - 700
SE LAND	Months Since - UNK/NR	Make/Model- 700
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 50
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE STARTER WOULD NOT ENGAGE, SO THE PLT TIED DOWN THE TAIL & HAND PROPPED THE ACFT TO START THE ENG, BUT DID NOT USE CHOCKS. AFTER THE ENG STARTED, THE ACFT ROLLED FORWARD, SLIPPED LOOSE FROM THE REAR TIE-DOWN & RAN INTO A PILE OF I-BEAMS. A POST ACDNT EXAM DISCLOSED A LOOSE CONNECTION ON THE STARTER SOLENOID.

Brief of Accident (Continued)

File No. - 1226

3/21/86

WONDER LAKE, IL

A/C Reg. No. N49421

Time (Lcl) - 0630 CST

Occurrence #1 MISCELLANEOUS/OTHER
Phase of Operation STANDING - STARTING ENGINE(S)

Finding(s)
1. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
2. ENGINE ACCESSORIES, ENGINE STARTER - INOPERATIVE
3. PROPER ASSISTANCE - NOT OBTAINED -

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1211 4/11/86 LANSING, IL A/C Reg. No. N94531 Time (Lcl) - 1530 CST

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

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

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

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 080/010 KTS</p> <p>Visibility - 7.0 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>LAKE LAWN, WI</p> <p>Destination</p> <p>SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN</p> <p>FULL STOP</p>	<p>Airport Proximity</p> <p>ON AIRPORT</p> <p>Airport Data</p> <p>LANSING MUNI</p> <p>Runway Ident - 27</p> <p>Runway Lth/Wid - 2432/ 75</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 63	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - YES	Total - 4000
SE LAND, ME LAND, SE SEA	Months Since - 9	Make/Model - 55
	Aircraft Type - PA-28	Instrument - 235
		Multi-Eng - 100
		Last 24 Hrs - 2
		Last 30 Days - 9
		Last 90 Days - 35

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE ON THE RETURN FLT TO LANSING, IL, THE PLT CHECKED THE MIDWAY ATIS FOR INFO. HE BELIEVED THAT JUST BEFORE LANDING AT THE LANSING MUNI ARPT, THE WIND HAD SHIFTED TO THE EAST. ACCORDING TO WITNESSES, THE ACFT TOUCHED DOWN ON THE LAST 1/3 OF THE 2432 FT RWY. DURING HEAVY BRAKING, BOTH TIRES BLEW OUT. THE ACFT CONTD OFF THE DEPARTURE END OF THE RWY, STRUCK A DITCH & NOSED OVER. SKID MARKS FROM THE ACFT WERE FOUND ON THE LAST 600 FT OF THE RWY.

Brief of Accident (Continued)

File No. - 1211

4/11/86

LANSING,IL

A/C Reg. No. N94531

Time (Lc1) - 1530 CST

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
2. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
3. DISTANCE - MISJUDGED - PILOT IN COMMAND
4. AIRSPEED - MISJUDGED - PILOT IN COMMAND
5. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

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

Finding(s)

6. LANDING GEAR,TIRE - FAILURE,TOTAL

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

Finding(s)

7. 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) 2,3,4,5

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1379 7/09/86 EFFINGHAM, IL A/C Reg. No. N5214H Time (Lc1) - 1115 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire Crew 0
NONE Pass 0

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

Make/Model - PIPER PA-16
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1650
No. of Seats - 2

Eng Make/Model - LYCOMING O-290D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 125 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 230/008 KTS
Visibility - 12.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
FLORA, IL
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

EFFINGHAM CO MEMORIAL
Runway Ident - 19
Runway Lth/Wid - 3400/ 60
Runway Surface - ASPHALT
Runway Status - UNK/NR

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND
GLIDER

Age - 60

Biennial Flight Review

Current - YES
Months Since - 1
Aircraft Type - PA-16

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 595	Last 24 Hrs - UNK/NR
Make/Model- 3	Last 30 Days- UNK/NR
Instrument- UNK/NR	Last 90 Days- 3
Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

ACFT GROUND LOOPED DURING LANDING ROLL. PLT REPORTED THE RIGHT SEAT LEFT BRAKE DID NOT STOP WHEEL FROM TURNING. INSPECTION OF RIGHT SEAT BRAKES REVEALED CORRODED ALUMINUM SHUTTLE VALVE BETWEEN THE CO-PILOT AND PILOT BRAKE LINES WHICH PREVENTED TRANSFER OF BRAKING.

Brief of Accident (Continued)

File No. - 1379

7/09/86

EFFINGHAM,IL

A/C Reg. No. N5214H

Time (Lcl) - 1115 CDT

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

Finding(s)

1. LANDING GEAR,NORMAL BRAKE SYSTEM - CORRODED
 2. GROUND LOOP/SWERVE - NOT CORRECTED - 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) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1210 7/26/86 NEW BADEN, IL A/C Reg. No. N64HW Time (Lcl) - 1410 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire NONE

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

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

Make/Model - WOODROW S.A. STARDUSTER SA-100	Eng Make/Model - LYCOMING O-290-D	ELT Installed/Activated - NO	-N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - 1210	Engine Type - RECIPROCATING-CARBURETOR		
No. of Seats - 1	Rated Power - 125 HP		

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 008/006 KTS
Visibility - 6.0 SM
Lowest Sky/Clouds - 4000 FT SCATTERED
Lowest Ceiling - 25000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

FISCHER
Runway Ident - 36
Runway Lth/Wid - 2400 -UNK/NR
Runway Surface - GRASS/TURF
Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)
MILITARY

Age - 25

Biennial Flight Review

Current - YES
Months Since - UNK/NR
Aircraft Type - F-14

Medical Certificate - NON-VALID MEDICAL

Flight Time (Hours)

Total - 469	Last 24 Hrs - UNK/NR
Make/Model- 0	Last 30 Days- UNK/NR
Instrument- 105	Last 90 Days- UNK/NR
Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE OWNER OF THE SINGLE SEAT, HOME BUILT, ACFT OFFERED TO ALLOW A NAVY F-14 PLT TO FLY THE PLANE. THE OWNER MADE A SHORT FLT, THEN PROCEEDED TO GIVE THE F-14 PLT A COCKPIT CHECK. THE CHECK-OUT EXPLANATION INCLUDED SUCH THINGS AS THE FLT CHARACTERISTICS, TAKEOFF & APCH SPEEDS, & POWER SETTINGS. THIS WAS THE NAVY PLT'S 1ST FLT IN THIS MAKE & MODEL OF ACFT. ABOUT 5 MIN AFTER TAKEOFF, THE ACFT WAS OBSERVED TO ENTER A SLOW ROLL AS IT WAS HEADING TWD THE ARPT. THE MANEUVER WAS INITIATED AT ABOUT 300 FT AGL. AS THE ACFT ROLLED, IT ENTERED ABOUT A 20 DEG NOSE DOWN ATTITUDE & IMPACTED THE GROUND BEFORE THE PLT COULD RECOVER. NO PREIMPACTY PART FAILURE OR MALFUNCTION WAS FOUND DURING THE INVESTIGATION. THIS WAS THE PLT'S 1ST KNOWN FLT IN A CIVILIAN OR PISTON ENG ACFT. HE DID NOT POSSESS AN FAA PLT CERTIFICATE.

Brief of Accident (Continued)

File No. - 1210

7/26/86

NEW BADEN, IL

A/C Reg. No. N64HW

Time (Lcl) - 1410 CDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

Finding(s)

1. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE, QUALIFICATION - PILOT IN COMMAND
3. INADEQUATE SURVEILLANCE OF OPERATION - COMPANY/OPERATOR MGMT
4. PLANNING-DECISION - IMPROPER -
5. IMPROPER DECISION, INADEQUATE TRANSITION/UPGRADE TRAINING - PILOT IN COMMAND
6. IMPROPER DECISION, LACK OF TOTAL EXPERIENCE IN KIND OF AIRCRAFT - PILOT IN COMMAND
7. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
8. AEROBATICS - INITIATED -
9. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
10. TERRAIN CONDITION - GROUND
11. 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) 7,9,11

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1259 9/06/86 DWIGHT, IL A/C Reg. No. N24980 Time (Lcl) - 1200 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire NONE
Crew
Pass

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

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

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

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

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

Weather Data

Wx Briefing - FSS
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC

Itinerary

Last Departure Point
FRANKFORT, IL
Destination
DWIGHT, IL

Airport Proximity
ON AIRPORT

Airport Data

DWIGHT
Runway Ident - 27
Runway Lth/Wid - 2368/ 100
Runway Surface - ASPHALT
Runway Status - DRY

Wind Dir/Speed- 310/009 KTS

Visibility - 20.0 SM

Lowest Sky/Clouds - 6000 FT SCATTERED

Lowest Ceiling - 10000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL, CFI

SE LAND, ME LAND

Age - 65

Biennial Flight Review

Current - YES

Months Since - 14

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 17830

Make/Model- 4008

Instrument- 395

Multi-Eng - 2830

Last 24 Hrs - 7

Last 30 Days- UNK/NR

Last 90 Days- 350

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE TAIL OF THE AIRCRAFT STRUCK THE CAB OF A TRUCK WHILE ON FINAL APPROACH. THE CFI STATED THAT, AS THEY WERE PASSING OVER THE ROAD AT THE APPROACH END OF THE RUNWAY, THE AIRCRAFT ENTERED A DOWNDRAFT AND THE EMPENNAGE STRUCK THE TRUCK WHICH WAS APPROACHING FROM THE LEFT.

Brief of Accident (Continued)

File No. - 1259

9/06/86 · DWIGHT,IL

A/C Reg. No. N24980

Time (Lcl) - 1200 CDT

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

Finding(s)

1. WEATHER CONDITION - DOWNDRAFT
2. OBJECT - VEHICLE
3. PROPER ALTITUDE - NOT MAINTAINED - DUAL STUDENT
4. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1264 9/14/86 CARBONDALE, IL A/C Reg. No. N6490L Time (Lc1) - 1300 CDT

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

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

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

Make/Model - CESSNA 152II	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	OFF AIRPORT/STRIP
Method - N/A	CARBONDALE, IL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 130/007 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 7.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 2500 FT	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 2500 FT BROKEN	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 19	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - UNK/NR	Total - 140	Last 24 Hrs - UNK/NR
SE LAND	Months Since - UNK/NR	Make/Model- 7	Last 30 Days- UNK/NR
	Aircraft Type - 152II	Instrument- 0	Last 90 Days- 25

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT AS HE WAS RETURNING TO THE AIRPORT, THE ENGINE SPUTTERED ONCE AND THE RPM DROPPED VERY LOW. HE APPLIED CARB HEAT, BUT THERE WAS NO CHANGE, SO HE MADE AN EMERGENCY LANDING IN A CORN FIELD WHERE THE AIRCRAFT NOSED OVER. DURING AN OPERATIONAL CHECK AFTER THE ACCIDENT, NO MECHANICAL PROBLEMS WERE FOUND.

Brief of Accident (Continued)

File No. - 1264

9/14/86

CARBONDALE, IL

A/C Reg. No. N6490L

Time (Lc1) - 1300 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

Finding(s)
2. TERRAIN CONDITION - CROP
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

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. - 1228 3/09/86 CARMEL, IN A/C Reg. No. N93989 Time (Lcl) - 1310 EST

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

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

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

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

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

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - TELEPHONE</p> <p>Completeness - UNK/NR</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 210/020 KTS</p> <p>Visibility - 15.0 SM</p> <p>Lowest Sky/Clouds - 25000 FT</p> <p>Lowest Ceiling - 25000 FT BROKEN</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point FORT WAYNE, IN</p> <p>Destination INDIANAPOLIS, IN</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - VFR</p> <p>Type of Clearance - VFR</p> <p>Type Apch/Lndg - FORCED LANDING</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - 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) STUDENT</p>	<p>Age - 49</p> <p>Biennial Flight Review Current - N/A</p> <p>Months Since - N/A</p> <p>Aircraft Type - N/A</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total - 27</td> <td>Last 24 Hrs - 1</td> </tr> <tr> <td>Make/Model- 27</td> <td>Last 30 Days- UNK/NR</td> </tr> <tr> <td>Instrument- 2</td> <td>Last 90 Days- 10</td> </tr> </table>	Total - 27	Last 24 Hrs - 1	Make/Model- 27	Last 30 Days- UNK/NR	Instrument- 2	Last 90 Days- 10
Total - 27	Last 24 Hrs - 1							
Make/Model- 27	Last 30 Days- UNK/NR							
Instrument- 2	Last 90 Days- 10							

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT WAS ON A X-COUNTRY FLT. HE TOOK OFF FROM AN EN ROUTE ARPT WITH APRX 12 GAL OF FUEL ON BOARD & WAS RETURNING TO HIS HOME BASE. DUE TO HIGH WINDS AT THE DESTINATION ARPT, THE STUDENT DIVERTED TO AN ALTERNATE ARPT. WHILE EN ROUTE, THE ACFT RAN OUT OF FUEL. THE STUDENT ATTEMPTED TO LAND IN A FIELD, BUT BEFORE REACHING IT, THE ACFT FLEW INTO THE TOPS OF TREES. APRX 9 MI SOUTH, THE 1251 CST WIND WAS FROM 210 DEG AT 20 GUSTING 34 KTS.

Brief of Accident (Continued)

File No. - 1228

3/09/86

CARMEL,IN

A/C Reg. No. N93989

Time (Lc1) - 1310 EST

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
2. WEATHER CONDITION - UNFAVORABLE WIND
3. FLIGHT TO ALTERNATE DESTINATION - INITIATED -
4. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
6. FLUID,FUEL - EXHAUSTION
7. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

8. OBJECT - TREE(S)

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1247 4/22/86 NOBLESVILLE, IN A/C Reg. No. N39693 Time (Lcl) - 1430 EST

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

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

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

Make/Model	- PIPER PA-44-180	Eng Make/Model	- LYCOMING O-360-E1A6D	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	- UNK/NR	Rated Power	- 180 HP		

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 340/013 KTS</p> <p>Visibility - 15.0 SM</p> <p>Lowest Sky/Clouds - 4400 FT SCATTERED</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN</p> <p style="padding-left: 40px;">FULL STOP</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRPORT</p> <p>Airport Data</p> <p style="padding-left: 20px;">INDIANAPOLIS METROPOLITAN</p> <p>Runway Ident - 32</p> <p>Runway Lth/Wid - 3000/ 75</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">COMMERCIAL,CFI</p> <p style="padding-left: 20px;">SE LAND,ME LAND</p>	<p>Age - 28</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - YES</p> <p style="padding-left: 20px;">Months Since - 16</p> <p style="padding-left: 20px;">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</td> <td>- 2327</td> <td>Last 24 Hrs</td> <td>- 2</td> </tr> <tr> <td>Make/Model-</td> <td>18</td> <td>Last 30 Days-</td> <td>UNK/NR</td> </tr> <tr> <td>Instrument-</td> <td>459</td> <td>Last 90 Days-</td> <td>156</td> </tr> <tr> <td>Multi-Eng -</td> <td>905</td> <td colspan="2"></td> </tr> </table>	Total	- 2327	Last 24 Hrs	- 2	Make/Model-	18	Last 30 Days-	UNK/NR	Instrument-	459	Last 90 Days-	156	Multi-Eng -	905		
Total	- 2327	Last 24 Hrs	- 2															
Make/Model-	18	Last 30 Days-	UNK/NR															
Instrument-	459	Last 90 Days-	156															
Multi-Eng -	905																	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

TWO SUCCESSFUL TAKEOFFS AND LANDINGS HAD PREVIOUSLY BEEN COMPLETED DURING THE TRAINING FLIGHT. ON THE APPROACH FOR THE THIRD LANDING, THE CREW RECEIVED A THREE-GREEN INDICATION, BUT AFTER TOUCHDOWN, THE NOSE GEAR FOLDED AND THE AIRCRAFT SETTLED ON ITS NOSE. AN INVESTIGATION REVEALED THAT A NOSE GEAR ASSEMBLY BOLT WAS MISSING.

Brief of Accident (Continued)

File No. - 1247

4/22/86

NOBLESVILLE, IN

A/C Reg. No. N39693

Time (Lcl) - 1430 EST

Occurrence NOSE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

1. LANDING GEAR, NOSE GEAR ASSEMBLY - DISCONNECTED

-----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. - 1380 4/23/86 FT. WAYNE, IN A/C Reg. No. N8752F Time (Lcl) - 1545 EST

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

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

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

Make/Model - HUGHES 269A	Eng Make/Model - LYCOMING O-360-C2D	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 180 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	GARRETT, IN	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	GARRETT, IN	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 - 29	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 104
	Months Since - N/A	Make/Model- 83
HELICOPTER	Aircraft Type - N/A	Instrument- 0
		Last 24 Hrs - 4
		Last 30 Days- UNK/NR
		Last 90 Days- 42
		Rotorcraft - 83

Instrument Rating(s) - NONE

-----Narrative-----

APPROX 10-15 MINUTES AFTER TAKEOFF THE STUDENT PILOT LOST CONTROL OF THE HELICOPTER AND CRASH LANDED INTO TREES. FOLLOWING THE ACCIDENT, THE ONLY UNUSUAL THING FAA PERSONNEL COULD LOCATE WAS A FAILED HORIZONTAL STABILIZER SPAR. POST-CRASH EXAMINATION OF THE STABILIZER REVEALED THAT IT WAS A HUGHES PART EXTENSIVELY MODIFIED FOLLOWING MANUFACTURE BY PERSONS UNKNOWN. SEVERAL SKIN CRACKS ON THE STABILIZER HAD BEEN UNSUCCESSFULLY STOP DRILLED IN AN ATTEMPT TO STOP CRACK PROGRESSION. IN ADDITION, ALL SKIN TO SPAR RIVETS WERE NONSTANDARD.

Brief of Accident (Continued)

File No. - 1380

4/23/86

FT. WAYNE, IN

A/C Reg. No. N8752F

Time (Lcl) - 1545 EST

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

Finding(s)

1. STABILIZER - FAILURE, TOTAL
 2. MAINTENANCE, MODIFICATION - INTENTIONAL - OTHER MAINTENANCE PSNL
 3. MAINTENANCE, MODIFICATION - IMPROPER - OTHER MAINTENANCE PSNL
 4. ROTORCRAFT FLIGHT CONTROL - UNDETERMINED
-

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
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) 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. - 1381 5/17/86 ANGOLA, IN A/C Reg. No. N44603 Time (Lcl) - 2258 EDT

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

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

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

Make/Model	- PIPER PA-34-200	Eng Make/Model	- LYCOMING IO-360-C1E6	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 4200	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 7	Rated Power	- 200 HP		

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

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - TELEPHONE</p> <p>Completeness - FULL</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 210/005 KTS</p> <p>Visibility - 7.0 SM</p> <p>Lowest Sky/Clouds - 3500 FT SCATTERED</p> <p>Lowest Ceiling - 8000 FT OVERCAST</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - NIGHT(DARK)</p>	<p>Itinerary</p> <p>Last Departure Point BATTLE CREEK, MI</p> <p>Destination CHATTANOOGA, TN</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - IFR</p> <p>Type of Clearance - IFR</p> <p>Type Apch/Lndg - STRAIGHT-IN</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>TRI-STATE STEUBEN COUNTY</p> <p>Runway Ident - 23</p> <p>Runway Lth/Wid - 4000/ 75</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 61	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 2352
SE LAND, ME LAND	Months Since - 2	Make/Model- 2000
	Aircraft Type - PA34200	Instrument- 448
		Multi-Eng - 2000
		Last 24 Hrs - 1
		Last 30 Days- 6
		Last 90 Days- 18

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT DIVERTED INTO ANGOLA, AN AIRFIELD HE HAD NEVER LANDED AT BEFORE, DUE TO AN UNIDENTIFIED ELECTRICAL PROBLEM AT NIGHT. HE WAS GIVEN VECTORS TO THE AIRPORT AND REPORTED THE FIELD IN SIGHT. HE THEN SAID HE WAS GOING TO CIRCLE TO LOSE ALTITUDE PRIOR TO LANDING. ON VISUAL FINAL APPROACH, HE STRUCK THE ROOF OF A HOUSE AND CRASH LANDED ON A ROAD. HE WAS APPROX 1 DEGREE BELOW STANDARD GLIDE SLOPE WHEN HE STRUCK THE HOUSE. A LARGE QUANTITY OF UNSECURED PERSONAL BELONGINGS IN THE REAR OF THE PLANE FLEW FORWARD UPON IMPACT. THE PILOT WAS NOT WEARING THE SHOULDER HARNESS INSTALLED ABOVE HIS SEAT.

Brief of Accident (Continued)

File No. - 1381

5/17/86

ANGOLA, IN

A/C Reg. No. N44603

Time (Lc1) - 2258 EDT

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

Finding(s)

1. ELECTRICAL SYSTEM - ERRATIC

Occurrence #2 UNDERSHOOT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

2. LIGHT CONDITION - DARK NIGHT
3. PROPER GLIDEPATH - NOT MAINTAINED - PILOT IN COMMAND
4. IMPROPER USE OF PROCEDURE, ANXIETY/APPREHENSION - PILOT IN COMMAND
5. AIRPORT FACILITIES, VISUAL APCH SLOPE IND(VASI) - UNAVAILABLE
6. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
7. TERRAIN CONDITION - HIDDEN OBSTRUCTION(S)
8. OBJECT - RESIDENCE

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) 1,2,4,5,6,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1235 5/20/86 COLUMBIA CITY, IN A/C Reg. No. N6612G Time (Lcl) - 2010 EST

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	LEXINGTON, KY	
Completeness - PARTIAL, LMTD BY PILOT	Destination	Airport Data
Basic Weather - IMC	COLUMBIA CITY, IN	Runway Ident - N/A
Wind Dir/Speed- 300/008 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 2.500 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 500 FT OVERCAST	Type Apch/Lndg - PRECAUTIONARY LANDING	
Obstructions to Vision- FOG		
Precipitation - NONE		
Condition of Light - DUSK		

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

Pilot-In-Command	Age - 32	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 165	Last 24 Hrs - 5
SE LAND	Months Since - 3	Make/Model- 125	Last 30 Days- UNK/NR
	Aircraft Type - UNK/NR	Instrument- UNK/NR	Last 90 Days- 43
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT HAD BECOME DISORIENTED AND WAS CONCERNED ABOUT HIS LOW FUEL STATE WHEN HE DECIDED TO MAKE A PRECAUTIONARY LANDING. THE WEATHER WAS DETERIORATING AND IT WAS GETTING DARK ALTHOUGH THE PILOT STATED HE COULD DISTINGUISH THE TREES FROM THE GROUND. HE MADE AN APPROACH TO A DIRT FIELD AND SUBSEQUENTLY FLEW THE AIRCRAFT INTO THE GROUND. THE PILOT STATED HE MADE NO ATTEMPT TO FLARE BECAUSE HE DID NOT SEE THE GROUND PRIOR TO IMPACT.

Brief of Accident (Continued)

File No. - 1235

5/20/86

COLUMBIA CITY, IN

A/C Reg. No. N6612G

Time (Lc1) - 2010 EST

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

Finding(s)

1. PLANNING-DECISION - INADEQUATE - PILOT IN COMMAND
2. LIGHT CONDITION - DUSK
3. WEATHER CONDITION - CLOUDS
4. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
5. FLUID, FUEL - LOW LEVEL
6. PRECAUTIONARY LANDING - INITIATED - PILOT IN COMMAND
7. VFR FLIGHT INTO IMC - INADVERTENT - PILOT IN COMMAND
8. WEATHER CONDITION - LOW CEILING
9. WEATHER CONDITION - FOG

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

Finding(s)

10. TERRAIN CONDITION - GROUND
11. FLARE - NOT ATTAINED -
12. IMPROPER USE OF EQUIPMENT/AIRCRAFT, VISUAL/AURAL DETECTION - PILOT IN COMMAND

----Probable Cause----

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

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,8,9,12

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1300 6/16/86 VALPARAISO, IN A/C Reg. No. N9021A Time (Lcl) - 1500 CDT

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

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

-----Aircraft Information-----

Make/Model - EDWARD R. MERKNER MUSTANG-II	Eng Make/Model - LYCOMING O-320-D2C	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1500	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	ON AIRSTRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	PORTER COUNTY MUNI
Wind Dir/Speed- 300/012 KTS	ATC/Airspace	Runway Ident - 35
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 1800/ 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	TOUCH AND GO	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 56	Medical Certificate - EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1230
SE LAND	Months Since - 8	Make/Model- 52
	Aircraft Type - MUSTANG	Instrument- 223
		Last 24 Hrs - 1
		Last 30 Days- 6
		Last 90 Days- 12

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER THREE APPARENT HARD TOUCH-&-GO LANDINGS, THE LEFT MAIN LANDING GEAR COLLAPSED ON THE FOURTH & FINAL LANDING. THE PILOT STATED THAT THERE WERE NO MECHANICAL MALFUNCTIONS OF THE AIRCRAFT PRIOR TO THE ACCIDENT.

Brief of Accident (Continued)

File No. - 1300

6/16/86

VALPARAISO, IN

A/C Reg. No. N9021A

Time (Lc1) - 1500 CDT

Occurrence HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1388	7/09/86	INDIANAPOLIS, IN	A/C Reg. No. N9069Q	Time (Lcl) - 0520 EST
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-----Basic Information-----

Type Operating Certificate - ON-DEMAND AIR TAXI Name of Carrier - PDQ AIR SERVICE Type of Operation - NON SCHED, DOMESTIC, CARGO Flight Conducted Under - 14 CFR 135 Accident Occurred During - LANDING	Aircraft Damage SUBSTANTIAL Fire NONE	Crew Pass	Fatal 0 0	Injuries Serious 0 0	Minor 0 0	None 1 0
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-----Aircraft Information-----

Make/Model - BEECH BE-58 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 5400 No. of Seats - 6	Eng Make/Model - CONTINENTAL IO-520-C Number Engines - 2 Engine Type - RECIP-FUEL INJECTED Rated Power - 285 HP	ELT Installed/Activated - YES/NO Stall Warning System - YES
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-----Environment/Operations Information-----

Weather Data Wx Briefing - FSS Method - UNK/NR Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed - 250/009 KTS Visibility - 9.0 SM Lowest Sky/Clouds - 10000 FT Lowest Ceiling - 10000 FT OVERCAST Obstructions to Vision - HAZE Precipitation - NONE Condition of Light - DAWN	Itinerary Last Departure Point COLUMBUS, OH Destination SAME AS ACC/INC ATC/Airspace Type of Flight Plan - IFR Type of Clearance - IFR Type Apch/Lndg - TRAFFIC PATTERN	Airport Proximity ON AIRPORT Airport Data INDIANAPOLIS INT'L Runway Ident - 22R Runway Lth/Wid - 10005/ 150 Runway Surface - ASPHALT Runway Status - DRY
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-----Personnel Information-----

Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL, CFI SE LAND, ME LAND	Age - 27 Biennial Flight Review Current - YES Months Since - 3 Aircraft Type - UNK/NR	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Flight Time (Hours) Total - 4405 Make/Model - 930 Instrument - 810 Multi-Eng - 2390 Last 24 Hrs - 3 Last 30 Days - UNK/NR Last 90 Days - 290 Rotorcraft - UNK/NR
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT LANDED GEAR UP AT INDIANAPOLIS INTERNATIONAL AIRPORT. PILOT AND WITNESS REPORT THAT GEAR WAS DOWN. HOWEVER, FAA INSPECTORS AND MECHANICS WHO INSPECTED THE AIRCRAFT STATE THAT THE LEFT MAIN AND NOSE GEAR WERE FOUND IN THE WHEELS WELLS AND THE RIGHT MAIN WAS PARTIALLY DOWN. THEY ALSO STATED THAT THE LACK OF DAMAGE TO GEAR DOORS INDICATED THE LANDING GEAR WERE NOT EXTENDED AT INITIAL IMPACT.

Brief of Accident (Continued)

File No. - 1388

7/09/86

INDIANAPOLIS, IN

A/C Reg. No. N9069Q

Time (Lcl) - 0520 EST

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. GEAR EXTENSION - NOT PERFORMED - PILOT IN COMMAND
2. CHECKLIST - NOT USED - PILOT IN COMMAND
3. WHEELS UP LANDING - INADVERTENT - PILOT IN COMMAND

-----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. - 1260	9/13/86	DANVILLE, IN	A/C Reg. No. N7277P	Time (Lcl) - 1530 EST
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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 - TAKEOFF					None
					1
					1

----Aircraft Information----

Make/Model - PIPER PA-24-180	Eng Make/Model - LYCOMING O-360-A1A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2550	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

----Environment/Operations Information----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	DANVILLE, IN	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	TEMPLE FIELD
Wind Dir/Speed- 340/005 KTS	ATC/Airspace	Runway Ident - 09
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2500/ 30
Lowest Sky/Clouds - 14000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRAVEL
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - UNK/NR
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

----Personnel Information----

Pilot-In-Command	Age - 59	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1374
SE LAND	Months Since - 14	Make/Model- 162
	Aircraft Type - UNK/NR	Instrument- 46
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 8

Instrument Rating(s) - NONE

----Narrative----

THE AIRCRAFT VEERED OFF THE LEFT SIDE OF THE GRAVEL RUNWAY DURING THE TAKEOFF GROUND ROLL. THE PILOT STATED THAT THE AIRSTRIP WAS SURROUNDED BY CORNSTALKS, AND THAT ON THE LEFT SIDE OF THE AIRSTRIP, THERE WAS DEEP LOOSE GRAVEL. REPORTEDLY, THE LOOSE GRAVEL CAUGHT THE LEFT WHEEL AND SWERVED THE AIRCRAFT INTO THE CORN FIELD.

Brief of Accident (Continued)

File No. - 1260

9/13/86

DANVILLE, IN

A/C Reg. No. N7277P

Time (Lc1) - 1530 EST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. TERRAIN CONDITION - LOOSE GRAVEL/SANDY
 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 3. GROUND LOOP/SWERVE - UNCONTROLLED -
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

4. TERRAIN CONDITION - CROP
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

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. - 1254 9/14/86 GREENWOOD, IN A/C Reg. No. N3072L Time (Lcl) - 1815 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under	-14 CFR 91	NONE	Pass 0	0	0	3
Accident Occurred During	-LANDING					

-----Aircraft Information-----

Make/Model	- PIPER PA-28-181	Eng Make/Model	- LYCOMING O-360-A4M	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2550	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 180 HP		

-----Environment/Operations Information-----

<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- 210/004 KTS</p> <p>Visibility - 12.0 SM</p> <p>Lowest Sky/Clouds - 25000 FT</p> <p>Lowest Ceiling - 25000 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</p> <p>INDIANAPOLIS, IN</p> <p>Destination</p> <p>SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN</p>	<p>Airport Proximity</p> <p>ON AIRSTRIP</p> <p>Airport Data</p> <p>SKYWAY</p> <p>Runway Ident - 18</p> <p>Runway Lth/Wid - 4000/ 50</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 - 32</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 1</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 69</p> <p>Make/Model- 13</p> <p>Instrument- 4</p> <p>Last 24 Hrs - 1</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 38</p>
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Instrument Rating(s) - NONE

-----Narrative-----

THE BRAKE PADS ON THE AIRCRAFT WERE ALLOWED TO WEAR BEYOND THEIR LIMITS. WHEN THE BRAKES WERE APPLIED, THE RIGHT BRAKE CYLINDER MOVED OUT PAST ITS LIMIT AND RELEASED THE O-RING. THIS RESULTED IN A LOSS OF BRAKE FLUID FROM THE RIGHT BRAKE. ALL OF THIS HAPPENED SIMULTANEOUSLY AS THE PILOT APPLIED BRAKE PRESSURE, WHILE ON LANDING ROLLOUT. SUBSEQUENTLY, HE HAD NO RIGHT BRAKE, BUT FULL LEFT BRAKE, WHICH LEFT HIM WITH A LACK OF CONTROL OF THE AIRCRAFT WHILE ON THE GROUND. THE PILOT STEERED THE AIRCRAFT OFF THE LEFT SIDE OF THE RUNWAY ONTO ROUGH TERRAIN WHERE THE PLANE WAS DAMAGED.

Brief of Accident (Continued)

File No. - 1254

9/14/86

GREENWOOD, IN

A/C Reg. No. N3072L

Time (Lcl) - 1815 EST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation LANDING - ROLL

Finding(s)

1. LANDING GEAR, NORMAL BRAKE SYSTEM - WORN
2. MAINTENANCE, SERVICE OF AIRCRAFT - INADEQUATE - COMPANY/OPERATOR MGMT
3. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

4. DIRECTIONAL CONTROL - REDUCED -

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - ROUGH/UNEVEN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1229 9/21/86 TERRE HAUTE, IN A/C Reg. No. N66023 Time (Lcl) - 1534 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - CESSNA 150M	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 - 1600	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	LINDEN, MI	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	TERRE HAUTE, IN	
Wind Dir/Speed- 160/008 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 11.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 5500 FT SCATTERED	Type of Clearance - VFR	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,CFI	Current - YES	Total - 5869
SE LAND	Months Since - 4	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 100
		Instrument- 45
		Last 30 Days- UNK/NR
		Last 90 Days- 287

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS EQUIPPED WITH AN O-320-E2D ENG, BUT THE PLT CALCULATED HIS FUEL CONSUMPTION BASED ON THE ORIGINAL ENG, WHICH WAS AN O-200-A. THE O-200-A ENG USED APRX 8 GAL/HR, WHEREAS, THE O-320-E2D USED ABOUT 10 GAL/HR. BEFORE REACHING THE DESTINATION ON THE 1ST LEG OF THE X-COUNTRY FLT, THE ACFT RAN OUT OF FUEL. SUBSEQUENTLY, THE PLT LANDED THE ACFT IN A CORN FIELD WHERE THE NOSE GEAR DUG IN & THE PLANE NOSED OVER.

Brief of Accident (Continued)

File No. - 1229

9/21/86

TERRE HAUTE, IN

A/C Reg. No. N66023

Time (Lcl) - 1534 EST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 2. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND
 3. FLUID, FUEL - EXHAUSTION
 4. FUEL SUPPLY - MISJUDGED - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING

Finding(s)

5. TERRAIN CONDITION - CROP
 6. TERRAIN CONDITION - SOFT
-

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) 1,2,3,4

Factor(s) relating to this accident is/are finding(s) 5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1272 5/20/86 HUTCHINSON,KS A/C Reg. No. N514SS Time (Lcl) - 1630 CDT

-----Basic Information-----

Type Operating Certificate-COMMUTER Name of Carrier -AIR MIDWEST, INC. Type of Operation -SCHEDULED,DOMESTIC,PASSENGER Flight Conducted Under -14 CFR 135 Accident Occurred During -LANDING	Aircraft Damage SUBSTANTIAL Fire NONE	Fatal Crew 0 Pass 0	Injuries Serious 0 Minor 0	None 2 6
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-----Aircraft Information-----

Make/Model - SWEARINGEN SA226 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 12500 No. of Seats - 17	Eng Make/Model - AIRESEARCH TPE-331 Number Engines - 2 Engine Type - TURBOPROP Rated Power - 840 HP	ELT Installed/Activated - YES/NO Stall Warning System - YES
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-----Environment/Operations Information-----

Weather Data Wx Briefing - COMPANY Method - IN PERSON Completeness - FULL Basic Weather - VMC Wind Dir/Speed- 140/012 KTS Visibility - 15.0 SM Lowest Sky/Clouds - 8000 FT Lowest Ceiling - 8000 FT BROKEN Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Point WICHITA,KS Destination SAME AS ACC/INC ATC/Airspace Type of Flight Plan - VFR Type of Clearance - VFR Type Apch/Lndg - TRAFFIC PATTERN	Airport Proximity ON AIRSTRIP Airport Data HUTCHINSON Runway Ident - 17 Runway Lth/Wid - 4250/ 75 Runway Surface - ASPHALT Runway Status - DRY
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-----Personnel Information-----

Pilot-In-Command Certificate(s)/Rating(s) ATP SE LAND,ME LAND	Age - 27 Biennial Flight Review Current - YES Months Since - 2 Aircraft Type - SA226	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Flight Time (Hours) Total - 3402 Make/Model- 1315 Instrument- 176 Multi-Eng - 1819 Last 24 Hrs - 1 Last 30 Days- UNK/NR Last 90 Days- 160
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE CAPT RPRTD THAT DURING ARRIVAL, THE APCH SEEMED NORMAL UNTIL HE FLARED TO LAND ON RWY 17. AT THAT TIME, HE HEARD A LOUD "POP" AS THE LANDING GEAR CONTACTED THE RWY SURFACE. SUBSEQUENTLY, THE LEFT MAIN GEAR COLLAPSED & THE ACFT VEERED OFF THE RWY. AN EXAM REVEALED THAT THE LEFT MAIN GEAR HAD FAILED WHEN IT HIT A 6 INCH LIP AT THE APCH END OF THE ASPHALT RWY DURING TOUCHDOWN. ACCORDING TO 14 CFR 139.43, THE RWY LIP SHOULD NOT EXCEED 3 INCHES.

Brief of Accident (Continued)

File No. - 1272

5/20/86

HUTCHINSON,KS

A/C Reg. No. N514SS

Time (Lc1) - 1630 CDT

Occurrence #1 UNDERSHOOT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. PROPER GLIDEPATH - NOT ATTAINED - PILOT IN COMMAND
2. PROPER TOUCHDOWN POINT - MISJUDGED - 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 - ROUGH/UNEVEN
4. RUNWAY MAINTENANCE - INADEQUATE - AIRPORT PERSONNEL

Occurrence #3 MAIN GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. LANDING GEAR, MAIN GEAR - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

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. - 1386 8/02/86 HUGOTON,KS A/C Reg. No. N8677H Time (Lcl) - 0700 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage SUBSTANTIAL		Injuries			
Type of Operation -AERIAL APPLICATION	Fire	Crew	Fatal	Serious	Minor	None
Flight Conducted Under -14 CFR 137	NONE	Pass	0	0	0	1
Accident Occurred During -LANDING			0	0	0	0

-----Aircraft Information-----

Make/Model - GRUMMAN G-164A	Eng Make/Model - P&W R-985AN1	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 4500	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 450 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	HUGOTON,KS	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 020/008 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 12.0 SM	Type of Flight Plan - NONE	Runway Surface - DIRT
Lowest Sky/Clouds - 10000 FT SCATTERED	Type of Clearance - NONE	Runway Status - DRY
Lowest Ceiling -	Type Apch/Lndg - FORCED LANDING	
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 - 1405	Last 24 Hrs - 5
SE LAND	Months Since - 7	Make/Model- 200	Last 30 Days- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 17	Last 90 Days- 200
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PIC STATED THAT THE ENG QUIT ON TAKEOFF ABT 100 FEET ABV THE GND AND 200 YDS PAST THE DEPARTURE END OF THE RWY. THE PIC STATED THAT HE HAD NO WARNING PRIOR TO THE ENGINE QUITTING. THE ACFT DSCND TO THE GND, IMPACTED HARD AND SUBSEQUENTLY FLIPPED OVER INVERTED. A FOLLOW-UP EXAM OF THE ENG DID NOT REVEAL ANY MECHANICAL MALF.

Brief of Accident (Continued)

File No. - 1386

8/02/86

HUGOTON,KS

A/C Reg. No. N8677H

Time (Lcl) - 0700 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation TAKEOFF - INITIAL CLIMB

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)
2. TERRAIN CONDITION - GROUND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1327 8/02/86 HUGOTON,KS A/C Reg. No. N9379G Time (Lcl) - 0700 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-AERIAL APPLICATION	Fire	0	0	0	1
Flight Conducted Under	-14 CFR 137	ON GROUND	0	0	0	0
Accident Occurred During	-DESCENT	Crew	0			
		Pass	0			

-----Aircraft Information-----

Make/Model	- CESSNA 188B	Eng Make/Model	- CONTINENTAL IO-520	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	HUGOTON,KS	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	
Wind Dir/Speed	- 020/008 KTS	ATC/Airspace	Runway Ident
Visibility	- 12.0 SM	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- 10000 FT SCATTERED	Type of Clearance	- N/A
Lowest Ceiling	-	Type Apch/Lndg	- N/A
Obstructions to Vision	- NONE		
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 46	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total	- 14900
SE LAND	Months Since - 20	Make/Model	- 3001
	Aircraft Type - C-188B	Instrument	- 115
		Multi-Eng	- 550
		Last 24 Hrs	- 4
		Last 30 Days	- UNK/NR
		Last 90 Days	- 120

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PIC STATED THAT HE WAS FLYING LOW AND SLOW IN AN ATTEMPT TO OBSERVE AN ACFT THAT HAD JUST CRASHED IN AN OPEN FLD OFF THE DEPARTURE END OF THE RWY AT HUGOTON. THE ACFT WAS THEN OBSERVED TO ROLL LEFT AND DESCEND AND IMPACT THE GND ABOUT 1/4 MILE BEYOND WHERE THE ALREADY DOWNED AG ACFT WAS SPOTTED. THE PIC STATED HE HAD NO MECHANICAL PBLM WITH THE ACFT DURING ANY PART OF THIS DEPARTURE.

Brief of Accident (Continued)

File No. - 1327

8/02/86

HUGOTON,KS

A/C Reg. No. N9379G

Time (Lcl) - 0700 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

1. STALL - INADVERTENT - PILOT IN COMMAND
 2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

3. TERRAIN CONDITION - OPEN FIELD
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

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. - 1377 8/10/86 VALLEY CENTER,KS A/C Reg. No. N3064 Time (Lcl) - 1955 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 0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -STANDING		Other 0	0	0	1

-----Aircraft Information-----

Make/Model - DAVID GORDON WHITMAN TAILWIND	Eng Make/Model - UNKNOWN UNKNOWN	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - UNK/NR	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 070/008 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - UNK/NR
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - UNK/NR
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 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	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT ROLLED FORWARD UNRESTRAINED AFTER THE PIC HAD STARTED THE ENG. THE ACFT WAS NOT MOORED BEFORE THE PIC ATTEMPTED THE HAND START. THE ACFT ROLLED A SHORT DISTANCE WHERE IT IMPACTED THE EDGE OF A BUILDING AND SUSTAINED SUBSTANTIAL DAMAGE. MULTIPLE ATTEMPTS TO QUESTION THE PIC AND OBTAIN FACTUAL INFORMATION FROM HIM AFTER THE ACCIDENT PROVED UNSUCCESSFUL.

Brief of Accident (Continued)

File No. - 1377

8/10/86

VALLEY CENTER,KS

A/C Reg. No. N3064

Time (Lc1) - 1955 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation STANDING - STARTING ENGINE(S)

Finding(s)

1. PROPER ASSISTANCE - NOT OBTAINED - PILOT IN COMMAND
 2. AIRCRAFT UNATTENDED/ENGINE(S) RUNNING - INADVERTENT - PILOT IN COMMAND
 3. STARTING PROCEDURE - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAXI

Finding(s)

4. OBJECT - BUILDING(NONRESIDENTIAL)
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1292	9/21/86	LOUISVILLE, KY	A/C Reg. No. N4505V	Time (Lc1) - 1306 EDT
<hr/>				
-----Basic Information-----				
Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries	
		SUBSTANTIAL	Fatal	Serious
Type of Operation	-PERSONAL	Fire	0	0
Flight Conducted Under	-14 CFR 91	NONE	Crew	0
Accident Occurred During	-LANDING		Pass	0
				Minor
				None
				1
				4
<hr/>				
-----Aircraft Information-----				
Make/Model	- PIPER PA-31-325	Eng Make/Model	- LYCOMING TIO-540-F2BD	ELT Installed/Activated - YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System - YES
Max Gross Wt	- 7200	Engine Type	- RECIP-FUEL INJECTED	
No. of Seats	- 8	Rated Power	- 325 HP	
<hr/>				
-----Environment/Operations Information-----				
Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- UNK/NR	Last Departure Point	ON AIRPORT	
Method	- UNK/NR	LANSING, MI		
Completeness	- UNK/NR	Destination	Airport Data	
Basic Weather	- VMC	SAME AS ACC/INC	BOWMAN FIELD	
Wind Dir/Speed	- 170/004 KTS		Runway Ident - 14	
Visibility	- 6.0 SM	ATC/Airspace	Runway Lth/Wid - 3539/ 100	
Lowest Sky/Clouds	- 25000 FT SCATTERED	Type of Flight Plan	Runway Surface - ASPHALT	
Lowest Ceiling	- NONE	Type of Clearance	Runway Status - DRY	
Obstructions to Vision	- NONE	Type Apch/Lndg	- TRAFFIC PATTERN	
Precipitation	- NONE			
Condition of Light	- DAYLIGHT			
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-----Personnel Information-----				
Pilot-In-Command	Age - 43	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT		
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)		
COMMERCIAL	Current - YES	Total	- 2321	Last 24 Hrs - 2
SE LAND, ME LAND	Months Since - 22	Make/Model	- 215	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument	- 240	Last 90 Days - 50
		Multi-Eng	- 1075	
<hr/>				
Instrument Rating(s) - AIRPLANE				
<hr/>				
-----Narrative-----				
<p>FOLLOWING A NORMAL TOUCHDOWN AND LANDING, THE PILOT LOST DIRECTIONAL CONTROL AND THE AIRCRAFT VEERED OFF THE LEFT SIDE OF RUNWAY. THE PILOT STATED THAT HE WAS UNABLE TO CORRECT THE DIRECTIONAL PROBLEM AFTER THE AIRCRAFT DEPARTED THE RUNWAY SURFACE. EXAMINATION OF THE ACCIDENT SITE DISCLOSED THAT THERE WERE BLACK TIRE MARKS LEADING FROM THE RUNWAY SURFACE. AN EXAMINATION OF THE AIRCRAFT FAILED TO DISCLOSE ANY MALFUNCTION OR FAILURE.</p>				
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Brief of Accident (Continued)

File No. - 1292

9/21/86

LOUISVILLE, KY

A/C Reg. No. N4505V

Time (Lcl) - 1306 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 - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 GEAR COLLAPSED
Phase of Operation LANDING

Finding(s)

3. LANDING GEAR - OVERLOAD
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1346	5/15/86	GUEDAN, LA	A/C Reg. No. N7371	Time (Lcl) - UNK/NR
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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	ON GROUND	Pass 0	0	0
Accident Occurred During -DESCENT				None 1

-----Aircraft Information-----

Make/Model - GRUMMEN G-164A	Eng Make/Model - P&W R-985-14B	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 4500	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 450 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - UNK/NR	LOCAL	Runway Ident - N/A
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - UNK/NR	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- UNK/NR		
Precipitation - UNK/NR		
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 - 18000
SE LAND, ME LAND	Months Since - 9	Make/Model- 16000
	Aircraft Type - UNK/NR	Instrument- 12
		Multi-Eng - 146

Instrument Rating(s) - AIRPLANE		
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-----Narrative-----

THE PILOT LOST ENGINE POWER AT AN ALTITUDE OF ABOUT 150 FEET AGL FOLLOWING TAKEOFF. HE IMPACTED A RAISED ROADBED DURING THE FORCED LANDING, FLIPPED INVERTED, SLID TO A STOP, AND BURNED. THE FIRE DAMAGE PREVENTED DETERMINATION OF THE CAUSE OF ENGINE FAILURE.

Brief of Accident (Continued)

File No. - 1346

5/15/86

GUEDAN, LA

A/C Reg. No. N7371

Time (Lcl) - UNK/NR

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 DESCENT - EMERGENCY

Finding(s)
2. TERRAIN CONDITION - DIRT BANK

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. - 1392	6/16/86	GRAND CHENIER, LA	A/C Reg. No. N8621Z	Time (Lcl) - 1800 CDT
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----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries		
Type of Operation - PERSONAL	Fire	Crew 1	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -DESCENT			0	0	0

----Aircraft Information----

Make/Model - CESSNA P206C	Eng Make/Model - CONTINENTAL IO-520-A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3600	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 285 HP	

----Environment/Operations Information----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	UNK/NR	
Completeness - N/A	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 - NONE	Runway Status - N/A
Obstructions to Vision- UNK/NR		
Precipitation - UNK/NR		
Condition of Light - UNK/NR		

----Personnel Information----

Pilot-In-Command	Age - 61	Medical Certificate - EXPIRED	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - UNK/NR	Total - 16000	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 AIRCRAFT IMPACTED THE MARSHY TERRAIN WHILE IN A VERY SHALLOW DESCENT AND WINGS LEVEL ATTITUDE AND AT A RELATIVELY HIGH SPEED (I.E., CRUISE). IT THEN CARTWHEELED AND SLID TO A STOP. THERE WAS EVIDENCE OF SUBSTANTIAL ENGINE POWER BEING DEVELOPED AT IMPACT. EXTENDED RANGE FUEL TANKS HAD BEEN ADDED TO THE WING TIPS ALONG WITH AN IN-CABIN TANK FOR AN EXTRA FUEL CAPACITY OF 75-80 GALLONS. ALL TANKS APPARENTLY HAD BEEN FILLED. THE POINTS OF DEPARTURE AND INTENDED LANDING ALONG WITH THE TIME OF THE ACCIDENT, ARE UNKNOWN. THE AIRCRAFT WAS LOADED WITH CONTRABAND CARGO. THE AUTOPILOT "ALTITUDE HOLD" WAS ENGAGED. NO RADAR TRACK OF THE AIRCRAFT WAS FOUND, PROBABLY DUE TO LOW ALTITUDE FLIGHT. THE AIRCRAFT MOST PROBABLY DESCENDED DUE TO A BAROMETRIC PRESSURE CHANGE WHILE THE PILOT WAS ASLEEP OR INATTENTIVE AND IMPACTED THE TERRAIN.

Brief of Accident (Continued)

File No. - 1392

6/16/86

GRAND CHENIER, LA

A/C Reg. No. N8621Z

Time (Lc1) - 1800 CDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - NORMAL

Finding(s)

1. ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
 2. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
 3. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
 4. FLT WITH INADQT ENROUTE/DESTN FACILITIES - PERFORMED - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1222	9/30/86	ABBEVILLE, LA	A/C Reg. No. N3050Z	Time (Lcl) - 1415 CDT
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-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries	
Type of Operation - PERSONAL	Fire	Crew	Fatal	None
Flight Conducted Under - 14 CFR 91	NONE	Pass	Serious	Minor
Accident Occurred During - LANDING			0	1
			0	0

-----Aircraft Information-----

Make/Model - PIPER PA-22-160	Eng Make/Model - LYCOMING O-320-B2B	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1840	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 - VMC	LOCAL	ABBEVILLE
Wind Dir/Speed- 160/012 KTS	ATC/Airspace	Runway Ident - 15
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3700/ 75
Lowest Sky/Clouds - 4000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 20000 FT BROKEN	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 34	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 221	Last 24 Hrs - 1
SE LAND	Months Since - 19	Make/Model- 9	Last 30 Days- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 12	Last 90 Days- 6

Instrument Rating(s) - NONE

-----Narrative-----

THE PVT PLT TOOK OFF ON A PLEASURE FLT WITH 1 PAX ON BOARD. DRG THE INITIAL CLIMB, THE ENG LOST POWER AT ABOUT 300 FT AGL. THE PLT THEN TURNED DOWNWIND & SUBSEQUENTLY MADE A FORCED LANDING IN A SUGAR CANE FIELD ADJACENT TO THE ARPT. DRG THE LANDING, THE ACFT WAS SUBSTANTIALLY DAMAGED. AN EXAM OF THE ENG REVEALED THERE WAS WATER IN THE CARBURETOR.

Brief of Accident (Continued)

File No. - 1222

9/30/86

ABBEVILLE, LA

A/C Reg. No. N3050Z

Time (Lcl) - 1415 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FLUID, FUEL - WATER
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Occurrence #3 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) 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. - 1201 10/04/86 MINDEN, LA A/C Reg. No. N90455 Time (Lcl) - 2250 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries				
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	Crew	0	0	1	0
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During	-DESCENT						

-----Aircraft Information-----

Make/Model	- ROBINSON R22	Eng Make/Model	- LYCOMING O-320-A2B	ELT Installed/Activated	- NO	-N/A
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- NO	
Max Gross Wt	- 2350	Engine Type	- RECIPROCATING-CARBURETOR			
No. of Seats	- 2	Rated Power	- 124 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 - IMC</p> <p>Wind Dir/Speed- CALM</p> <p>Visibility - 12.0 SM</p> <p>Lowest Sky/Clouds - UNK/NR</p> <p>Lowest Ceiling - UNK/NR</p> <p>Obstructions to Vision- FOG</p> <p>Precipitation - NONE</p> <p>Condition of Light - NIGHT(DARK)</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>RUSTON, LA</p> <p>Destination</p> <p>SHREVEPORT, LA</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p>OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 50	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 866
SE LAND	Months Since - 16	Make/Model- 359
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 41
		Rotorcraft - 371

Instrument Rating(s) - NONE

-----Narrative-----

THE NON-INSTRUMENT RATED PLT ENTERED IMC CONDITIONS WHILE IN CRUISE FLT ON A DARK NIGHT AT AN ALTITUDE OF 500 FT. HE THEN ENTERED A DESCENT TO REACH VMC. DURING THE DESCENT, THE HELICOPTER COLLIDED WITH A TREE AT APRX 75 TO 100 FEET AGL, THEN CRASHED TO THE GROUND.

Brief of Accident (Continued)

File No. - 1201

10/04/86

MINDEN, LA

A/C Reg. No. N90455

Time (Lcl) - 2250 CDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 2. LIGHT CONDITION - DARK NIGHT
 3. WEATHER CONDITION - FOG
 4. VFR FLIGHT INTO IMC - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - EMERGENCY

Finding(s)

5. DESCENT - INITIATED -
 6. 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) 1,2,3,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1204 10/29/86 ENGLAND AFB, LA A/C Reg. No. N2602F Time (Lcl) - 1100 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-BUSINESS	Fire	Crew	0	0	0
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During	-LANDING					1

-----Aircraft Information-----

Make/Model	- CESSNA 182J	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-----

<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- 360/006 KTS</p> <p>Visibility - 7.0 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>GULFPORT, MS</p> <p>Destination</p> <p>SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - IFR</p> <p>Type of Clearance - IFR</p> <p>Type Apch/Lndg - ILS-LOCALIZER</p>	<p>Airport Proximity</p> <p>ON AIRPORT</p> <p>Airport Data</p> <p>ENGLAND AFB</p> <p>Runway Ident - 32</p> <p>Runway Lth/Wid - 9350/ 300</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 42	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, ATP, MILITARY	Current - YES	Total - 4000
SE LAND, ME LAND	Months Since - 1	Make/Model- 125
	Aircraft Type - UNK/NR	Instrument- 511
		Multi-Eng - 3875
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 8

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT WAS ON AN APCH INTO ENGLAND AFB, LA, BEHIND A FLT OF 4 JET FIGHTERS. HE STATED THAT AT APRX 200 FT PAST THE THRESHOLD, WHILE AT ABOUT 3 FT AGL & 80 MPH, THE ACFT SUDDENLY FELL & TOUCHED DOWN ON THE MAIN GEAR. IT THEN PORPOISED BTN THE MAIN & NOSE GEAR ABOUT 3 TIMES. DURING THE SEQUENCE, THE TIPS OF THE PROP BLADES & THE FIRE WALL WERE DAMAGED.

Brief of Accident (Continued)

File No. - 1204

10/29/86

ENGLAND AFB, LA

A/C Reg. No. N2602F

Time (Lcl) - 1100 CST

Occurrence #1 VORTEX TURBULENCE ENCOUNTERED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 2. PLANNED APPROACH - NOT CORRECTED -
 3. FLARE - NOT POSSIBLE -
-

Occurrence #2 HARD LANDING
Phase of Operation LANDING

Finding(s)

4. 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) 1,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1364 6/05/86 GAITHERSBURG, MD A/C Reg. No. N94214 Time (Lc1) - 1030 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation - INSTRUCTIONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -LANDING			0	0	0
			0	0	2
			0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 152-II	Eng Make/Model - LYCOMING O-235	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 - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	GAITHERSBURG
Wind Dir/Speed- 090/010 KTS	ATC/Airspace	Runway Ident - 32
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4235/ 75
Lowest Sky/Clouds - CLEAR	Type of Clearance - TRAFFIC ADVISORY	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	TOUCH AND GO	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 22	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 1030
SE LAND,ME LAND	Months Since - 7	Last 24 Hrs - 8
	Aircraft Type - C-152	Last 30 Days- UNK/NR
		Last 90 Days- 176
		Rotorcraft - UNK/NR
		Multi-Eng - 30

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WITH THE WIND OUT OF THE EAST AT ABOUT 10 KNOTS, THE STUDENT PILOT TOUCHED DOWN ON THE CENTERLINE OF RUNWAY 32. SHORTLY THEREAFTER, THE AIRCRAFT SWERVED RIGHT AND THEN LEFT AND THE CFI ATTEMPTED TO TAKE OVER THE CONTROLS. SHE STATED THAT SHE COULD NOT OVERCOME THE FORCE THAT THE STUDENT HAD PUT ON THE RUDDER CONTROLS AND EVEN TRIED YELLING AT HIM REPEATEDLY. THE AIRPLANE CONTINUED OFF THE LEFT SIDE OF THE RUNWAY INTO SOME UNDERBRUSH AND SMALL TREES.

Brief of Accident (Continued)

File No. - 1364

6/05/86

GAITHERSBURG,MD

A/C Reg. No. N94214

Time (Lc1) - 1030 EDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. DIRECTIONAL CONTROL - NOT MAINTAINED - DUAL STUDENT
 3. IMPROPER DECISION, LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - DUAL STUDENT
 4. REMEDIAL ACTION - NOT POSSIBLE - PILOT IN COMMAND(CFI)
 5. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
-

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

6. OBJECT - TREE(S)
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1207 7/16/86 ABERDEEN, MD A/C Reg. No. N3933Q Time (Lcl) - 0130 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED		Injuries		
Type of Operation -PUBLIC USE	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -MANEUVERING			0	0	0
					1
					1

-----Aircraft Information-----

Make/Model - CESSNA 172L	Eng Make/Model - LYCOMING O-360-A1A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 2150	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - UNK/NR	Rated Power - 180 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	FT MEADE, MD	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	LOCAL	PHILLIPS AAF
Wind Dir/Speed- 250/005 KTS	ATC/Airspace	Runway Ident - 22
Visibility - 12.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 8000/ 200
Lowest Sky/Clouds - 10000 FT SCATTERED	Type of Clearance - VFR	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - UNK/NR
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 48	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - UNK/NR
SE LAND	Months Since - 4	Last 24 Hrs - 0
	Aircraft Type - C-172L	Make/Model- 95
		Last 30 Days- UNK/NR
		Instrument- 6
		Last 90 Days- 129
		Rotorcraft - UNK/NR
		Multi-Eng - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT THE ENG BEGAN TO RUN ROUGH DURING FLT, THEN ALL AT ONCE, IT STARTED VIBRATING EXCESSIVELY. HE ATTEMPTED TO LAND AT THE PHILLIPS AAF, BUT THE ARPT WAS CLOSED & THE RWY LIGHTS WERE NOT ILLUMINATED. BY THE TIME HE SAW THE RWY, THE ACFT WAS NOT IN A POSITION TO LAND, SO HE TRIED MANEUVERING TOWARD AN OPEN AREA ON THE ARPT. HOWEVER, THE ACFT COLLIDED WITH TREES & CRASHED. AN EXAM OF THE ENG REVEALED THAT THE #3 EXHAUST VALVE PUSHROD WAS BENT & THE #1 INTAKE VALVE WAS BROKEN. AFTER THIS ACCIDENT, THE OWNER/OPERATOR (CAP) STOPPED USING PHILLIPS XC2 ENG OIL DUE TO POSSIBLE PROBLEMS ASSOCIATED WITH ITS USE WHICH INCLUDED STICKING VALVES.

Brief of Accident (Continued)

File No. - 1207

7/16/86

ABERDEEN, MD

A/C Reg. No. N3933Q

Time (Lcl) - 0130 EDT

Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation CRUISE - NORMAL

Finding(s)

1. ENGINE ASSEMBLY, PUSH ROD - BENT
2. ENGINE ASSEMBLY, VALVE - FAILURE, TOTAL

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

3. LIGHT CONDITION - DARK NIGHT
4. AIRPORT FACILITIES - NOT OPERATING
5. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

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. - 1290 3/15/86 HOULTON,ME A/C Reg. No. N287B Time (Lcl) - 0550 EST

-----Basic Information-----

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-AIR PARCEL EXPRESS	SUBSTANTIAL					
Type of Operation	-NON SCHED,DOMESTIC,CARGO	Fire	Crew	Fatal	0	Serious	0
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	Minor	1
Accident Occurred During	-LANDING				0	None	0

-----Aircraft Information-----

Make/Model	- ROCKWELL 680FL	Eng Make/Model	- LYCOMING IGSO-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	- 11	Rated Power	- 380 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity	
Wx Briefing	- FSS	ON AIRPORT	
Method	- UNK/NR		
Completeness	- UNK/NR	Airport Data	
Basic Weather	- VMC	HOULTON INT'L	
Wind Dir/Speed	- 300/008 KTS	Runway Ident	- 05
Visibility	- 3.000 SM	Runway Lth/Wid	- 5000/ 150
Lowest Sky/Clouds	- 800 FT	Runway Surface	- ASPHALT
Lowest Ceiling	- 800 FT OVERCAST	Runway Status	- SNOW - DRY
Obstructions to Vision	- FOG		
Precipitation	- ICE PELLETS		
Condition of Light	- DUSK		

-----Personnel Information-----

Pilot-In-Command	Age - 34	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total	- 1982
SE LAND,ME LAND	Months Since - 5	Make/Model	- 300
	Aircraft Type - UNK/NR	Instrument	- 419
		Multi-Eng	- 1155
		Last 24 Hrs	- 6
		Last 30 Days	- UNK/NR
		Last 90 Days	- 98

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT-IN-COMMAND LANDED ON RUNWAY 5 WHICH HAD APPROXIMATELY 1 INCH OF FRESH SNOW. HE REPORTED THAT HE ENCOUNTERED WHITEOUT CONDITIONS DURING THE LANDING & LOST REFERENCE TO THE RUNWAY CENTERLINE. THE AIRCRAFT TOUCHED DOWN ON THE LEFT SIDE OF THE RUNWAY, ANGLED OFF THE LANDING AREA IN A STRAIGHT LINE & COLLIDED WITH A SNOWBANK. AT THE TIME OF THE ACDNT, THERE WAS LIGHT FREEZING DRIZZLE, ICE PELLETS & FOG. THE LOCAL FSS WAS CLOSED & THERE WAS NO CURRENT WX INFO AVAILABLE TO THE PLT FOR THE DESTN ARPT.

Brief of Accident (Continued)

File No. - 1290

3/15/86

HOULTON, ME

A/C Reg. No. N287B

Time (Lcl) - 0550 EST

Occurrence #1 ON GROUND ENCOUNTER WITH WEATHER
Phase of Operation LANDING - ROLL

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
 2. LIGHT CONDITION - DUSK
 3. WEATHER CONDITION - LOW CEILING
 4. WEATHER CONDITION - FOG
 5. WEATHER CONDITION - ICING CONDITIONS
 6. WEATHER CONDITION - SNOW
 7. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOW COVERED
 8. WEATHER CONDITION - WHITEOUT
 9. PROPER ALIGNMENT - NOT POSSIBLE - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

10. TERRAIN CONDITION - SNOWBANK
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3,4,5,6,7,8,10

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1295	5/18/86	GREENVILLE, ME	A/C Reg. No. N60638	Time (Lcl) - 1500 EDT
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-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Injuries	Fatal	Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	3
Accident Occurred During -TAKEOFF						

-----Aircraft Information-----

Make/Model - CESSNA 206	Eng Make/Model - CONTINENTAL TS10-520-C	ELT Installed/Activated - YES/YES
Landing Gear - AMPHIBIAN	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3600	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 300 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	BINGHAM, ME	GREENVILLE
Wind Dir/Speed- 180/015 KTS	ATC/Airspace	Runway Ident - 21
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3000/ 100
Lowest Sky/Clouds - CLEAR	Type of Clearance - VFR	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 - 45	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 400
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 20
	Aircraft Type - UNK/NR	Make/Model- 200
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 100

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT EXPERIENCED PROBLEMS ON TAKEOFF FROM MOOSEHEAD LAKE, BUT EVENTUALLY WAS ABLE TO GET AIRBORNE AND FLY TO THE GREENVILLE AIRPORT. THE AIRCRAFT REMAINED ON THE GROUND FOR A FEW HOURS, THEN WAS PREFLIGHTED FOR DEPARAPURE. RUNWAY 21 WAS THE FAVORABLE RUNWAY FOR TAKEOFF. ROTATION AND LIFT-OFF WERE COMMENCED AT 65 KNOTS. THE NOSE WAS LOWERED SLIGHTLY TO GAIN MORE SPEED. HOWEVER, THE AIRPLANE WOULD NOT CLIMB. SUBSEQUENTLY, IT SETTLED INTO TREES IN A CONTROLLED, FULL STALL ATTITUDE, JUST ABOVE THE GROUND. THE PILOT STATED THAT IT WAS A HOT AND HUMID DAY. THE SINGLE ENG LAND PILOT HAD NOT YET OBTAINED A SEAPLANE RATING.

Brief of Accident (Continued)

File No. - 1295

5/18/86

GREENVILLE, ME

A/C Reg. No. N60638

Time (Lc1) - 1500 EDT

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF

Finding(s)

1. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE, QUALIFICATION - PILOT IN COMMAND
3. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
4. AIRSPEED - NOT OBTAINED - PILOT IN COMMAND
5. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
6. 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) 6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1387 1/16/86 NORTH ADAMS, MI A/C Reg. No. N885 Time (Lc1) - 1405 EST

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-OTHER WORK USE	Fire	Crew 0	0	0	1
Flight Conducted Under	-14 CFR 133	NONE	Pass 0	0	0	0
Accident Occurred During	-STANDING					

-----Aircraft Information-----

Make/Model	- SIKORSKY S-58F	Eng Make/Model	- WRIGHT R-1820-84	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 12500	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- UNK/NR	Rated Power	- 1475 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 240/005 KTS</p> <p>Visibility - 7.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>SAME AS ACC/INC</p> <p>Destination</p> <p>SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p>OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 44	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 8052
	Months Since - 9	Make/Model- 380
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 253
		Multi-Eng - UNK/NR
		Last 24 Hrs - 5
		Last 30 Days- UNK/NR
		Last 90 Days- 90
		Rotorcraft - 8043

Instrument Rating(s) - HELICOPTER

-----Narrative-----

WHILE ACCOMPLISHING PREFLIGHT SYSTEMS CHECKS WITH THE ENGINE RUNNING AND THE ROTOR SYSTEM ENGAGED THE AIRCRAFT EXPERIENCED A HYDRAULIC HARDOVER. UNCOMMANDED DISPLACEMENT OF THE FLIGHT CONTROLS CAUSED THE AIRCRAFT TO PITCH UP AND LEFT SIMULTANEOUSLY. THE PILOT WAS UNABLE TO REGAIN CONTROL BEFORE THE MAIN ROTOR BLADES STRUCK THE GROUND AND THE AIRCRAFT CAME TO REST ON ITS LEFT SIDE. TESTING OF THE HYDRAULIC SYSTEM COULD NOT DUPLICATE THE PROBLEM. TEARDOWN INSPECTION REVEALED FOREIGN MATERIAL IN THE HYDRAULIC CYLINDERS.

Brief of Accident (Continued)

File No. - 1387

1/16/86

NORTH ADAMS, MI

A/C Reg. No. N885

Time (Lc1) - 1405 EST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation STANDING - ENGINE(S) OPERATING

Finding(s)

1. ROTORCRAFT FLIGHT CONTROL SYSTEM, PRIMARY SERVO - FAILURE, PARTIAL
 2. ROTORCRAFT FLIGHT CONTROL SYSTEM - EXHAUSTION
 3. CYCLIC - UNCONTROLLED - PILOT IN COMMAND
 4. COLLECTIVE - UNCONTROLLED - PILOT IN COMMAND
 5. THROTTLE/POWER CONTROL - UNCONTROLLED - OTHER MAINTENANCE PSNL
 6. MAINTENANCE - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 ROLL OVER
Phase of Operation STANDING - ENGINE(S) OPERATING

Finding(s)

7. DIRECTIONAL CONTROL - 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) 1,2,5,7

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. - 1238 3/16/86 GREGORY, MI A/C Reg. No. N7191M Time (Lcl) - 1140 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
	Fire	Crew	0	Serious	Minor
Type of Operation -FERRY	NONE	Pass	0	0	0
Flight Conducted Under -14 CFR 91			0	0	0
Accident Occurred During -TAKEOFF					1

-----Aircraft Information-----

Make/Model - CESSNA 175	Eng Make/Model - CONTINENTAL G0-300-A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2350	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 175 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	ANN ARBOR, MI	GREGORY
Wind Dir/Speed- 010/010 KTS	ATC/Airspace	Runway Ident - 36
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 1440/ 40
Lowest Sky/Clouds - 2600 FT	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - 2600 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- HAZE		
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 - 755
SE LAND,ME LAND	Months Since - 1	Make/Model- 665
	Aircraft Type - UNK/NR	Instrument- 125
		Multi-Eng - 85
		Last 24 Hrs - 5
		Last 30 Days- UNK/NR
		Last 90 Days- 50

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE NEWLY PURCHASED ACFT WAS BEING FLOWN OFF OF THE SELLER'S TURF STRIP. AFTER TAKING OFF, THE ACFT STRUCK 50 FT TREES OFF OF THE END OF THE RUNWAY. THE SELLER, WHO WATCHED THE TAKEOFF, STATED THAT THE PILOT OVERROTATED THE ACFT AFTER LIFT-OFF.

Brief of Accident (Continued)

File No. - 1238

3/16/86

GREGORY,MI

A/C Reg. No. N7191M

Time (Lc1) - 1140 EST

Occurrence IN FLIGHT COLLISION WITH OBJECT

Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 2. IMPROPER USE OF PROCEDURE, LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND
 3. AIRSPEED - NOT OBTAINED - PILOT IN COMMAND
 4. OBJECT - TREE(S)
 5. CLEARANCE - NOT OBTAINED - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,5

Factor(s) relating to this accident is/are finding(s) 2,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1378 4/13/86 PITTSFORD, MI A/C Reg. No. N28914 Time (Lcl) - 1510 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED		Injuries			
Type of Operation - PERSONAL	Fire	Crew	Fatal	Serious	Minor	None
Flight Conducted Under - 14 CFR 91	NONE	Pass	1	0	0	0
Accident Occurred During - DESCENT			1	0	0	0

-----Aircraft Information-----

Make/Model - LUSCOMBE 8B	Eng Make/Model - LYCOMING O-145B2	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1200	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 65 HP	

-----Environment/Operations Information-----

Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 110/006 KTS Visibility - 15.0 SM Lowest Sky/Clouds - 2500 FT SCATTERED Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Point HUDSON, MI Destination SAME AS ACC/INC ATC/Airspace Type of Flight Plan - NONE Type of Clearance - NONE Type Apch/Lndg - TRAFFIC PATTERN FULL STOP	Airport Proximity OFF AIRPORT/STRIP Airport Data JULIAN RLA Runway Ident - 18 Runway Lth/Wid - 1800/ 60 Runway Surface - GRASS/TURF Runway Status - HIGH VEGETATION
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-----Personnel Information-----

Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 54 Biennial Flight Review Current - YES Months Since - 19 Aircraft Type - 8B	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Flight Time (Hours) Total - 950 Make/Model- 245 Instrument- 0 Last 24 Hrs - 2 Last 30 Days- 2 Last 90 Days- 2
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Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT OVERSHOT FINAL APPROACH DUE TO A 10-15 KT TAILWIND ON BASE LEG. ACCORDING TO A PILOT FRIEND ON THE GROUND HE PUT THE ACFT INTO A 60 DEGREE BANK TO IN AN ATTEMPT TO REALIGN HIMSELF WITH THE FINAL APPROACH COURSE. DURING THIS STEEP TURN THE AIRCRAFT STALLED. THE LOW ALTITUDE AT THE TIME OF THE STALL PRECLUDED RECOVERY BEFORE GROUND IMPACT.

Brief of Accident (Continued)

File No. - 1378

4/13/86

PITTSFORD, MI

A/C Reg. No. N28914

Time (Lcl) - 1510 EST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - VFR PATTERN - BASE TO FINAL

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
 2. PROPER ALIGNMENT - NOT ATTAINED - PILOT IN COMMAND
 3. REMEDIAL ACTION - ATTEMPTED - PILOT IN COMMAND
 4. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
 5. MANEUVER - EXCESSIVE - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1239

4/27/86

MT CLEMENS, MI

A/C Reg. No. N2194U

Time (Lcl) - 1318 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -INSTRUCTIONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage

DESTROYED

Fire

NONE

Crew

Pass

Fatal

0

0

Injuries

Serious

2

0

Minor

0

0

None

0

0

-----Aircraft Information-----

Make/Model - BRANTLY B-2B
Landing Gear - SKID
Max Gross Wt - 1670
No. of Seats - 2

Eng Make/Model - LYCOMING IVO-360-A1A
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 200 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 140/005 KTS

Visibility - 8.0 SM

Lowest Sky/Clouds - 25000 FT THIN BKN

Lowest Ceiling - NONE

Obstructions to Vision- HAZE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

NONE

Age - 41

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - NO MEDICAL

Flight Time (Hours)

Total - UNK/NR

Make/Model- 8

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - 2

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

AFTER APRX 20 SUCCESSFUL TAKEOFFS & LANDINGS, THE ENG OF THE HELICOPTER LOST POWER AT ABOUT 300 FT AGL, DUE TO A #1 CONNECTING ROD FAILURE. DURING AN AUTOROTATION, THE HELICOPTER LANDED IN TREES & WAS DESTROYED. ALTHOUGH THE PILOT WAS INSTRUCTING A NEW STUDENT PILOT, HE HELD NO FAA FLYING CERTIFICATE. THE LAST ANNUAL INSPECTION OF THE HELICOPTER WAS DATED 12/2/75. A TEARDOWN OF THE ENG REVEALED DISCREPANCIES IN THE INSTALLATION OF THE #2, #3 & #4 ROD CAPS. DUE TO THE DAMAGE, PROPER INSTALLATION OF THE #1 ROD CAP COULD NOT BE VERIFIED.

Brief of Accident (Continued)

File No. - 1239

4/27/86

MT CLEMENS,MI

A/C Reg. No. N2194U

Time (Lcl) - 1318 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation DESCENT

Finding(s)

1. MAINTENANCE,ANNUAL INSPECTION - NOT PERFORMED - COMPANY/OPERATOR MGMT
2. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE,QUALIFICATION - PILOT IN COMMAND
4. MAINTENANCE,INSPECTION OF AIRCRAFT - IMPROPER - OTHER MAINTENANCE PSNL
5. ENGINE ASSEMBLY,CONNECTING ROD - FAILURE,TOTAL

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

6. AUTOROTATION - PERFORMED - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

7. TERRAIN CONDITION - NONE SUITABLE
8. OBJECT - TREE(S)

----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) 1,2,3,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1263 6/14/86 BAY CITY, MI A/C Reg. No. N53140 Time (Lcl) - 0645 EDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Type of Operation -AERIAL APPLICATION
Flight Conducted Under -14 CFR 137
Accident Occurred During -MANEUVERING

Aircraft Damage
DESTROYED

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries
Serious
0
0

Minor
0
0

None
1
0

-----Aircraft Information-----

Make/Model - CESSNA 188B
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 3700
No. of Seats - 1

Eng Make/Model - CONTINENTAL IO-520
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 300 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - TV WX
Method - TV/RADIO
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
MUNGER, MI
Destination
BAY CITY, MI

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL
SE LAND

Age - 28

Biennial Flight Review

Current - YES
Months Since - 2
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 2047	Last 24 Hrs -	5
Make/Model-	1521	Last 30 Days-	20
Instrument-	10	Last 90 Days-	21

Instrument Rating(s) - NONE

-----Narrative-----

DURING AN AG SPRAY OPERATION, THE PLT FLEW OVER THE AREA BEFORE STARTING HIS SWATH RUNS. ON HIS FIRST RUN, HE FLEW OVER WIRES AT THE END OF THE FIELD. ON THE RETURN SWATH RUN, HE ATTEMPTED TO FLY UNDER THE WIRES. WHILE DOING SO, THE ACFT STRUCK A NEWLY INSTALLED LOWER WIRE WITH THE VERTICAL STABILIZER, THEN CRASHED.

Brief of Accident (Continued)

File No. - 1263

6/14/86

BAY CITY, MI

A/C Reg. No. N53140

Time (Lcl) - 0645 EDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 2. OBJECT - WIRE, STATIC
 3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

4. AIRCRAFT HANDLING - NOT POSSIBLE -
-

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. - 1252	7/17/86	FRANKFORT, MI	A/C Reg. No. N1402X	Time (Lcl) - 2135 EDT
-----Basic Information-----				
Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage DESTROYED	Injuries	
Type of Operation	-PERSONAL	Fire	Fatal	Serious
Flight Conducted Under	-14 CFR 91	NONE	Crew	Minor
Accident Occurred During	-APPROACH		Pass	None
			0	0
			0	0
				0
				1
				0
-----Aircraft Information-----				
Make/Model	- LAKE LA-250	Eng Make/Model	- LYCOMING IO-540-C4B5	ELT Installed/Activated - YES/NO
Landing Gear	- AMPHIBIAN	Number Engines	- 1	Stall Warning System - YES
Max Gross Wt	- 3050	Engine Type	- RECIP-FUEL INJECTED	
No. of Seats	- 5	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	TRAVERSE CITY, MI		
Completeness	- N/A	Destination	Airport Data	
Basic Weather	- VMC	SAME AS ACC/INC	FRANKFORT MUNI	
Wind Dir/Speed	- 210/010 KTS	ATC/Airspace	Runway Ident - 14	
Visibility	- 10.0 SM	Type of Flight Plan	Runway Lth/Wid - 3250/ 50	
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 - 39	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)		
PRIVATE	Current - YES	Total - 156	Last 24 Hrs - 2	
SE LAND, SE SEA	Months Since - 0	Make/Model - 33	Last 30 Days - UNK/NR	
	Aircraft Type - LK-250	Instrument - UNK/NR	Last 90 Days - 24	
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR	
Instrument Rating(s) - NONE				
-----Narrative-----				
THE PLT RPRTD THAT DURING AN ATTEMPTED GO-AROUND, A CROSSWIND CAUGHT THE RIGHT WING AND BLEW THE ACFT TO THE LEFT. THE LEFT WING HIT A HANGAR DOOR & WAS TORN OFF, THEN THE ACFT CRASHED TO THE GROUND & CAME TO REST UPSIDE DOWN. THE WIND WAS RPRTD TO BE GUSTING TO 17 KNOTS.				

Brief of Accident (Continued)

File No. - 1252

7/17/86

FRANKFORT, MI

A/C Reg. No. N1402X

Time (Lcl) - 2135 EDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. WEATHER CONDITION - GUSTS
3. GO-AROUND - ATTEMPTED - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

4. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

5. OBJECT - AIRPORT FACILITY

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4

Factor(s) relating to this accident is/are finding(s) 1,2,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1237 8/17/86 CHESANING,MI A/C Reg. No. N95638 Time (Lcl) - 1600 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	1

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire Crew Fatal
NONE Pass 0

-----Aircraft Information-----

Make/Model - CESSNA 182G
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2800
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470-U
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 230 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC

Wind Dir/Speed- 310/015 KTS

Visibility - 8.0 SM

Lowest Sky/Clouds - UNK/NR

Lowest Ceiling - BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
PONTIAC,MI

Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN
FULL STOP

Airport Proximity
ON AIRSTRIP

Airport Data

CHESANING

Runway Ident - 36

Runway Lth/Wid - 2200/ 150

Runway Surface - GRASS/TURF

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 41

Biennial Flight Review

Current - YES

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 349

Make/Model- 173

Instrument- 86

Last 24 Hrs - 2

Last 30 Days- UNK/NR

Last 90 Days- 30

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT WAS MAKING HIS FIRST LANDING TO A SOD RUNWAY. WHILE DECELERATING OVER THE RUNWAY AT ABOUT 6' AGL. THE AIRCRAFT BEGAN TO SINK RAPIDLY. HE ADDED POWER, BUT THE LANDING GEAR HIT HARD AND THE AIRCRAFT BOUNCED SEVERAL FEET BACK INTO THE AIR. HE ADDED FULL POWER TO GO AROUND, BUT THE AIRCRAFT VEERED RIGHT IN A SHALLOW RIGHT CLIMBING TURN. THE PILOT STATED HE WAS NEVER ABLE TO STRAIGHTEN THE AIRCRAFT AND CRASHED INTO THE GRASS TO THE RIGHT OF THE RUNWAY.

Brief of Accident (Continued)

File No. - 1237

8/17/86

CHESANING,MI

A/C Reg. No. N95638

Time (Lc1) - 1600 EDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND
 2. RECOVERY FROM BOUNCED LANDING - INITIATED -
-

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING

Finding(s)

3. ABORTED LANDING - DELAYED - PILOT IN COMMAND
 4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 5. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 6. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
-

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,5,6

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1255	9/17/86	GROSSE ILE, MI	A/C Reg. No. N28208	Time (Lcl) - 2100 EDT
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-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation -BUSINESS	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 - BELLANCA 17-30A	Eng Make/Model - CONTINENTAL IO-520-K1A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3325	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 300 HP	

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - ACFT RADIO</p> <p>Completeness - UNK/NR</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 110/010 KTS</p> <p>Visibility - 10.0 SM</p> <p>Lowest Sky/Clouds - 10000 FT SCATTERED</p> <p>Lowest Ceiling -</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - NIGHT(BRIGHT)</p>	<p>Itinerary</p> <p>Last Departure Point PONTIAC, MI</p> <p>Destination GROSSE ILE, MI</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN</p>	<p>Airport Proximity ON AIRSTRIP</p> <p>Airport Data</p> <p>GROSSE ILE</p> <p>Runway Ident - 03</p> <p>Runway Lth/Wid - 4979/ 100</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND</p>	<p>Age - 61</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 1</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 713</p> <p>Make/Model- 33</p> <p>Instrument- 10</p> <p>Multi-Eng - 40</p> <p>Last 24 Hrs - 3</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 22</p>
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Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT HE HAD A HABIT OF LANDING LEFT OF THE CENTERLINE. WHILE LANDING WITH A RIGHT CROSSWIND, THE AIRCRAFT DRIFTED TO THE LEFT AND THE LEFT WING STRUCK THREE CONSTRUCTION SAWHORSES, PLACED OFF THE LEFT SIDE OF THE RUNWAY.

Brief of Accident (Continued)

File No. - 1255

9/17/86

GROSSE ILE, MI

A/C Reg. No. N28208

Time (Lc1) - 2100 EDT

Occurrence ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

1. LIGHT CONDITION - NIGHT
 2. WEATHER CONDITION - CROSSWIND
 3. PROPER TOUCHDOWN POINT - NOT OBTAINED - PILOT IN COMMAND
 4. PROPER ALIGNMENT - NOT ATTAINED - PILOT IN COMMAND
 5. IMPROPER USE OF FACILITY - 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. - 1212	3/13/86	WILLIAMS, MN	A/C Reg. No. N3706R	Time (Lcl) - 1230 CST
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----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Fatal	Injuries	
	SUBSTANTIAL		Serious	Minor
Type of Operation - PERSONAL	Fire	Crew 0	1	0
Flight Conducted Under - 14 CFR 91	NONE	Pass 0	0	3
Accident Occurred During - MANEUVERING				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 - 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	ROSEAU, MN	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 060/012 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

----Personnel Information----

Pilot-In-Command	Age - 25	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 78
SE LAND	Months Since - 3	Last 24 Hrs - UNK/NR
	Aircraft Type - C-172H	Make/Model- 78
		Last 30 Days- 1
		Instrument- 4
		Last 90 Days- 1

Instrument Rating(s) - NONE

----Narrative----

THE PLT MADE A LOW PASS OVER A FROZEN, SNOW COVERED LAKE, THEN INTENDED TO MAKE A CLIMBING LEFT TURN. HE RPRTD THE WX & LIGHT CONDS AS "SLIGHT HAZE, POOR HORIZON VISIBILITY, VERY WHITE OUT." AS THE PLT CONTD WITH WHAT HE THOUGHT WAS A CLIMBING TURN, THE ACFT ENTERED A DSCNT & IMPACTED THE FROZEN LAKE. IN REFERENCE TO THIS ACCIDENT, THE PLT STATED THAT DURING HAZY CONDITIONS, SUNGLASSES THAT ARE LIGHTLY SHADED ON THE BOTTOM & DARK AT THE TOP CAN "HELP CONFUSE THE HORIZON."

Brief of Accident (Continued)

File No. - 1212

3/13/86

WILLIAMS,MN

A/C Reg. No. N3706R

Time (Lc1) - 1230 CST

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

1. LOW PASS - PERFORMED -
2. MANEUVER - INITIATED -
3. WEATHER CONDITION - HAZE
4. TERRAIN CONDITION - SNOW COVERED
5. CLEARANCE - MISJUDGED - PILOT IN COMMAND
6. IMPROPER USE OF EQUIPMENT/AIRCRAFT,VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
7. IMPROPER USE OF EQUIPMENT/AIRCRAFT,SPATIAL DISORIENTATION - PILOT IN COMMAND
8. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF RECENT EXPERIENCE - PILOT IN COMMAND
9. DESCENT - INADVERTENT - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,9

Factor(s) relating to this accident is/are finding(s) 3,4,6,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1256	7/25/86	DULUTH, MN	A/C Reg. No. N5499B	Time (Lcl) - 1512 CDT
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----Basic Information----

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage SUBSTANTIAL		Injuries	
Type of Operation - INSTRUCTIONAL	Fire	Crew	Fatal	Serious
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0
Accident Occurred During -LANDING			0	0
			0	0
			0	1
			0	0

----Aircraft Information----

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 110 HP	

----Environment/Operations Information----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	PARK RAPIDS, MN	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	DULUTH, MN	Runway Ident - N/A
Wind Dir/Speed- 360/010 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 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 - 26	Medical Certificate - UNK/NR	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
STUDENT	Current - N/A	Total - 51	Last 24 Hrs - UNK/NR
	Months Since - N/A	Make/Model- 29	Last 30 Days- UNK/NR
	Aircraft Type - N/A	Instrument- 0	Last 90 Days- 28

Instrument Rating(s) - NONE

----Narrative----

THE STUDENT PILOT LANDED THE AIRCRAFT ON A ROAD AND IT COLLIDED WITH A ROAD SIGN AFTER EXPERIENCING FUEL EXHAUSTION ON A SOLO CROSS-COUNTRY FLIGHT. THE FLIGHT LASTED APPROXIMATELY 3.2 HOURS AND COVERED 289 MILES. THE STUDENT STATED THAT BOTH FUEL TANKS LOOKED "ALMOST FULL" DURING HIS PREFLIGHT.

Brief of Accident (Continued)

File No. - 1256

7/25/86

DULUTH,MN

A/C Reg. No. N5499B

Time (Lc1) - 1512 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
 2. FLUID,FUEL - EXHAUSTION
 3. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - UNCONTROLLED

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1234	9/26/86	RUSH CITY, MN	A/C Reg. No. N90563	Time (Lcl) - 0943 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	0
Accident Occurred During -TAKEOFF				

----Aircraft Information----

Make/Model - MCCULLOCH J-2	Eng Make/Model - LYCOMING O-360	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 180 HP	

----Environment/Operations Information----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	RUSH CITY MUNI
Wind Dir/Speed- 150/010 KTS	ATC/Airspace	Runway Ident - 33
Visibility - 6.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3200/ 75
Lowest Sky/Clouds - 1400 FT	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 1400 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

----Personnel Information----

Pilot-In-Command	Age - 44	Medical Certificate - NON-VALID MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 170
SE LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 7
		Instrument- UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 7
		Rotorcraft - 7
		Multi-Eng - UNK/NR

Instrument Rating(s) - NONE

----Narrative----

JUST AFTER LIFT OFF, WHILE TAKING OFF WITH A TAIL WIND, THE PLT DIVERTED HIS ATTENTION TO THE INSTRUMENT PANEL & DID NOT REALIZE THE GYROCOPTER WAS GOING INTO AN UNUSUAL ATTITUDE. HE SAID THAT WHEN HE DID NOTICE WHAT HAD HAPPENED, HE "JUST GOT READY FOR THE CRASH." HE DID NOT HOLD THE PROPER CERTIFICATE FOR THIS ACFT & HAD ONLY 7 HRS OF GYROPLANE EXPERIENCE.

Brief of Accident (Continued)

File No. - 1234

9/26/86

RUSH CITY, MN

A/C Reg. No. N90563

Time (Lcl) - 0943 CDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF

Finding(s)

1. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
 2. IMPROPER USE OF PROCEDURE, QUALIFICATION - PILOT IN COMMAND
 3. WEATHER CONDITION - TAILWIND
 4. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
 5. PROPER CLIMB RATE - NOT MAINTAINED - PILOT IN COMMAND
 6. 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) 4,5,6

Factor(s) relating to this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1271	2/14/86	KANSAS CITY, MO	A/C Reg. No. N252AM	Time (Lc1) - 2033 CST
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-----Basic Information-----

Type Operating Certificate-COMMUTER	Aircraft Damage	Injuries			
Name of Carrier -AIR MIDWEST INC.	SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation -SCHEDULED,DOMESTIC,PASSENGER	Fire	Crew 0	0	0	2
Flight Conducted Under -14 CFR 135	NONE	Pass 0	0	0	14
Accident Occurred During -CLIMB					

-----Aircraft Information-----

Make/Model - SWEARINGEN SA226TC	Eng Make/Model - AIRESEARCH TPE-331	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 12500	Engine Type - TURBOPROP	
No. of Seats - 17	Rated Power - 840 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	KANSAS CITY, MO	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	MOLINE, IL	Runway Ident - N/A
Wind Dir/Speed- 300/004 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 10.0 SM	Type of Flight Plan - IFR	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - IFR	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - PRECAUTIONARY LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 30	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - YES	Total - 8193	Last 24 Hrs - 1
SE LAND, ME LAND	Months Since - 2	Make/Model- 6036	Last 30 Days- 90
	Aircraft Type - SA226	Instrument- UNK/NR	Last 90 Days- 185
		Multi-Eng - 7356	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A CLIMB TO CRUISE, THE PILOT-IN-COMMAND DECLARED AN EMERGENCY & REQUESTED TO DSCND & RETURN TO THE ARPT. THE LANDING WAS UNEVENTFUL. AN EXAM OF THE LEFT PROP REVEALED THAT 1 OF ITS 3 BLADES HAD FAILED AT THE BUTT END & HAD SEPARATED. SUBSEQUENTLY, THE LEFT ENG ATTACH MOUNTS HAD FAILED & THE ENG HAD BECOME COCKED OUTBOARD FROM ITS ORIGINAL POSITION. A METALLURGICAL EXAM OF THE BLADE REVEALED FATIGUE CRACKING, EMINATING FM WITHIN THE PILOT HOLE OF THE BLADE BUTT. NUMEROUS SCRATCHES WERE VISIBLE IN THE PILOT HOLE AND THE CRACK HAD ITS INITIATION AT ONE OF THE SCRATCH MARKS NR THE BEARING WASHER. THE WASHER IS USED TO PULL THE BEARING OUT OF THE PILOT HOLE FOR MAINTENANCE AND/OR INSPECTION.

Brief of Accident (Continued)

File No. - 1271

2/14/86

KANSAS CITY, MO

A/C Reg. No. N252AM

Time (Lcl) - 2033 CST

Occurrence AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. PROPELLER SYSTEM/ACCESSORIES, BLADE - FATIGUE
2. MAINTENANCE - IMPROPER - OTHER MAINTENANCE PSNL
3. PROPELLER SYSTEM/ACCESSORIES, BLADE - SEPARATION
4. ENGINE ASSEMBLY - VIBRATION
5. ENGINE ASSEMBLY, MOUNT - 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. - 1318 9/28/86 JOPLIN,MO A/C Reg. No. N25FH Time (Lcl) - 1500 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation - PERSONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -LANDING			0	0	0
					1
					1

-----Aircraft Information-----

Make/Model - FLOYD R.HARRIS EAGLE 2	Eng Make/Model - LYCOMING IO-360	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - UNK/NR	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 2	Rated Power - 200 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - ACFT RADIO	KANSAS CITY,MO	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	MUNICIPAL
Wind Dir/Speed- 190/012 KTS	ATC/Airspace	Runway Ident - 22
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3600/ 75
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 - 50	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 3000
SE LAND	Months Since - 10	Last 24 Hrs - 2
	Aircraft Type - C-182RG	Make/Model- 29
		Instrument- UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 59
		Rotorcraft - UNK/NR
		Multi-Eng - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PILOT WAS LANDING RWY 22 WITH WINDS FROM 190 AT 12. JUST BEFORE TOUCHDOWN, A WIND GUST LIFTED ACFT TO RIGHT, OFF SIDE OF THE RUNWAY. PILOT STARTED A GO-AROUND BUT DISCOVERED PATH OF FLIGHT WAS TOWARD TOWER AND TERMINAL BLDG. PILOT ABORTED GO-AROUND AND PUT ACFT ON GROUND. GROUND PATH TOOK ACFT INTO RAIL IN FRONT OF TERMINAL BLDG.

Brief of Accident (Continued)

File No. - 1318

9/28/86

JOPLIN, MO

A/C Reg. No. N25FH

Time (Lcl) - 1500 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - GUSTS
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. OBJECT - FENCE
4. GO-AROUND - ATTEMPTED - PILOT IN COMMAND
5. GO-AROUND - NOT POSSIBLE - PILOT IN COMMAND
6. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3,4,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1261 6/18/86 DUNDEE, MS A/C Reg. No. N4023P Time (Lcl) - 0650 CDT

-----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 1	0	0	0
Accident Occurred During	-MANEUVERING	NONE	Pass 0	1	0	0

-----Aircraft Information-----

Make/Model	- AYRES S2R-1820	Eng Make/Model	- WRIGHT R-1820-97	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 10000	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 1	Rated Power	- 1200 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 060/010 KTS</p> <p>Visibility - 12.0 SM</p> <p>Lowest Sky/Clouds - 25000 FT SCATTERED</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">TUNICA, MS</p> <p>Destination</p> <p style="padding-left: 20px;">LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FORCED LANDING</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">COMMERCIAL, CFI</p> <p style="padding-left: 20px;">SE LAND, ME LAND, SE SEA</p>	<p>Age - 43</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - YES</p> <p style="padding-left: 20px;">Months Since - 17</p> <p style="padding-left: 20px;">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 - 14100</td> <td>Last 24 Hrs - UNK/NR</td> </tr> <tr> <td>Make/Model- 2400</td> <td>Last 30 Days- UNK/NR</td> </tr> <tr> <td>Instrument- 225</td> <td>Last 90 Days- UNK/NR</td> </tr> <tr> <td>Multi-Eng - 1000</td> <td></td> </tr> </table>	Total - 14100	Last 24 Hrs - UNK/NR	Make/Model- 2400	Last 30 Days- UNK/NR	Instrument- 225	Last 90 Days- UNK/NR	Multi-Eng - 1000	
Total - 14100	Last 24 Hrs - UNK/NR									
Make/Model- 2400	Last 30 Days- UNK/NR									
Instrument- 225	Last 90 Days- UNK/NR									
Multi-Eng - 1000										

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AG ACFT WAS FLYING LOW OVER A WATER COVERED MUDDY RICE FIELD WHEN THE ENG STOPPED RUNNING. THE PLT THEN JETTISONED THE LOAD OF FERTILIZER & ENTERED A STEEP RIGHT TURN. SUBSEQUENTLY, THE AIRCRAFT STRUCK THE GROUND ON THE RIGHT WING & NOSE, THEN CARTWHEELED. A WITNESS STATED THAT HE THOUGHT THE PLT MAY HAVE BEEN ATTEMPTING TO TURN BACK SO AS TO LAND ON A DIRT ROAD. ONLY RESIDUAL FUEL WAS FOUND IN OR AROUND THE ACFT AFTER THE ACCIDENT. THE SURVIVING FLAGMAN/PAX STATED THAT HE WAS SURE THE ACFT HAD NOT BEEN REFUELED PRIOR TO THE FLT. THIS WAS THE LAST FLT OF THE DAY.

Brief of Accident (Continued)

File No. - 1261

6/18/86

DUNDEE,MS

A/C Reg. No. N4023P

Time (Lc1) - 0650 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. REFUELING - NOT PERFORMED -
3. FLUID,FUEL - EXHAUSTION
4. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Occurrence #3 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

5. MANEUVER - INITIATED - PILOT IN COMMAND
6. AIRSPEED - INADEQUATE - PILOT IN COMMAND
7. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1374 7/10/86 SIDON,MS A/C Reg. No. N48593 Time (Lcl) - 0840 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -AERIAL APPLICATION	Fire	Crew 1	0	0	0
Flight Conducted Under -14 CFR 137	ON GROUND	Pass 0	0	0	0
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - GRUMMAN G-164B	Eng Make/Model - P&W R-985-AN1	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 7020	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 450 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	SIDON
Wind Dir/Speed- 190/010 KTS	ATC/Airspace	Runway Ident - 36
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 2000 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 - 62	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 25250
SE LAND,ME LAND,ME SEA	Months Since - 22	Make/Model- 3000
	Aircraft Type - C-182	Instrument- UNK/NR
		Multi-Eng - 1250
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE RIGHT WINGS OF THE AG OPERATOR'S BI-PLANE COLLIDED WITH THE GROUND SUPPORT CABLES OF A 322 FT HIGH MICROWAVE TOWER WHILE ON A BASE LEG FOR LANDING. THE RIGHT WINGS SEPARATED & THE ACFT CRASHED & BURNED KILLING THE PLT. THE 25000 HR PLT KNEW OF THE TOWER AS HE HAD BEEN FLYING IN THE IMMEDIATE AREA FOR OVER 20 YEARS. A WITNESS STATED THAT THE ACFT WAS FLYING INTO THE RISING MORNING SUN & THE PLT MAY HAVE BEEN BLINDED BY THE SUN'S GLARE.

Brief of Accident (Continued)

File No. - 1374

7/10/86

SIDON,MS

A/C Reg. No. N48593

Time (Lcl) - 0840 CDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - BASE TURN

Finding(s)

1. LIGHT CONDITION - SUNGLARE
 2. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND
 3. OBJECT - GUY WIRE
 4. IMPROPER DECISION,VISUAL/AURAL PERCEPTION - 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. - 1389 7/27/86 SHELBY, MT A/C Reg. No. N155NK Time (Lcl) - 1045 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries			
Type of Operation -PERSONAL	Fire	Crew	0	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	1	0	0
Accident Occurred During -DESCENT			0	0	0	0

-----Aircraft Information-----

Make/Model - STEVEN SOPER PITTS S-1T	Eng Make/Model - LYCOMING IO-360-A3A	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1250	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 1	Rated Power - 205 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	SHELBY, MT	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	CUT BANK, MT	BENJAMIN RANCH
Wind Dir/Speed- 250/013 KTS	ATC/Airspace	Runway Ident - 25
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2500/ 75
Lowest Sky/Clouds - 6000 FT SCATTERED	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 - 32	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2409
SE LAND, ME LAND	Months Since - 20	Make/Model- 1200
GLIDER	Aircraft Type - UNK/NR	Instrument- 11
		Multi-Eng - 28
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 70
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING INITIAL CLIMB AFTER TAKEOFF FROM A PRIVATE RANCH AIRSTRIP, THE ACFT ENGINE QUIT. THE PLT HAD INADVERTENTLY LEFT THE FUEL SELECTOR SWITCH IN THE NO. 2 POSITION WHICH ALLOWED OIL, NORMALLY USED TO PRODUCE SMOKE DURING AERIAL DEMONSTRATIONS, TO ENTER THE ACFT FUEL SYSTEM. THE ACFT STRUCK A TREE AND DESCENDED UNCONTROLLED UNTIL IMPACT WITH THE GROUND 400 FEET FROM THE DEPARTURE END OF THE AIRSTRIP.

Brief of Accident (Continued)

File No. - 1389

7/27/86

SHELBY, MT

A/C Reg. No. N155NK

Time (Lcl) - 1045 MST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation TAKEOFF - INITIAL CLIMB

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - EMERGENCY

Finding(s)

3. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
4. TERRAIN CONDITION - NONE SUITABLE

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1338 6/16/86 APEX, NC A/C Reg. No. N5447W Time (Lcl) - 1558 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -MANEUVERING

Aircraft Damage
DESTROYED
Fire NONE

	Fatal	Serious	Minor	None
Crew	0	2	0	0
Pass	0	1	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-28-160
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2200
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-B2B
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

ELT Installed/Activated - YES-UNK/NR
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - IMC

Wind Dir/Speed- 170/010 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - 3500 FT SCATTERED
Lowest Ceiling - 6000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
KNIGHTDALE, NC
Destination
CHATTANOOGA, TN

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 45
Biennial Flight Review
Current - YES
Months Since - 12
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 99	Last 24 Hrs	- UNK/NR
Make/Model-	35	Last 30 Days-	UNK/NR
Instrument-	3	Last 90 Days-	1

Instrument Rating(s) - NONE

-----Narrative-----

THIS WAS THE FIRST FLIGHT FOR THE PASSENGER. AFTER ABOUT ONE AND ONE-HALF HOURS EN ROUTE THE WEATHER AHEAD DETERIORATED AND THE PILOT TURNED TO RETURN TO THE DEPARTURE POINT. WEATHER PREVENTED A LANDING THERE SO HE TURNED TO ANOTHER AIRPORT. IT TOO WAS IN AN AREA OF WEATHER WHICH PREVENTED A LANDING. THE PILOT THEN TURNED TO ANOTHER AIRPORT WHICH ALSO WAS IN AN AREA OF LOW WEATHER. THE PILOT THEN REPORTED THAT HE WAS LOW ON FUEL AND WOULD ATTEMPT TO REACH ANOTHER AIRPORT. THE ENGINE QUIT AND HE WAS UNABLE TO REACH A SUITABLE LANDING AREA, HE CRASHED IN A HEAVILY WOODED AREA.

Brief of Accident (Continued)

File No. - 1338

6/16/86

APEX, NC

A/C Reg. No. N5447W

Time (Lcl) - 1558 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE

Finding(s)

1. FLUID, FUEL - EXHAUSTION
2. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
3. IMPROPER DECISION, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
4. FUEL SUPPLY - MISJUDGED - PILOT IN COMMAND
5. IN-FLIGHT PLANNING/DECISION - INACCURATE - PILOT IN COMMAND
6. PRECAUTIONARY LANDING - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation CRUISE

Finding(s)

7. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

8. OBJECT - TREE(S)

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,6,7

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. - 1251 6/30/86 ROBBINSVILLE, NC A/C Reg. No. N8153C Time (Lcl) - 1745 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries			
	Fire	Crew	Serious	Minor	None	
Type of Operation - PERSONAL	NONE	Pass	0	1	0	0
Flight Conducted Under -14 CFR 91			0	3	0	0
Accident Occurred During -APPROACH						

-----Aircraft Information-----

Make/Model - PIPER PA-28RT-201	Eng Make/Model - LYCOMING IO-360-C1C6	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2900	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 3	Rated Power - 200 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	KNOXVILLE, TN	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	ANDREWS, NC	
Wind Dir/Speed- 220/009 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 4.000 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 3700 FT SCATTERED	Type of Clearance - VFR FLIGHT FOLLOWING	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - PRECAUTIONARY LANDING	Runway Status - N/A
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 46	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - UNK/NR
SE LAND	Months Since - UNK/NR	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS FLOWN FROM TROY, MI TO KNOXVILLE, TN AND LANDED, BUT IT WAS NOT REFUELED. THE PLT PROCEEDED ON TO THE ASSUME DESTINATION, BUT THE ACFT DID NOT ARRIVE. ACCORDING TO THE PLT'S ORIGINAL FLT PLAN (FROM TROY TO ANDREWS, NC). THE ESTIMATED TIME EN ROUTE (ETE) FROM KNOXVILLE TO ANDREWS WAS APRX 30 MIN. ABOUT 1 HR & 24 MIN AFTER THE ACFT DEPTD KNOXVILLE, A WITNESS SAW IT AS THE PLT WAS ATTEMPTING TO LAND ON A HIGHWAY. RPRTDLY, THE ACFT PULLED UP, THE WINGS BEGAN ROCKING & THE ACFT STRUCK A TREE, THEN IT IMPACTED THE GROUND INVERTED.

Brief of Accident (Continued)

File No. - 1251

6/30/86

ROBBINSVILLE, NC

A/C Reg. No. N8153C

Time (Lc1) - 1745 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

1. REFUELING - NOT PERFORMED - PILOT IN COMMAND
2. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
3. FLUID, FUEL - LOW LEVEL
4. PRECAUTIONARY LANDING - INITIATED - PILOT IN COMMAND
5. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
6. OBJECT - VEHICLE
7. GO-AROUND - ATTEMPTED - PILOT IN COMMAND
8. AIRSPEED - NOT ATTAINED - PILOT IN COMMAND
9. STALL/MUSH - INADVERTENT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

10. 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) 2,5,8,9

Factor(s) relating to this accident is/are finding(s) 1,3,6,10

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1326	7/27/86	HUNTERSVILLE, NC	A/C Reg. No. N7689S	Time (Lcl) - 1400 EDT
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-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation - PERSONAL	Fire	Crew	0	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	1	0
Accident Occurred During -APPROACH			0	0	None
			0	0	0

-----Aircraft Information-----

Make/Model - BELLANCA 8KCAB	Eng Make/Model - LYCOMING AE10-32Q-E1B	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 1800	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 2	Rated Power - 150 HP	

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 250/005 KTS</p> <p>Visibility - 5.0 SM</p> <p>Lowest Sky/Clouds - 2500 FT SCATTERED</p> <p>Lowest Ceiling - 10000 FT BROKEN</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point 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 - SIMULATED FORCED LANDING</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>BRADFORD FLD</p> <p>Runway Ident - 24</p> <p>Runway Lth/Wid - 3850/ 150</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 - 64</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 1</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 34000</p> <p>Make/Model- 13</p> <p>Instrument- 5986</p> <p>Multi-Eng - 27000</p> <p>Last 24 Hrs - 4</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 70</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

PLT WAS PRACTICING TOUCH-AND-GO AND EMER PROC. HE WAS HIGH ON BASE AND ATTEMPTED TO CORRECT ALT, STRUCK A DITCH 200 FEET SHORT OF THE RWY WITH RT LDG GEAR. ACFT CAME TO A STOP 100 FEET SHORT OF RWY IN SECOND GRASS FILLED DITCH.

Brief of Accident (Continued)

File No. - 1326

7/27/86

HUNTERSVILLE, NC

A/C Reg. No. N7689S

Time (Lc1) - 1400 EDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - VFR PATTERN - BASE TO FINAL

Finding(s)

1. TERRAIN CONDITION - DITCH
 2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
 3. PROPER GLIDEPATH - NOT FOLLOWED - PILOT IN COMMAND
 4. LEVEL OFF - DELAYED - PILOT IN COMMAND
 5. FLARE - IMPROPER - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1276	7/18/86	MINOT,ND	A/C Reg. No. N2355A	Time (Lcl) - 2030 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 0
Accident Occurred During	-LANDING			
<hr/>				
-----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	- 3600	Engine Type	- RECIPROCATING-CARBURETOR	
No. of Seats	- 2	Rated Power	- 112 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	MINOT,ND		
Completeness	- N/A	Destination	Airport Data	
Basic Weather	- VMC	LOCAL	FLYING S RANCH	
Wind Dir/Speed	- CALM	ATC/Airspace	Runway Ident - 36	
Visibility	- 15.0 SM	Type of Flight Plan	Runway Lth/Wid - 4000/ 300	
Lowest Sky/Clouds	- CLEAR	Type of Clearance	Runway Surface - GRASS/TURF	
Lowest Ceiling	- NONE	Type Apch/Lndg	Runway Status - SOFT	
Obstructions to Vision	- NONE			
Precipitation	- NONE			
Condition of Light	- DAYLIGHT			
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-----Personnel Information-----				
Pilot-In-Command	Age - 23	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT		
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)		
COMMERCIAL	Current - YES	Total	- 991	Last 24 Hrs - 0
SE LAND,ME LAND	Months Since - 9	Make/Model	- 4	Last 30 Days- 0
	Aircraft Type - UNK/NR	Instrument	- 136	Last 90 Days- 114
		Multi-Eng	- 974	
<hr/>				
Instrument Rating(s) - AIRPLANE				
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-----Narrative-----				
<p>ACCORDING TO THE PLT, THE FLT PROCEEDED NORMALLY UNTIL HE ARRIVED AT AN AIRSTRIP SW OF MINOT FOR A LANDING. SEVERAL LOW APPROACHES WERE MADE BEFORE HE ELECTED TO LAND. HE SAID THAT AFTER THE TOUCHDOWN AND DURING HIS LANDING ROLL, THE ACFT SWERVED AND WENT INTO A WHEAT FIELD BESIDE THE STRIP. THE LEFT WING THEN COLLIDED WITH WET SOFT TERRAIN & WAS DAMAGED. THE PLT REPORTED THAT THE GRASS ON THE AIRSTRIP WAS DRY, BUT THE SURFACE WAS SOFT.</p>				
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Brief of Accident (Continued)

File No. - 1276

7/18/86

MINOT,ND

A/C Reg. No. N2355A

Time (Lc1) - 2030 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SOFT
2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - CROP
6. TERRAIN CONDITION - SOFT
7. TERRAIN CONDITION - WET

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

Factor(s) relating to this accident is/are finding(s) 1,5,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1296	6/19/86	BRIDGEPORT, NE	A/C Reg. No. N84729	Time (Lcl) - 0608 MDT
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----Basic Information----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage	Fatal	Injuries		
	DESTROYED		Serious	Minor	None
Type of Operation - AERIAL APPLICATION	Fire	Crew 1	0	0	0
Flight Conducted Under - 14 CFR 137	ON GROUND	Pass 0	0	0	0
Accident Occurred During - MANEUVERING					

----Aircraft Information----

Make/Model - CESSNA A188B	Eng Make/Model - CONTINENTAL IO-520-D	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 4200	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	BROADWATER, NE	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 210/004 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 25.0 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 - 21	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 500	Last 24 Hrs - 1
SE LAND	Months Since - 12	Make/Model- 181	Last 30 Days- 64
	Aircraft Type - C-172RG	Instrument- 5	Last 90 Days- 64

Instrument Rating(s) - NONE

----Narrative----

DURING AN AGRICULTURAL SPRAY RUN, THE AIRCRAFT COLLIDED WITH A UTILITY POLE, LEAVING PART OF THE SPARY BOOM WRAPPED AROUND THE POLE, AND PIECES OF FLAP, WING, AND FUEL BLADDER NEARBY. THE AIRCRAFT THEN IMPACTED THE GROUND ABOUT 1000 FT FROM THE POLE & WAS DESTROYED BY POST-IMPACT FIRE.

Brief of Accident (Continued)

File No. - 1296

6/19/86

BRIDGEPORT, NE

A/C Reg. No. N84729

Time (Lcl) - 0608 MDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
 2. OBJECT - UTILITY POLE
 3. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1376 8/05/86 EDISON,NE A/C Reg. No. N4807R Time (Lcl) - 1500 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation -AERIAL APPLICATION
Flight Conducted Under -14 CFR 137
Accident Occurred During -MANEUVERING

Fire NONE
Crew Pass

-----Aircraft Information-----

Make/Model - CESSNA 188B
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 3300
No. of Seats - 1

Eng Make/Model - CONTINENTAL IO 520 D
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 300 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 350/008 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling -
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
HOLBROOK,NE
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL
SE LAND
GLIDER

Age - 38
Biennial Flight Review
Current - YES
Months Since - 16
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total - 5409	Last 24 Hrs - 6
Make/Model- 1200	Last 30 Days- UNK/NR
Instrument- 61	Last 90 Days- 148

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PIC HAD MADE 5 OR 6 PASSES TO THE CORN FIELD HE WAS SPRAYING. DURING THIS PASS, THE PIC STATED HE STRUCK A PWR LINE THAT RAN DIAGONALLY ACROSS THE FLD. THE PIC STATED HE DID NOT OBSERVE THIS PARTICULAR STRAND DURING THE OTHER PASSES ON THE FLD. PWR LINES WERE BORDERING THE FIELD ON THE WEST AND THE SWATH RUNS WERE IN A WEST TO EAST DIRECTION.

Brief of Accident (Continued)

File No. - 1376

8/05/86

EDISON,NE

A/C Reg. No. N4807R

Time (Lcl) - 1500 CDT

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. OBJECT - WIRE,TRANSMISSION
2. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1288

2/01/86

VINCENTOWN,NJ

A/C Reg. No. N55047

Time (Lcl) - 1230 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire Crew
NONE Pass

-----Aircraft Information-----

Make/Model - CITABRIA 7ECA
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1650
No. of Seats - 3

Eng Make/Model - LYCOMING O-235-C1
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 115 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 15.0 SM
Lowest Sky/Clouds - 8000 FT
Lowest Ceiling - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - STRAIGHT-IN

Airport Proximity
ON AIRPORT

Airport Data

RED LION
Runway Ident - 05
Runway Lth/Wid - 2900/ 45
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 33
Biennial Flight Review
Current - YES
Months Since - 24
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 149
Make/Model- 7
Instrument- 2
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 1

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT A NORMAL APPROACH AND A 3 POINT LANDING WERE MADE AT THE RED LION AIRPORT. HOWEVER AFTER THE AIRCRAFT ROLLED FOR 2-3 SECONDS, IT STARTED TO DRIFT TO THE RIGHT. LEFT RUDDER WAS APPLIED, BUT THERE WAS NO RESPONSE. THE PILOT THEN APPLIED FULL LEFT RUDDER AND BRAKES. THE AIRCRAFT SLOWED DOWN, BUT REPORTEDLY THERE WAS STILL NO RESPONSE FROM THE LEFT RUDDER. THE AIRCRAFT DEPARTED THE RUNWAY AT A 45 DEGREE ANGLE, COLLIDED WITH A DIRT EMBANKMENT AND WAS DAMAGED. AN EXAM OF THE AIRCRAFT WAS MADE, BUT NO PRE-ACDNT MALFUCTION WAS FOUND.

Brief of Accident (Continued)

File No. - 1288

2/01/86

VINCENTOWN,NJ

A/C Reg. No. N55047

Time (Lc1) - 1230 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 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - DIRT BANK
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1217 7/11/86 HOBBS,NM A/C Reg. No. N13JR Time (Lcl) - 1830 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	0	0

Type of Operation -SOARING MEET
Flight Conducted Under -14 CFR 91
Accident Occurred During -APPROACH

Fire
NONE

-----Aircraft Information-----

Make/Model - SCHLEICHER ASW-20
Landing Gear - UNK/NR
Max Gross Wt - UNK/NR
No. of Seats - UNK/NR

Eng Make/Model - N/A
Number Engines - N/A
Engine Type - N/A
Rated Power - N/A

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 180/020 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
HOBBS,NM
Destination
HOBBS,NM

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - STRAIGHT-IN

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

INDUSTRIAL AIRPARK
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND,ME LAND
GLIDER

Age - 60

Biennial Flight Review

Current - YES
Months Since - 2
Aircraft Type - ASW-20

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 3890	Last 24 Hrs	- 6
Make/Model-	520	Last 30 Days-	UNK/NR
Instrument-	546	Last 90 Days-	101
Multi-Eng	- 2360		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT WAS PARTICIPATING IN A SOARING COMPETITION MEET. WHILE ON THE RETURN PORTION OF THE FLT, THE PLT ENCOUNTERED AN AREA OF INSUFFICIENT LIFT & WAS UNABLE TO REACH THE ARPT. DURING AN OFF ARPT LANDING, THE LEFT WING OF THE GLIDER STRUCK A MESQUITE BUSH & THE GLIDER IMPACTED THE GROUND & WAS SUBSTANTIALLY DAMAGED.

Brief of Accident (Continued)

File No. - 1217

7/11/86

HOBBS,NM

A/C Reg. No. N13JR

Time (Lcl) - 1830 MDT

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. TERRAIN CONDITION - HIGH VEGETATION
3. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1215	7/11/86	HOBBS, NM	A/C Reg. No. N26EE	Time (Lcl) - 1700 MDT
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-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries	
Type of Operation - PERSONAL	Fire	Crew	Fatal	Serious
Flight Conducted Under - 14 CFR 91	NONE	Pass	0	1
Accident Occurred During - DESCENT			0	0
			0	0

-----Aircraft Information-----

Make/Model - SCHLEICHER ASW-20B	Eng Make/Model - N/A	ELT Installed/Activated - NO -N/A
Landing Gear - HULL	Number Engines - N/A	Stall Warning System - NO
Max Gross Wt - 800	Engine Type - N/A	
No. of Seats - 1	Rated Power - N/A	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point:	OFF AIRPORT/STRIP
Method - N/A	HOBBS, NM	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 220/012 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - PRECAUTIONARY LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 61	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 10384
SE LAND, ME LAND	Months Since - 2	Make/Model- 600
GLIDER	Aircraft Type - UNK/NR	Instrument- 318
		Multi-Eng - 4870
		Last 24 Hrs - 7
		Last 30 Days- UNK/NR
		Last 90 Days- 107

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT SAID THAT HE WAS PARTICIPATING IN A GLIDER SOARING CONTEST WHEN THE ACCIDENT OCCURRED. HE STATED THAT HE WAS FLYING ON THE SECOND LEG OF THE FLT WHEN HE RAN OUT OF THERMALS TO KEEP HIS GLIDER FLYING, AND HE WAS FORCED TO LAND PREMATURELY. ON A DOWNWIND TO BASE LEG, THE GLIDER STALLED, HIT TELEPHONE LINES, AND CRASHED.

Brief of Accident (Continued)

File No. - 1215

7/11/86

HOBBS,NM

A/C Reg. No. N26EE

Time (Lcl) - 1700 MDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - VFR PATTERN - BASE TO FINAL

Finding(s)

1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 2. STALL - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

3. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
 4. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 5. OBJECT - WIRE,TRANSMISSION
-

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4

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. - 1267	7/05/86	JACKPOT,NV	A/C Reg. No. N8183K	Time (Lcl) - 1400 PDT
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-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries	
Type of Operation - PERSONAL	Fire	Crew	Fatal	Serious
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0
Accident Occurred During -TAKEOFF			0	0
			1	1
			0	0

-----Aircraft Information-----

Make/Model - LAZARINI LONG-EZ	Eng Make/Model - LYCOMING O-235-C1	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1325	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	JACKPOT,NV	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	JACKPOT
Wind Dir/Speed- 240/005 KTS	ATC/Airspace	Runway Ident - 15
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 6000/ 60
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 39	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 587
SE LAND	Months Since - 7	Make/Model- 28
GLIDER	Aircraft Type - UNK/NR	Instrument- 62
		Multi-Eng - 4
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 37

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING TAKEOFF AT ABOUT ROTATION SPEED, THE PILOT DIVERTED HER ATTENTION TO THE RIGHT WING. THE ACFT DRIFTED TO THE EDGE OF THE RUNWAY AND CAUGHT A WINGTIP, THEN NOSED OVER.

Brief of Accident (Continued)

File No. - 1267

7/05/86

JACKPOT,NV

A/C Reg. No. N8183K

Time (Lc1) - 1400 PDT

Occurrence #1 DRAGGED WING, ROTOR, POD, OR FLOAT
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION - PILOT IN COMMAND

Occurrence #2 NOSE OVER
Phase of Operation TAKEOFF - GROUND RUN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1265 7/30/86 CARSON CITY,NV A/C Reg. No. N41041 Time (Lc1) - 1625 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under	-14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During	-APPROACH					

-----Aircraft Information-----

Make/Model	- CESSNA 172G	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-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- UNK/NR</p> <p>Visibility - 40.0 SM</p> <p>Lowest Sky/Clouds - 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>CARSON CITY,NV</p> <p>Destination</p> <p>LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FULL STOP</p>	<p>Airport Proximity</p> <p>ON AIRPORT</p> <p>Airport Data</p> <p>CARSON CITY</p> <p>Runway Ident - UNK/NR</p> <p>Runway Lth/Wid - 5900/ 75</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>STUDENT</p>	<p>Age - 35</p> <p>Biennial Flight Review</p> <p>Current - N/A</p> <p>Months Since - N/A</p> <p>Aircraft Type - N/A</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total</td> <td>- 13</td> <td>Last 24 Hrs</td> <td>- 2</td> </tr> <tr> <td>Make/Model-</td> <td>13</td> <td>Last 30 Days-</td> <td>13</td> </tr> <tr> <td>Instrument-</td> <td>0</td> <td>Last 90 Days-</td> <td>UNK/NR</td> </tr> </table>	Total	- 13	Last 24 Hrs	- 2	Make/Model-	13	Last 30 Days-	13	Instrument-	0	Last 90 Days-	UNK/NR
Total	- 13	Last 24 Hrs	- 2											
Make/Model-	13	Last 30 Days-	13											
Instrument-	0	Last 90 Days-	UNK/NR											

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED A DUST DEVIL WAS ENCOUNTERED DURING FINAL APPROACH. HE THEN ADDED FULL POWER, BUT NEGLECTED TO LOWER THE NOSE OF THE ACFT. A FULL STALL OCCURRED AND RECOVERY WAS NOT POSSIBLE DUE TO THE LOW ALTITUDE. THE ACFT THEN STRUCK THE GROUND, NOSE FIRST, BETWEEN A TAXIWAY AND A HANGAR.

Brief of Accident (Continued)

File No. - 1265

7/30/86

CARSON CITY, NV

A/C Reg. No. N41041

Time (Lcl) - 1625 PDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

2. GO-AROUND - INITIATED -
3. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
4. STALL - INADVERTENT - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - 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) 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. - 1324	8/03/86	LAS VEGAS, NV	A/C Reg. No. N139BB	Time (Lc1) - 1740 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	None
Flight Conducted Under -14 CFR 91		Crew 0	0	0	1
Accident Occurred During -LANDING	ON GROUND	Pass 0	0	0	1

-----Aircraft Information-----

Make/Model - CESSNA T210	Eng Make/Model - CONTINENTAL TS10-520-R	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3300	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 310 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	HAWTHORNE, CA	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LAS VEGAS, NV	MCCARREN INTN'L
Wind Dir/Speed- 270/014 KTS	ATC/Airspace	Runway Ident - 19R
Visibility - 75.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 5000/ 75
Lowest Sky/Clouds - CLEAR	Type of Clearance - IFR	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 - 66	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1257
SE LAND	Months Since - 17	Make/Model- 1117
	Aircraft Type - UNK/NR	Instrument- 39
		Multi-Eng - 118
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 40

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING LANDING ROLL THE AIRCRAFT DEPARTED THE RUNWAY TO THE RIGHT DESPITE THE PILOTS ATTEMPT TO CORRECT WITH LEFT RUDDER. THE ACFT STRUCK A DITCH AND THE NOSE GEAR SEPARATED FROM THE ACFT. DURING ACFT REPAIR THE MECHANIC FOUND THE RIGHT MASTER CYLINDER WAS STICKING CAUSING THE NOSE GEAR TO COCK TO THE RIGHT.

Brief of Accident (Continued)

File No. - 1324

8/03/86

LAS VEGAS,NV

A/C Reg. No. N139BB

Time (Lc1) - 1740 PDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation LANDING - ROLL

Finding(s)

1. LANDING GEAR,NORMAL BRAKE SYSTEM - FAILURE,PARTIAL

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Occurrence #3 NOSE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1308 6/02/86 SYRACUSE, NY A/C Reg. No. N61316 Time (Lcl) - 2230 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation -PERSONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	1
Accident Occurred During -LANDING			0	0	1
					None
					0

-----Aircraft Information-----

Make/Model - CESSNA 150	Eng Make/Model - CONTINENTAL O-200A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	PAWTUCKET, RI	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	TULIP, MI	ROCHESTER
Wind Dir/Speed- 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 - CLEAR	Type of Clearance - TRAFFIC ADVISORY	Runway Surface - N/A
Lowest Ceiling -	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 - 57	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 532	Last 24 Hrs - 3
SE LAND	Months Since - 8	Make/Model- 208	Last 30 Days- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 137	Last 90 Days- 8

Instrument Rating(s) - NONE

-----Narrative-----

DURING DESCENT ABOUT SIX MILES FROM SYRACUSE HANCOCK AIRPORT, THE FLIGHT EXPERIENCED ENGINE VIBRATION. ENGINE LOST POWER AND RESTARTED. HOWEVER WHEN FLIGHT WAS AT 3500 FEET, POWER WAS LOST AGAIN. PILOT SET UP FOR BEST GLIDE AND CRASHED IN A GRASSY FIELD. FULL RIGHT RUDDER APPLIED TO AVOID TREES. THE LEFT WING STRUCK SMALL TREES, SPINNING THE AIRCRAFT 180 DEGREES COMING TO REST IN UPRIGHT POSITION WITH RIGHT WING EXTENDED INTO THE AIR.

Brief of Accident (Continued)

File No. - 1308

6/02/86

SYRACUSE, NY

A/C Reg. No. N61316

Time (Lcl) - 2230 EDT

Occurrence #1 LOSS OF POWER
Phase of Operation APPROACH

Finding(s)

1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1285 6/27/86 HOOKER,OK A/C Reg. No. N788Y Time (Lc1) - 1030 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	-LANDING					

-----Aircraft Information-----

Make/Model	- GRUMMAN G-164	Eng Make/Model	- P&W R-985	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 3725	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 1	Rated Power	- 450 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 360/010 KTS</p> <p>Visibility - 15.0 SM</p> <p>Lowest Sky/Clouds - SCATTERED</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRSTRIP</p> <p>Airport Data</p> <p style="padding-left: 20px;">PRIVATE</p> <p>Runway Ident - UNK/NR</p> <p>Runway Lth/Wid - 5800 -UNK/NR</p> <p>Runway Surface - DIRT</p> <p>Runway Status - SOFT DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">COMMERCIAL</p> <p style="padding-left: 20px;">SE LAND,ME LAND</p>	<p>Age - 38</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - UNK/NR</p> <p style="padding-left: 20px;">Months Since - UNK/NR</p> <p style="padding-left: 20px;">Aircraft Type - UNK/NR</p>	<p>Medical Certificate - UNK/NR</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 PILOT STATED THAT THE AIRCRAFT FLIPPED OVER WHEN HE LANDED IN SOFT DIRT ON HIS RECENTLY EXTENDED PRIVATE LANDING STRIP.

Brief of Accident (Continued)

File No. - 1285

6/27/86

HOOKER,OK

A/C Reg. No. N788Y

Time (Lc1) - 1030 CDT

Occurrence NOSE OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SOFT
2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1304	9/14/86	MC ALESTER, OK	A/C Reg. No. N7568M	Time (Lcl) - 1520 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	1
Accident Occurred During -LANDING		Pass 0	1	1

-----Aircraft Information-----

Make/Model - CESSNA T210M	Eng Make/Model - CONTINENTAL TS10-520-R	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3400	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 310 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	MC ALESTER, OK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	DURANT, OK	Runway Ident - N/A
Wind Dir/Speed- 300/010 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 6000 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 12000 FT OVERCAST	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - RAIN SHOWERS		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 66	Medical Certificate - EXPIRED	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 3000	Last 24 Hrs - 1
SE LAND, ME LAND	Months Since - 23	Make/Model- 804	Last 30 Days- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 460	Last 90 Days- 9
		Multi-Eng - 1000	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

SIXTY-SIX YEAR OLD COMMERCIAL PILOT TAKING OFF FROM MC ALESTER, OK AIRPORT. PILOT STATED FUEL PRESSURE FLUCTUATED FOLLOWED BY LOSS OF POWER DURING INITIAL CLIMB. PILOT ACTIVATED AUXILIARY FUEL PUMPS AND SWITCHED FUEL TANKS. COULD NOT RESTORE FUEL PRESSURE. PILOT ATTEMPTED FORCED LANDING IN OPEN FIELD. AIRCRAFT SUBSTANTIALLY DAMAGED. FUNCTIONAL CHECK OF FUEL PUMP REVEALED NO DEFICIENCIES. ENGINE WAS RUN DURING INVESTIGATION. NORMAL OPERATION AT 1000 RPM. ENGINE RUN TERMINATED DUE TO FUEL LEAK AT MIXTURE CONTROL SHAFT. AIRCRAFT WAS TWO AND ONE-HALF MONTHS OVERDUE ANNUAL INSPECTION. PILOTS MEDICAL CERTIFICATE EXPIRED. LAST MEDICAL ISSUED ON 11-24-81.

Brief of Accident (Continued)

File No. - 1304

9/14/86

MC ALESTER,OK

A/C Reg. No. N7568M

Time (Lc1) - 1520 CDT

Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FUEL SYSTEM - FAILURE,PARTIAL
2. MAINTENANCE,ANNUAL INSPECTION - NOT PERFORMED - PILOT IN COMMAND
3. ENGINE INSTRUMENTS,FUEL PRESSURE GAGE - FLUCTUATING
4. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - DISREGARDED - PILOT IN COMMAND
5. ENGINE ASSEMBLY - UNDETERMINED
6. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

7. EMERGENCY PROCEDURE - INITIATED - 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

Factor(s) relating to this accident is/are finding(s) 2,3,4,5,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1319	7/28/86	ALBANY, OR	A/C Reg. No. N9417A	Time (Lcl) - 1745 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
Flight Conducted Under -14 CFR 91	NONE	Pass	1	1
Accident Occurred During -DESCENT			0	0
			0	0

-----Aircraft Information-----

Make/Model - BELL 47G3B1	Eng Make/Model - LYCOMING TVO-435-B1A	ELT Installed/Activated - NO -N/A
Landing Gear - 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	LEBANON, OR	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 040/006 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 30.0 SM	Type of Flight Plan - COMPANY (VFR)	Runway Surface - N/A
Lowest Sky/Clouds - 3500 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 25000 FT BROKEN	Type Apch/Lndg - VALLEY/TERRAIN FOLLOWING	
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 - UNK/NR	Total - 347
SE LAND	Months Since - UNK/NR	Make/Model- 116
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 92
		Multi-Eng - UNK/NR
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 98
		Rotorcraft - 116

Instrument Rating(s) - HELICOPTER

-----Narrative-----

A BELL 47G3B1 CRASHED INTO THE SOUTH SANTIAM RIVER AFTER CONTACTING POWER LINES WHILE ON AN INSTRUCTIONAL FLIGHT. THE CFI (HELICOPTER) PLT RECEIVED SERIOUS INJURIES AND THE PRIVATE PLT (AIRPLANE) HELICOPTER STUDENT RECEIVED MINOR INJURIES. THE HELICOPTER SUSTAINED SUBSTANTIAL DAMAGE. THE INSTRUCTOR PLT REPORTED HE AND THE STUDENT HAD BEEN CONDUCTING "CONFINED AREA" LANDINGS AND HAD DEPARTED ONE AREA FOR ANOTHER. DURING THE FLT HELICOPTER WAS FLYING DOWN RIVER INTO THE SETTING SUN. THE CFI BECAME AWARE OF THE PWR LINES ABOUT 5 FEET AHEAD AND WAS UNABLE TO TAKE CORRECTIVE ACTION. THE CFI REPORTED THE POWER LINES WERE UNMARKED AND HIDDEN BY SUNGLARE OFF THE COCKPIT CANOPY AND SHADE FROM TREES ALONG THE RIVER BANK. THE HELICOPTER FLIPPED OVER AFTER CONTACTING THE WIRES AND FELL INTO THE RIVER. THE FLIGHT WAS CONDUCTED ABOUT 50 FEET ABOVE THE RIVER.

Brief of Accident (Continued)

File No. - 1319

7/28/86

ALBANY,OR

A/C Reg. No. N9417A

Time (Lcl) - 1745 PDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation CRUISE

Finding(s)

1. OBJECT - WIRE,TRANSMISSION
2. LIGHT CONDITION - SUNGLARE
3. VISUAL LOOKOUT - NOT POSSIBLE - PILOT IN COMMAND
4. ALTITUDE - INADEQUATE - PILOT IN COMMAND
5. REMEDIAL ACTION - ATTEMPTED - PILOT IN COMMAND(CFI)

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) 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. - 1321 7/31/86 HILLSBORO, OR A/C Reg. No. N1782X Time (Lcl) - 1738 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation -BUSINESS	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -LANDING			0	0	0
					1
					2

-----Aircraft Information-----

Make/Model - CESSNA 210	Eng Make/Model - CONTINENTAL TS10-520-H	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3800	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 300 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	YAKIMA, WA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	HILLSBORO
Wind Dir/Speed- 003 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR-00150
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	PRECAUTIONARY LANDING	
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 - 6081
SE LAND, ME LAND	Months Since - 5	Make/Model- 240
	Aircraft Type - UNK/NR	Instrument- 1111
		Multi-Eng - 1562
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 30

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT REPORTED THAT HE STRUCK A POST ON TAKE-OFF AND BROKE OFF THE MAIN LANDING GEAR WHEEL. THE PILOT PROCEEDED TO HILLSBORO, OREGON WHERE AN EMERGENCY LANDING WAS MADE ON A PAVED RUNWAY WITH THE LANDING GEAR STILL EXTENDED. THE STUB CAUGHT IN THE RUNWAY CAUSING THE AIRCRAFT TO VEER ONTO THE GRASS ON THE WING. THE PILOT REPORTED THAT HE HAD TRIMMED THE AIRCRAFT FOR A SHORT FIELD TAKE OFF AND CHECKED THE WINDSOCK BEFORE STARTING HIS TAKE OFF ROLL. LIFT OFF WAS ABOUT 1200 FEET DOWN THE 2400 FOOT GRASS RUNWAY. DURING INITIAL CLIMB THE AIRCRAFT SEEMED TO SETTLE A BIT BUT INDICATED AIRSPEED WAS MOVING FROM 70 TO 75 MPH. BEYOND THE DEPARTURE END OF THE RUNWAY WAS A 5 FOOT HIGH DIKE AND BEYOND THE DIKE A 4 FOOT POST. DURING CLIMB OUT A "LOUD BANG" WAS HEARD. A VISUAL CHECK DISCLOSED THE RIGHT MAIN LANDING GEAR WHEEL WAS MISSING. THE LANDING GEAR WAS LEFT IN THE DOWN POSITION AND THE AIRCRAFT WAS FLOWN TO HILLSBORO, OREGON WHERE A LANDING WAS MADE. THE RIGHT WHEEL WAS FOUND AT THE DEPARTURE AIRPORT.

Brief of Accident (Continued)

File No. - 1321

7/31/86

HILLSBORO, OR

A/C Reg. No. N1782X

Time (Lcl) - 1738 PDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - HIGH OBSTRUCTION(S)
2. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - DIRT BANK
3. OBJECT - UTILITY POLE
4. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
5. LIFT-OFF - MISJUDGED - PILOT IN COMMAND

Occurrence #2 DRAGGED WING, ROTOR, POD, OR FLOAT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

6. EMERGENCY PROCEDURE - INITIATED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5,6

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. - 1309 1/18/86 HILLTOWN, PA A/C Reg. No. N5171G Time (Lc1) - 1315 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries			
Type of Operation -GLIDER TOW	Fire	Crew	Fatal	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -LANDING			0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 305-L-19	Eng Make/Model - CONTINENTAL O-470	ELT Installed/Activated - UNK/NR
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2100	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	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- 270/008 KTS</p> <p>Visibility - 15.0 SM</p> <p>Lowest Sky/Clouds - 3000 FT SCATTERED</p> <p>Lowest Ceiling -</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p style="text-align: center;">ON AIRPORT</p> <p>Airport Data</p> <p>PHILA GLIDERPORT</p> <p>Runway Ident - 27</p> <p>Runway Lth/Wid - 2400/ 200</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 style="padding-left: 20px;">PRIVATE</p> <p style="padding-left: 20px;">SE LAND, SE SEA</p> <p style="padding-left: 20px;">GLIDER</p>	<p>Age - 73</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - YES</p> <p style="padding-left: 20px;">Months Since - 18</p> <p style="padding-left: 20px;">Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p style="text-align: center;">Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total - 3795</td> <td>Last 24 Hrs - UNK/NR</td> </tr> <tr> <td>Make/Model- 3276</td> <td>Last 30 Days- UNK/NR</td> </tr> <tr> <td>Instrument- 0</td> <td>Last 90 Days- 4</td> </tr> </table>	Total - 3795	Last 24 Hrs - UNK/NR	Make/Model- 3276	Last 30 Days- UNK/NR	Instrument- 0	Last 90 Days- 4
Total - 3795	Last 24 Hrs - UNK/NR							
Make/Model- 3276	Last 30 Days- UNK/NR							
Instrument- 0	Last 90 Days- 4							

Instrument Rating(s) - NONE

-----Narrative-----

THE CESSNA WAS TOWING A GLIDER WHEN AT AN ALTITUDE OF ABOUT 150 FEET TO ABOUT 200 FEET, A DECREASE IN RPM WAS EXPERIENCED. THE GLIDER WAS DETACHED FROM THE AIRCRAFT, THE NOSE WAS LOWERED AND A LEFT TURN MADE WHILE STILL OVER THE GLIDERPORT. A RAPID DESCENT WAS MADE WITH WINGS LEVELED, AS CONTACT WITH THE FROZEN GROUND WAS MADE. THE RIGHT GEAR BROKE AT THE FUSELAGE AND THE WING DROPPED AS THE AIRCRAFT SKIDDED ALONG THE GROUND.

Brief of Accident (Continued)

File No. - 1309

1/18/86

HILLTOWN, PA

A/C Reg. No. N5171G

Time (Lcl) - 1315 EDT

Occurrence #1 LOSS OF POWER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. UNDETERMINED

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1337 2/21/86 ERIE,PA A/C Reg. No. N961VJ Time (Lcl) - 0859 EST

-----Basic Information-----

Type Operating Certificate-AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage				Injuries
Name of Carrier -US AIR, INC.	SUBSTANTIAL				
Type of Operation -SCHEDULED,INTL,PASSENGER	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 121	NONE	Pass	0	0	0
Accident Occurred During -LANDING			0	0	1
					5
					17

-----Aircraft Information-----

Make/Model - MCDONNELL-DOUGLAS DC-9-31	Eng Make/Model - P&W JT8D-7B	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 105000	Engine Type - TURBOFAN	
No. of Seats - 110	Rated Power - 14000 LBS THRUST	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	ON AIRPORT
Method - TELETYPE	TORONTO,CANADA	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	SAME AS ACC/INC	ERIE INTL
Wind Dir/Speed- 010/012 KTS	ATC/Airspace	Runway Ident - 24
Visibility - .500 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 6000/ 150
Lowest Sky/Clouds - 200 FT	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - 200 FT OBSCURED	Type Apch/Lndg - ILS-COMPLETE	Runway Status - SNOW - WET
Obstructions to Vision- FOG		
Precipitation - SNOW		
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,ATP	Current - YES	Total - 8900
ME LAND	Months Since - 1	Make/Model- 5900
HELICOPTER	Aircraft Type - DC-9-31	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 1
		Last 30 Days- 39
		Last 90 Days- 180
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

DRG ARRIVAL, THE CREW OF US AIR FLT 499 LNDD ON RWY 24, WHICH WAS CVRD WITH SNW. RPRTDLY, WHILE LNDG, THE ACFT TOUCHED DWN APRX 1800 TO 2000' BYND THE DISPLACED THRESHOLD. ALTHO ARMED, THE SPOILERS DID NOT AUTO-DEPLOY, SO THE CAPT OPERATED THEM MANUALLY. HE LOWERED THE ACFT'S NOSE, ACTUATED REVERSE THRUST & APPLIED BRAKES. THE BRAKES WERE NOT EFFECTIVE. SUBSEQUENTLY, THE ACFT CONTD OFF THE END OF THE RWY, RAN OVR A RWY END ID LGT, STRUCK A FENCE & CAME TO REST STRADDLING A ROAD. THE CREW HAD PLANNED ON MAKING AN ILS APCH TO RWY 6, BUT THE RVR WAS ONLY 2800' & A MIN RVR OF 4000' WAS REQD FOR THAT RWY. THE CREW ELECTED TO LND ON RWY 24, SINCE 1/2 MI VIS WAS SUFFICIENT FOR THAT RWY. HOWEVER, THE APCH WAS MADE WITH A QTRG TAIL WND & APRX 10 KTS ABV VREF. TAIL WND LNDGS WERE NOT AUTHORIZED ON RWY 24 IN WET/SLIPPERY CONDS. THE RWY BRAKING ACTION WAS RPRTD AS FAIR-TO-POOR. THE PLT'S HANDBOOK CAUTIONED THE CREW TO MONITOR THE SPOILERS WHEN LNDG ON SLIPPERY RWYS, SINCE THE SPOILERS AUTO-DEPLOY ONLY WITH WHEEL SPIN-UP OR WHEN THE NOSE WHEEL IS ON THE GROUND.

Brief of Accident (Continued)

File No. - 1337

2/21/86

ERIE, PA

A/C Reg. No. N961VJ

Time (Lcl) - 0859 EST

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - LOW CEILING
2. WEATHER CONDITION - SNOW
3. WEATHER CONDITION - FOG
4. WEATHER CONDITION - TAILWIND
5. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
6. AIRSPEED(VREF) - EXCEEDED - PILOT IN COMMAND
7. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - DISPLACED THRESHOLD
8. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
9. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOW COVERED
10. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

11. OBJECT - RUNWAY LIGHT
12. OBJECT - FENCE

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

13. TERRAIN CONDITION - ROUGH/UNEVEN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,10

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,6,7,8,9,11,12,13

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1294 5/19/86 KURTZTOWN, PA A/C Reg. No. N2979H Time (Lcl) - 1500 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
Crew 0	1	0	1
Pass 0	0	0	0

Type of Operation - INSTRUCTIONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - SCHWEIZER SGS-2-32A
Landing Gear - SKID
Max Gross Wt - 1040
No. of Seats - 2

Eng. Make/Model - N/A
Number Engines - N/A
Engine Type - N/A
Rated Power - N/A

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 180/010 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 6000 FT SCATTERED
Lowest Ceiling -
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FULL STOP

Airport Proximity
ON AIRPORT

Airport Data
KURTZTOWN

Runway Ident - 35
Runway Lth/Wid - 2500/ 40
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL, CFI
ME LAND, SE SEA
GLIDER

Age - 60

Biennial Flight Review

Current - YES
Months Since - 4
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 6426	Last 24 Hrs - 1
Make/Model- 1400	Last 30 Days- UNK/NR
Instrument- 108	Last 90 Days- 23
Multi-Eng - 162	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER FLYING IN THERMALS FOR ABOUT 45 MINUTES, THE PLTS RETURNED TO THE ARPT TO LAND. THE INSTRUCTOR (CFI) STATED THEY CAME OVER THE INITIAL APPROACH POINT AT ABOUT 1000 FT FOR A LANDING ON RUNWAY 30. THE GLIDER PASSED OVER THE END OF THE RUNWAY AT ABOUT 150 FEET AGL AND APRX 50 MPH. AFTER PASSING THE RUNWAY END, EXCESSIVE LIFT OCCURRED. SPOILERS AND BRAKES WERE USED, BUT TO NO AVAIL. AS THE GLIDER CONTINUED TO LAND, A LARGE SINK RATE DEVELOPED. SUBSEQUENTLY, IT CONTACTED THE GROUND, BREAKING THE SKID AND CAUSING A FLAT TIRE.

Brief of Accident (Continued)

File No. - 1294

5/19/86

KURTZTOWN, PA

A/C Reg. No. N2979H

Time (Lc1) - 1500 EDT

Occurrence HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. PLANNING-DECISION - IMPROPER - DUAL STUDENT
2. WEATHER CONDITION - UNFAVORABLE WIND
3. WEATHER CONDITION - DOWNDRAFT
4. FLARE - NOT ATTAINED - DUAL STUDENT
5. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,4,5

Factor(s) relating to this accident is/are finding(s) 2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1306	5/29/86	JOHNSTOWN, PA	A/C Reg. No. N80611	Time (Lcl) - 1700 EDT
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-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation - PERSONAL	Fire	Crew	0	Serious	Minor
Flight Conducted Under - 14 CFR 91	ON GROUND	Pass	0	0	0
Accident Occurred During - LANDING					None
					1
					0

-----Aircraft Information-----

Make/Model - GLOBE GC-1B	Eng Make/Model - LYCOMING O-360	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 1710	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 180 HP	

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 300/010 KTS</p> <p>Visibility - 15.0 SM</p> <p>Lowest Sky/Clouds - SCATTERED</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point JOHNSTOWN, PA</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN FULL STOP</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data JOHNSTOWN</p> <p>Runway Ident - 33</p> <p>Runway Lth/Wid - 5486/ 150</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND</p>	<p>Age - 63</p> <p>Biennial Flight Review</p> <p>Current - NO</p> <p>Months Since - 21</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 3930</p> <p>Make/Model- 2488</p> <p>Instrument- 57</p> <p>Multi-Eng - 20</p> <p>Last 24 Hrs - 2</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 35</p>
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Instrument Rating(s) - NONE

-----Narrative-----

THE FLIGHT DEPARTED JOHNSTOWN-CAMBRIA AIRPORT AT ABOUT 1600 HOURS AND RETURNED AT ABOUT 1700 HOURS. ON LANDING, THE PILOT FORGOT TO LOWER THE LANDING GEAR AND LANDED GEAR UP. THE AIRCRAFT SLID TO A STOP AND ABOUT FIVE MINUTES LATER FIRE ERUPTED.

Brief of Accident (Continued)

File No. - 1306

5/29/86

JOHNSTOWN, PA

A/C Reg. No. N80611

Time (Lcl) - 1700 EDT

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WHEELS UP LANDING - INADVERTENT - PILOT IN COMMAND
2. CHECKLIST - NOT ATTAINED - PILOT IN COMMAND
3. GEAR EXTENSION - NOT PERFORMED - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND

Occurrence #2 FIRE
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1311	6/04/86	PERKASIE, PA	A/C Reg. No. N1009F	Time (Lc1) - 0815 EDT
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-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries	
Type of Operation - INSTRUCTIONAL	Fire	Crew	Fatal	Serious
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0
Accident Occurred During -TAKEOFF			0	0
			0	0
			0	0
			0	0

-----Aircraft Information-----

Make/Model - CESSNA 172	Eng Make/Model - LYCOMING O-320-H2AD	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2150	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	PENNRIDGE
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - 26
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - 4000/ 60
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling -	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 38	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 35
	Months Since - N/A	Last 24 Hrs - 4
	Aircraft Type - N/A	Make/Model- 35
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 4

Instrument Rating(s) - NONE

-----Narrative-----

DURING TAKEOFF ROLL AND AS THE AIRCRAFT WAS BROUGHT TO FULL POWER, THE FLIGHT STARTED TO VEER LEFT. ATTEMPTS TO CORRECT WITH RIGHT RUDDER BUT THE AIRCRAFT CONTINUED TO ROLL LEFT. THE AIRCRAFT COULD NOT BE BROUGHT UNDER CONTROL BEFORE CONTACT WITH TWO PARKED AIRCRAFT OCCURRED. STUDENT PILOT LOST CONTROL DUE TO UNFAMILIARITY OF THE AIRCRAFT.

Brief of Accident (Continued)

File No. - 1311

6/04/86

PERKASIE,PA

A/C Reg. No. N1009F

Time (Lc1) - 0815 EDT

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 PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAKEOFF - GROUND RUN

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

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1363 8/03/86 SAN JUAN, PR A/C Reg. No. N914DF Time (Lcl) - 1204 AST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -INSTRUCTIONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
DESTROYED
Fire NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew		0	0	0	2
Pass		0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 152
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1670
No. of Seats - 2

Eng Make/Model - LYCOMING O-235L2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 110 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 090/011 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 2000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAN JUAN, PR
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

ISLA GRANDE
Runway Ident - 09
Runway Lth/Wid - 5317/ 100
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL
SE LAND

Age - 25
Biennial Flight Review
Current - YES
Months Since - 10
Aircraft Type - C-152

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

		Flight Time (Hours)	
Total	- 1150	Last 24 Hrs -	9
Make/Model-	960	Last 30 Days-	150
Instrument-	112	Last 90 Days-	460
Multi-Eng -	120		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT HAD BEEN IN THE AIR FOR ABOUT 1 HR & WAS APRCHING THE ARPT. WHILE ON FINAL APRCH, THE ENG QUIT & THE PLT RADIOED "MAYDAY,MAYDAY,FUEL EXHAUSTION" & DITCHED THE ACFT IN THE WATER. THE CFI PLT STATED THAT HE CHECKED THE FUEL SUPPLY BY LOOKING AT THE FUEL GAGES BEFORE HE & HIS STUDENT TOOK OFF & THEY REGISTERED ABOUT 1/4 FULL. FUEL TANK CAPACITY IS ABOUT 26 GALS. 1/4 TANKS WOULD BE ABOUT 6 GALS. NORMAL FUEL CONSUMPTION IS ABOUT 6 GALS PER HR. THE CFI STATED THAT AFTER THE DITCHING, HE OBSERVED FUEL IN ONE TANK AFTER REMOVING A FUEL CAP. HE ALSO STATED THAT HE LOOKED INTO THE COCKPIT AFTER THE DITCHING & SAW "EVERYTHING WAS STILL IN THE GREEN" HE LATER STATED THAT HE DID NOT KNOW THE REASON FOR THE ENG FAILURE.

Brief of Accident (Continued)

File No. - 1363

8/03/86

SAN JUAN,PR

A/C Reg. No. N914DF

Time (Lc1) - 1204 AST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
2. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
3. REFUELING - NOT PERFORMED - PILOT IN COMMAND
4. FLUID,FUEL - EXHAUSTION

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 DITCHING
Phase of Operation LANDING - FLARE/TOUCHDOWN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,4

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. - 1283	1/01/86	LOCKNEY, TX	A/C Reg. No. N2796C	Time (Lcl) - 1015 CST
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-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage			Injuries	
	NONE				
Type of Operation - INSTRUCTIONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	1	0
Accident Occurred During -LANDING			0	0	0
					None
					0

-----Aircraft Information-----

Make/Model - RAVEN RALLY RX-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 - 1400	Engine Type - N/A	
No. of Seats - UNK/NR	Rated Power - N/A	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	LAKE RANSOM, TX	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 180/030 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 8.0 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 - PRECAUTIONARY LANDING	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 36	Medical Certificate - UNK/NR	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
STUDENT	Current - N/A	Total - 12	Last 24 Hrs - UNK/NR
	Months Since - N/A	Make/Model- 12	Last 30 Days- UNK/NR
	Aircraft Type - N/A	Instrument- 0	Last 90 Days- 2

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT STATED THAT HE DID NOT CHECKED THE WIND FORECAST WHEN HE CALLED FOR A WEATHER BRIEFING ABOUT FOUR HOURS BEFORE THE ACCIDENT. THE SURFACE WINDS INCREASED TO 30 GUSTING 40 KTS WHILE HE WAS AIRBORNE. HE REPORTED THAT WHEN HE LANDED, HE WAS NOT PROPERLY BRACED FOR THE LANDING AND HE SUSTAINED A BROKEN LEG.

Brief of Accident (Continued)

File No. - 1283

1/01/86

LOCKNEY, TX

A/C Reg. No. N2796C

Time (Lcl) - 1015 CST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - HIGH WIND
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. WIND INFORMATION - NOT OBTAINED - PILOT IN COMMAND

Occurrence #2 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. PRECAUTIONARY LANDING - DELAYED - PILOT IN COMMAND
5. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

Factor(s) relating to this accident is/are finding(s) 1,3,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1299	1/12/86	BIG SPRING, TX	A/C Reg. No. N9183P	Time (Lcl) - 1700 CST
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-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries	
Type of Operation - PERSONAL	Fire	Crew	Fatal	Serious
Flight Conducted Under - 14 CFR 91	NONE	Pass	0	0
Accident Occurred During - LANDING			0	0
			0	0

-----Aircraft Information-----

Make/Model - PIPER PA-24-260	Eng Make/Model - LYCOMING IO-540-D4A5	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3100	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	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	BIG SPRING
Wind Dir/Speed- 030/013 KTS	ATC/Airspace	Runway Ident - 07
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2800/ 75
Lowest Sky/Clouds - CLEAR	Type of Clearance - VFR	Runway Surface - CONCRETE
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE	FORCED LANDING	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 73	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - NO	Total - 1500
SE LAND	Months Since - UNK/NR	Make/Model- 1410
	Aircraft Type - UNK/NR	Instrument- 75
		Multi-Eng - UNK/NR
		Last 24 Hrs - 1
		Last 30 Days- 1
		Last 90 Days- 9
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT COLLIDED WITH BARRIERS MARKING A DISPLACED THRESHOLD DURING AN EMERGENCY LANDING IMMEDIATELY AFTER DEPARTURE. THE PILOT REPORTED THAT THE ENGINE BEGAN RUNNING ROUGH, THEN QUIT COMPLETELY. THE ENGINE RAN SUCCESSFULLY FOLLOWING THE ACCIDENT. THE AIRCRAFT HAD BEEN REFUELED ABOUT 6 TO 8 WEEKS BEFORE THE DAY OF THE ACCIDENT & ANOTHER PILOT HAD FLOWN THE AIRCRAFT FOR 45 MINUTES (WITHOUT INCIDENT) IMMEDIATELY BEFORE THE ACCIDENT FLIGHT. A CHECK OF THE FUEL SHOWED NO IRREGULARITIES OTHER THAN THE AGE OF THE FUEL. NO DISCREPANCIES WERE DISCOVERED DURING AN EXAMINATION OF THE AIRFRAME OR FUEL SYSTEM.

Brief of Accident (Continued)

File No. - 1299

1/12/86

BIG SPRING, TX

A/C Reg. No. N9183P

Time (Lcl) - 1700 CST

Occurrence #1 LOSS OF POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. UNDETERMINED

Occurrence #2 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Occurrence #3 FORCED LANDING
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Occurrence #4 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

2. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - DISPLACED THRESHOLD
3. OBJECT - AIRPORT FACILITY

----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. - 1279	2/19/86	SKELLYTOWN, TX	A/C Reg. No. N9995D	Time (Lcl) - 1930 CST
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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 2
Accident Occurred During	-TAKEOFF			
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----Aircraft Information----				
Make/Model	- PIPER PA-22-150	Eng Make/Model	- LYCOMING O-320	ELT Installed/Activated - UNK/NR
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System - YES
Max Gross Wt	- 1840	Engine Type	- RECIPROCATING-CARBURETOR	
No. of Seats	- 4	Rated Power	- 150 HP	
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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	SAME AS ACC/INC		
Completeness	- N/A	Destination	Airport Data	
Basic Weather	- VMC	UNK/NR	SHELLYTOWN	
Wind Dir/Speed	- 260/015 KTS	ATC/Airspace	Runway Ident - 35	
Visibility	- 20.0 SM	Type of Flight Plan	Runway Lth/Wid - 2100/ 80	
Lowest Sky/Clouds	- 18000 FT SCATTERED	Type of Clearance	Runway Surface - DIRT	
Lowest Ceiling	- 30000 FT OVERCAST	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 - EXPIRED		
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)		
PRIVATE	Current - UNK/NR	Total	Last 24 Hrs - UNK/NR	
SE LAND	Months Since - UNK/NR	Make/Model	Last 30 Days- UNK/NR	
	Aircraft Type - UNK/NR	Instrument	Last 90 Days- UNK/NR	
		Multi-Eng	Rotorcraft - UNK/NR	
<hr/>				
Instrument Rating(s) - NONE				
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----Narrative----				
THE PILOT STATED THAT HIS TAKE OFF ROLL WAS LONGER THAN EXPECTED. REACHING THE END OF THE RUNWAY, HE ROTATED & THE ACFT LEFT THE GROUND, BUT IT DID NOT ESTABLISH A GOOD RATE OF CLIMB. SUBSEQUENTLY, THE ACFT COLLIDED WITH A POLE & CRASHED. THE TAKEOFF WAS ATTEMPTED WITH A 15 KT TAILWIND THAT WAS GUSTING TO 22 KTS.				
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Brief of Accident (Continued)

File No. - 1279

2/19/86

SKELLYTOWN, TX

A/C Reg. No. N9995D

Time (Lcl) - 1930 CST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - TAILWIND
2. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
3. ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND
4. PROPER CLIMB RATE - NOT OBTAINED - PILOT IN COMMAND
5. OBJECT - UTILITY POLE(MARKED)

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

Factor(s) relating to this accident is/are finding(s) 1,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1280	2/19/86	HEREFORD, TX	A/C Reg. No. N23592	Time (Lcl) - 1036 CST
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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 - LANDING		Pass 0	0	0

-----Aircraft Information-----

Make/Model - AIR TRACTOR AT-400A	Eng Make/Model - P&W PT6A-20	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 5000	Engine Type - TURBOPROP	
No. of Seats - 1	Rated Power - UNK/NR	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELETYPE	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 265/015 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 2500 FT THIN OVC	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 - 38	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 5469
SE LAND, ME LAND	Months Since - 13	Make/Model- 1069
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 50
		Multi-Eng - 83
		Last 24 Hrs - 0
		Last 30 Days- 3
		Last 90 Days- 8
		Rotorcraft - 51

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPTD THAT AS HE WAS RETURNING TO THE ARPT, THE ENG LOST POWER FROM A "LOW FUEL AND/OR ROUGH AIR" CONDITION. SUBSEQUENTLY, THE ACFT WAS DAMAGED WHEN IT WAS LANDED ON UNEVEN TERRAIN NEAR A CREEK. LESS THAN 1 GAL OF FUEL WAS REMAINING IN THE ACFT. THE FUEL CAPACITY OF THE ACFT WAS 126 GAL OF WHICH 6 GAL WAS CONSIDERED AS UNUSABLE.

Brief of Accident (Continued)

File No. - 1280

2/19/86

HEREFORD, TX

A/C Reg. No. N23592

Time (Lc1) - 1036 CST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
2. FLUID, FUEL - EXHAUSTION
3. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING

Finding(s)

4. TERRAIN CONDITION - ROUGH/UNEVEN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1303	7/20/86	HOUSTON, TX	A/C Reg. No. N1109T	Time (Lcl) - 1820 CDT
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-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries	
Type of Operation - INSTRUCTIONAL	Fire	Crew	Fatal	Serious
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0
Accident Occurred During -DESCENT			0	0
				Minor
				None
				2
				1

-----Aircraft Information-----

Make/Model - HUGHES 369D	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 - 2100	Engine Type - TURBOSHAFT	
No. of Seats - 4	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	
Wind Dir/Speed- 180/006 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 25	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 2109	Last 24 Hrs - 3
	Months Since - 10	Make/Model- 31	Last 30 Days- 24
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 98	Last 90 Days- 60
			Rotorcraft - 2109

Instrument Rating(s) - HELICOPTER

-----Narrative-----

REPORTEDLY THE PILOT WAS INSTRUCTING THE CO-PILOT IN QUICK STOP MANEUVERS, WHEN THE HELICOPTER'S TAIL BOOM AND AFT SKIDS STRUCK THE GROUND ON DESCENT. THE HELICOPTER TAIL BOOM WAS BENT 2 FEET FORWARD OF THE TAIL ROTOR GEAR BOX AND BOTH AFT SKIDS WERE BROKEN. THE PILOT STATED HE WAS IN A STATIONARY HOVER WHEN HE HEARD A LOUD BANG WHICH CAUSED THE HELICOPTER TO SPIN AND COLLIDE WITH THE GROUND. HOWEVER, THE FAA INSPECTOR AT THE SCENE OF THE ACCIDENT STATED THEY WERE PRACTICING QUICK STOPS AND THAT HE COULD FIND NO EVIDENCE OF ANY MECHANICAL FAILURE.

Brief of Accident (Continued)

File No. - 1303

7/20/86

HOUSTON, TX

A/C Reg. No. N1109T

Time (Lc1) - 1820 CDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT

Finding(s)

1. LANDING GEAR, SKID ASSEMBLY - BENT
2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
3. ROTOR DRIVE SYSTEM, TAIL ROTOR DRIVE SHAFT - BENT
4. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
5. FLARE - EXCESSIVE - 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. - 1281 8/11/86 PLAINVIEW, TX A/C Reg. No. N2370X Time (Lcl) - 1600 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
Crew 0	0	0	1
Pass 0	0	0	0

Type of Operation -AERIAL APPLICATION
Flight Conducted Under -14 CFR 137
Accident Occurred During -LANDING

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - PIPER PA-36-375
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 4800
No. of Seats - 1

Eng Make/Model - LYCOMING IO-720-D1CD
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 375 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 070/003 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 3000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
PLAINVIEW, TX
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL
SE LAND, ME LAND

Age - 47

Biennial Flight Review

Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 7000	Last 24 Hrs	- 10
Make/Model-	1610	Last 30 Days-	UNK/NR
Instrument-	150	Last 90 Days-	200
Multi-Eng -	1500	Rotorcraft -	UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT HE RAN OUT OF FUEL AS HE WAS RETURNING FROM AN AGRICULTURAL APPLICATION FLIGHT. WHILE LANDING IN COTTON ROWS, THE GEAR COLLAPSED AND THE AIRCRAFT WAS SUBSTANTIALLY DAMAGED.

Brief of Accident (Continued)

File No. - 1281

8/11/86

PLAINVIEW, TX

A/C Reg. No. N2370X

Time (Lcl) - 1600 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FUEL CONSUMPTION CALCULATIONS - INADEQUATE - PILOT IN COMMAND
2. FLUID, FUEL - EXHAUSTION
3. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - ROUGH/UNEVEN
5. LANDING GEAR - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1284 8/14/86 MCAD00,TX A/C Reg. No. N4851R Time (Lcl) - 0900 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	NONE	Pass	0	0	1	0
Accident Occurred During -DESCENT			0	0	0	0

-----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 - 4200	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 1	Rated Power - UNK/NR	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	MCAD00,TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
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 - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 26	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2276
SE LAND	Months Since - 15	Make/Model- 672
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - 131
		Last 30 Days- 130
		Last 90 Days- 411

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED HE ENCOUNTERED UNFAVORABLE WIND CONDITIONS DURING A PROCEDURE TURN WHICH CAUSED THE AIRCRAFT TO BANK EXCESSIVELY. SUBSEQUENTLY, THE AIRCRAFT DESCENDED AND IMPACTED THE GROUND. THE PLT THOUGHT THE AIRCRAFT MAY HAVE ENCOUNTERED A "WHIRLWIND." A WITNESS ON THE GROUND THOUGHT IT HAD ENCOUNTERED A GUST.

Brief of Accident (Continued)

File No. - 1284

8/14/86

MCAD00,TX

A/C Reg. No. N4851R

Time (Lcl) - 0900 CDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
2. WEATHER CONDITION - GUSTS

Occurrence #2 ALTITUDE DEVIATION, UNCONTROLLED
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

3. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

4. 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

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. - 1220 10/05/86 KERRVILLE, TX A/C Reg. No. N22KK Time (Lcl) - 1013 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

		Injuries			
		Fatal	Serious	Minor	None
DESTROYED		0	1	0	0
Fire	Crew	0	1	0	0
NONE	Pass	0	1	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

-----Aircraft Information-----

Make/Model - MOONEY M20F
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2740
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360-A1A
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 200 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 160/007 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - 1500 FT
Lowest Ceiling - 1500 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
GULFPORT, MS

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - FORCED LANDING

Airport Proximity
ON AIRPORT

Airport Data

KERRVILLE MUNI
Runway Ident - 12
Runway Lth/Wid - 5000/ 100
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND

Age - 62

Biennial Flight Review

Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 2173	Last 24 Hrs	- 0
Make/Model-	1541	Last 30 Days-	UNK/NR
Instrument-	312	Last 90 Days-	90

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DRG THE INITIAL CLIMB AFTER TAKEOFF, THE ENG LOST POWER & THE PLT MADE A GEAR UP LNDG. A POST ACDNT EXAM REVEALED THE ENG INTAKE AIR SUPPLY WAS BLOCKED OFF BY A BALL OF PAPER THAT HAD GOTTEN INTO THE OPEN RAM AIR INTAKE VALVE. THIS RESULTED IN THE LOSS OF POWER. THE PAPER BALL CONTAINED MASKING TAPE & WHITE PAINT. IT APPARENTLY HAD BEEN LEFT INSIDE THE ENG COWLING WHEN THE ACFT WAS LAST PAINTED.

Brief of Accident (Continued)

File No. - 1220

10/05/86

KERRVILLE, TX

A/C Reg. No. N22KK

Time (Lcl) - 1013 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FUEL SYSTEM, RAM AIR - BLOCKED(PARTIAL)
2. MAINTENANCE, INSPECTION OF AIRCRAFT - INADEQUATE - OTHER MAINTENANCE PSNL

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. WHEELS UP LANDING

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Brief of Accident

Time (Lc1) - 1800 CDT

	Injuries			
Fatal	Serious	Minor	None	
0	0	0	1	
0	0	0	1	

Fire
NONE

Eng Make/Model - CONTINENTAL TSIO-520-R
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 310 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

Last Departure Point
 SAME AS ACC/INC
 Destination
 SAME AS ACC/INC

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
```

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 52
Biennial Flight Review

Current - YES
Months Since - 2
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	-	778	Last 24 Hrs	-	1
Make/Model	-	277	Last 30 Days	-	UNK/NR
Instrument	-	71	Last 90 Days	-	19

Instrument Rating(s) - NONE

PRIVATE PILOT IN CESSNA T210 ATTEMPTED TAKE OFF FROM SOFT, UNIMPROVED FIELD, PILOT AND 1 PASSENGER, 80 GALLONS FUEL, CROSSWIND COMPONENT OF 12 KNOTS. PILOT ROTATED AIRCRAFT PREMATURELY. ACFT SETTLED BACK TO GROUND AND BECAME AIRBORNE WITH APPROXIMATELY 20 FT ALTITUDE AT END OF FIELD. FAILED TO MAINTAIN ADEQUATE AIRSPEED FOR SUFFICIENT CLIMB TO CLEAR POWERLINES. AIRCRAFT STALLED AND COLLIDED WITH POWERLINES AND TERRAIN. PILOT AND PASSENGER ESCAPED INJURY.

Brief of Accident (Continued)

File No. - 1301

10/10/86

CADD0,TX

A/C Reg. No. N5167Y

Time (Lc1) - 1800 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. TERRAIN CONDITION - SOFT
2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
3. ROTATION - PREMATURE - PILOT IN COMMAND
4. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

5. OBJECT - WIRE,TRANSMISSION

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

6. DESCENT - UNCONTROLLED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

Factor(s) relating to this accident is/are finding(s) 1,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1221 10/15/86 LAGO VISTA, TX A/C Reg. No. N5552G Time (Lcl) - 1910 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

Injuries			
Fatal	Serious	Minor	None
0	0	2	0
0	0	0	0

Type of Operation -INSTRUCTIONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire Crew Fatal
NONE Pass 0

-----Aircraft Information-----

Make/Model - CESSNA 150J
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1600
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200-A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP

ELT Installed/Activated - YES/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 - VARIABLE
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
LAGO VISTA, TX
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TOUCH AND GO
FORCED LANDING

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

LAGO VISTA BAR-K AIRPARK
Runway Ident - 33
Runway Lth/Wid - 3790/ 75
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL, CFI
SE LAND; ME LAND

Age - 50
Biennial Flight Review
Current - YES
Months Since - 16
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 1772	Last 24 Hrs	- 1
Make/Model	- 492	Last 30 Days	- UNK/NR
Instrument	- 99	Last 90 Days	- 38
Multi-Eng	- 23		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE INSTRUCTOR (CFI) & STUDENT HAD PLANNED A 30 MIN FLT TO PRACTICE TOUCH-&-GO LANDINGS. DURING THE INITIAL CLIMB AFTER THE 3RD TOUCH-&-GO, THE ENG LOST POWER FROM FUEL EXHAUSTION. THE CFI STATED THAT HE MEASURED THE FUEL SUPPLY WITH A RULER DRG THE PREFLT & CALCULATED THAT 6.5 GAL OR ENOUGH FOR APRX 1 HR OF FLT WAS REMAINING. HOWEVER, THE ENG QUITE AFTER ABOUT 1/2 HR OF OPERATION. THE TOTAL FUEL SUPPLY OF THE ACFT WAS 26 GAL, OF WHICH, 3.5 GAL WAS CONSIDERED AS UNUSABLE. DRG AN EXAM AFTER THE ACDNT, ONLY ABOUT 2 GAL OF FUEL WAS FOUND REMAINING. NO EVIDENCE OF A LEAK WAS FOUND IN THE FUEL SYSTEM.

Brief of Accident (Continued)

File No. - 1221

10/15/86

LAGO VISTA, TX

A/C Reg. No. N5552G

Time (Lcl) - 1910 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND(CFI)
2. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND(CFI)
3. FLUID, FUEL - EXHAUSTION
4. FUEL SUPPLY - INADEQUATE -

Occurrence #2 FORCED LANDING
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)

5. TERRAIN CONDITION - NONE SUITABLE
6. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4

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. - 1302 10/28/86 POLLOCK, TX A/C Reg. No. N1325T Time (Lc1) - 1000 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation -INSTRUCTIONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -LANDING			0	0	0
					2
					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 - 2050	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	PINEVILLE, LA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	POLLOCK MUNI
Wind Dir/Speed- 270/005 KTS	ATC/Airspace	Runway Ident - 18
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4600/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 54	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - YES	Total - 4397
SE LAND, ME LAND	Months Since - 5	Make/Model- 644
	Aircraft Type - UNK/NR	Instrument- 641
		Multi-Eng - 53
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 78

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE DUAL STUDENT WAS RECEIVING EMERGENCY LANDING TRAINING. POWER WAS REDUCED WHILE ON APPROACH WHICH RESULTED IN A LOSS OF AIRSPEED AND A HIGH SINK RATE. CORRECTIVE ACTION WAS INITIATED TOO LATE AND THE AIRCRAFT TOUCHED DOWN A FEW FEET SHORT. THE LANDING GEAR CONTACTED AN ELEVATED LIP AT THE END OF THE HARD SURFACE OF THE RUNWAY AND THE NOSE GEAR COLLAPSED.

Brief of Accident (Continued)

File No. - 1302

10/28/86

POLLOCK, TX

A/C Reg. No. N1325T

Time (Lcl) - 1000 CST

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND(CFI)
2. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - ROUGH/UNEVEN
4. LANDING GEAR, NOSE GEAR ASSEMBLY - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

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. - 1202 10/29/86 LAKE DALLAS, TX A/C Reg. No. N8289N Time (Lcl) - 1740 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	0	3

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - TAKEOFF

Fire
NONE

-----Aircraft Information-----

Make/Model - PIPER PA-28-161
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2150
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-D3G
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 130/003 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 25000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
DENTON, TX
Destination
LOCAL

Airport Proximity
ON AIRPORT

Airport Data

LAKEVIEW
Runway Ident - 17
Runway Lth/Wid - 2815/ 30
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TOUCH AND GO

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 23

Biennial Flight Review

Current - YES
Months Since - 9
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	158	Last 24 Hrs -	20
Make/Model-	21	Last 30 Days-	UNK/NR	
Instrument-	5	Last 90 Days-	33	

Instrument Rating(s) - NONE

-----Narrative-----

DURING A LOCAL FLT, THE PLT ELECTED TO MAKE A TOUCH-&-GO LANDING ON A 2800 FT RWY AT LAKE DALLAS, TX. HE SAID THAT THE ACFT TOUCHED DOWN ON THE 1ST QUARTER OF THE RWY, THEN HE LOWERED THE NOSE, RETRACTED THE FLAPS & APPLIED FULL POWER TO TAKEOFF. HOWEVER, HE REPORTED THAT DURING THE TAKEOFF ROLL, THERE WAS INSUFFICIENT INCREASE IN SPEED, SO HE ABORTED THE TAKEOFF. THE PLT WAS UNABLE TO STOP ON THE REMAINING RWY & ANGLED OFF THE RWY TO THE LEFT TO AVOID A DYKE. HOWEVER, AFTER LEAVING THE RWY, THE RGT WING OF THE ACFT STRUCK A GUY WIRE & THE ACFT VEERED BACK TO THE RGT & HIT THE DYKE. ACCORDING TO THE PLT, HE DID NOT CHECK THE WEIGHT & BALANCE BEFORE TAKING OFF WITH 3 PAX & A FULL LOAD OF FUEL. HE BELIEVED THAT THE ACCIDENT OCCURRED BECAUSE THE ACFT WAS OVERWEIGHT. HE NOTED THAT THE RWY AT LAKE DALLAS WAS 2200 FT SHORTER THAN THE RWY AT THE DEPARTURE ARPT.

Brief of Accident (Continued)

File No. - 1202

10/29/86

LAKE DALLAS, TX

A/C Reg. No. N8289N

Time (Lcl) - 1740 CST

Occurrence #1 OVERRUN
Phase of Operation TAKEOFF

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
2. AIRCRAFT WEIGHT AND BALANCE - EXCESSIVE - PILOT IN COMMAND
3. TOUCH-AND-GO LANDING - INITIATED -
4. ALL AVAILABLE RUNWAY - NOT USED - PILOT IN COMMAND
5. AIRSPEED - NOT ATTAINED - PILOT IN COMMAND
6. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAKEOFF

Finding(s)

7. OBJECT - GUY WIRE

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAKEOFF

Finding(s)

8. TERRAIN CONDITION - DIRT BANK

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,6

Factor(s) relating to this accident is/are finding(s) 2,4,5,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1203 10/31/86 PLAINVIEW, TX A/C Reg. No. N97814 Time (Lcl) - 1830 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	1

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire Crew 0
NONE Pass 0

-----Aircraft Information-----

Make/Model - CESSNA 182Q
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2800
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470-U
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 230 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 360/006 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DUSK

Itinerary

Last Departure Point
AMARILLO, TX
Destination
LUBBOCK, TX

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 34

Biennial Flight Review

Current - YES
Months Since - 12
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 110	Last 24 Hrs	- UNK/NR
Make/Model-	40	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	1

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT RPTD THAT APRX 25 MIN AFTER HE TOOK OFF, THE ENG LOST POWER. HE MADE AN EMERGENCY LANDING IN A PLOWED FIELD WHERE THE ACFT NOSED OVER. DURING AN INVESTIGATION, ONLY TRACES OF FUEL WERE FOUND IN THE ACFT. THERE WAS NO EVIDENCE THAT FUEL HAD DRAINED FROM THE TANKS AT THE CRASH SITE, EXCEPT THAT THE ACFT WAS INVERTED. THE ACFT HAD FLOWN A TOTAL OF 9.3 HRS SINCE IT WAS LAST KNOWN TO BE REFUELED. THE ACFT'S FUEL CAPACITY WAS 81 GAL & ACCORDING TO THE OWNER'S MANUAL, ITS NORMAL FUEL CONSUMPTION WAS ABOUT 9 GAL/HR. THE PLT REPORTED THAT PRIOR TO THE FLT, HE DID NOT VISUALLY CHECK THE FUEL, BUT HAD RELIED ON THE FUEL GAGES WHICH INDICATED THE FUEL TANKS WERE FULL.

Brief of Accident (Continued)

File No. - 1203

10/31/86

PLAINVIEW, TX

A/C Reg. No. N97814

Time (Lcl) - 1830 CST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE

Finding(s)

1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
2. ENGINE INSTRUMENTS, FUEL QUANTITY GAGE - FALSE INDICATION
3. FUEL SUPPLY - MISJUDGED - PILOT IN COMMAND
4. FLUID, FUEL - EXHAUSTION

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING

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) 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. - 1275 8/08/86 MONUMENT VALLEY,UT A/C Reg. No. N8544P Time (Lcl) - 1515 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL

Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

-----Aircraft Information-----

Make/Model - PIPER PA-24-260
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3200
No. of Seats - 4

Eng Make/Model - LYCOMING O-540-E4A5
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 260 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - UNK/NR
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 60.0 SM
Lowest Sky/Clouds - 10000 FT
Lowest Ceiling - 10000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
FULLERTON,CA
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

MONUMENT VALLEY
Runway Ident - 16
Runway Lth/Wid - 3100/ 75
Runway Surface - DIRT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND,ME LAND

Age - 55
Biennial Flight Review

Current - YES
Months Since - 1
Aircraft Type - PA-24

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 820	Last 24 Hrs	- 3
Make/Model-	131	Last 30 Days-	UNK/NR
Instrument-	100	Last 90 Days-	10
Multi-Eng	- 47		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT WAS ON AN APPROACH FOR LANDING WHEN THE ACFT BEGAN TO SETTLE. HE SAID THAT INCREASING POWER DID NOT SEEM TO HAVE AN EFFECT. SUBSEQUENTLY, THE ACFT LANDED HARD, COLLAPSING THE NOSE GEAR. THE PLT BELIEVED THAT HE HAD ENCOUNTERED WIND SHEAR DURING THE APPROACH. LOCAL PILOTS WERE AWARE OF UNFAVORABLE WIND CONDITIONS THAT OCCUR AT THE ARPT. VARIOUS PUBLICATIONS NOTE THAT THIS WAS A PRIVATE ARPT AND ITS USE WAS AT THE PLT'S OWN RISK.

Brief of Accident (Continued)

File No. - 1275

8/08/86

MONUMENT VALLEY,UT

A/C Reg. No. N8544P

Time (Lc1) - 1515 MDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND

Occurrence #2 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. FLARE - NOT ATTAINED -

Occurrence #3 NOSE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. LANDING GEAR, NOSE GEAR - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1216	8/31/86	SALT LAKE CITY, UT	A/C Reg. No. N260PS	Time (Lcl) - 1410 MDT
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-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Injuries			
Type of Operation - AIRSHOW	Fire	Fatal	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Crew 0	0	0	1
Accident Occurred During -MANEUVERING		Pass 0	0	0	0

-----Aircraft Information-----

Make/Model - AEROTEK PITTS S-2B	Eng Make/Model - LYCOMING AEIO-540	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1150	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 2	Rated Power - 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- 360/010 KTS</p> <p>Visibility - 50.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point SAME AS ACC/INC</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - VFR</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data</p> <p>SALT LAKE CITY MUNI. #2</p> <p>Runway Ident - 16</p> <p>Runway Lth/Wid - 5700/ 100</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL</p> <p>SE LAND, ME LAND</p> <p>HELICOPTER</p>	<p>Age - 28</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 5</p> <p>Aircraft Type - C-180</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 6326</p> <p>Make/Model- 424</p> <p>Instrument- 188</p> <p>Multi-Eng - 530</p> <p>Last 24 Hrs - 1</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 100</p> <p>Rotorcraft - 4373</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT RPRTD THAT WHILE HE WAS PERFORMING AEROBATICS AT AN AIRSHOW, THE ACFT'S ENG MOMENTARILY LOST POWER DURING INVERTED FLT AT THE TOP OF A LOOP. HE WAS UNABLE TO COMPLETE THE LOOP. SUBSEQUENTLY, THE ACFT CONTACTED THE RWY IN A LEVEL ATTITUDE WHILE IT WAS STILL DSCNDG IN A HI SPEED STALL. IT BCM AIRBORNE AGAIN, THEN IMPACTED ON ITS RGT WING, CARTWHEELED & CAME TO REST AGAINST THE ARPT PERIMETER FENCE. WITNESSES SAID THERE WAS NO APPARENT ATTEMPT BY THE PLT TO ABORT THE LOOP. ABOUT "TWO THIMBLES FULL" OF FINE SAND LIKE SUBSTANCE WAS FOUND IN THE SEDIMENT BOWL. NO PREIMPACT PART FAILURE OR MALFUNCTION WAS FOUND.

Brief of Accident (Continued)

File No. - 1216

8/31/86

SALT LAKE CITY,UT

A/C Reg. No. N260PS

Time (Lcl) - 1410 MDT

Occurrence #1 LOSS OF POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation MANEUVERING

Finding(s)

1. AEROBATICS - PERFORMED -
 2. MANEUVER - INITIATED -
 3. FUEL SYSTEM - CONTAMINATION
 4. FLUID,FUEL - STARVATION
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

Finding(s)

5. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1286 3/09/86 MT. CRAWFORD, VA A/C Reg. No. N8352F Time (Lcl) - 1515 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Fire	Crew	0	1	0	1
NONE	Pass	0	0	0	2

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

-----Aircraft Information-----

Make/Model - HUGHES 500D
Landing Gear - SKID
Max Gross Wt - 2100
No. of Seats - 4

Eng Make/Model - ALLISON 250-C20B
Number Engines - 1
Engine Type - TURBOSHAFT
Rated Power - 420 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC

Itinerary

Last Departure Point
SHENDANDOAH, VA
Destination
MT. JACKSON, VA

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - GRASS/TURF
Runway Status - ROUGH

Wind Dir/Speed- 180/015 KTS

Visibility - 25.0 SM

Lowest Sky/Clouds - 2000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

HELICOPTER

Age - 27

Biennial Flight Review

Current - NO

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 928

Make/Model- 110

Instrument- 12

Last 24 Hrs - 5

Last 30 Days- 35

Last 90 Days- 112

Rotorcraft - 885

Instrument Rating(s) - NONE

-----Narrative-----

AFTER REFUELING AT SHENANDOAH VALLEY AIRPORT LOCATED NEAR STAUNTON, VIRGINIA, THE HELICOPTER CLIMBED TO ABOUT 1800 FEET MSL ON A NORTH HEADING. APPROXIMATELY 15 MINUTES AFTER DEPARTURE A LOUD RUMBLE WAS HEARD COMING FROM THE REAR OF THE AIRCRAFT AND THE PILOT IMMEDIATELY LOWERED THE COLLECTIVE AND ROLLED OFF THE THROTTLE. THE STUDENT PILOT, SITTING IN THE RIGHT FRONT SEAT, STATED THAT AFTER THE PILOT INITIATED THE FLARE, THE HELICOPTER "HUNG IN THE AIR FOR A MOMENT AT APPROX. 30' AGL THEN DROPPED TO THE GROUND AND ROLLED OVER." DISASSEMBLY OF THE TAIL ROTOR DRIVE GEAR ASSEMBLY REVEALED THAT THE OUTPUT DRIVE PINION HAD FAILED. LABORATORY EXAMINATION REVEALED THAT THE FRACTURE SURFACES REVEALED MARKINGS TYPICAL OF FATIGUE PROGRESSION. MCDONNELL DOUGLAS HELICOPTER COMPANY HAD ISSUED AN ENGINEERING ORDER #139419 WHICH CONCERNED REWORKING THE DRIVE PINION, HOWEVER, A SERVICE BULLETIN WAS NOT ISSUED REGARDING THE NEED TO REWORK THE PINION AT OVERHAUL.

Brief of Accident (Continued)

File No. - 1286

3/09/86

MT. CRAWFORD,VA

A/C Reg. No. N8352F

Time (Lc1) - 1515 EST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. ROTOR DRIVE SYSTEM,COMBINING GEAR BOX - FATIGUE
2. (STANDARD/REQUIREMENT) - MANUFACTURER
3. ROTOR DRIVE SYSTEM,COMBINING GEAR BOX - FAILURE,TOTAL

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

4. AUTOROTATION - PERFORMED - PILOT IN COMMAND

Occurrence #3 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. TERRAIN CONDITION - RISING
6. LEVEL OFF - MISJUDGED - PILOT IN COMMAND

Occurrence #4 ROLL OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,6

Factor(s) relating to this accident is/are finding(s) 5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1367 5/21/86 HOPEWELL, VA A/C Reg. No. N331SB Time (Lcl) - 1905 EDT

-----Basic Information-----

Type Operating Certificate-COMMUTER Name of Carrier -COLGAN AIRWAYS CORP Type of Operation -SCHEDULED,DOMESTIC,PASSENGER Flight Conducted Under -14 CFR 135 Accident Occurred During -CRUISE	Aircraft Damage NONE Fire NONE	Fatal Crew 0 Pass 0	Injuries <table border="0"> <tr> <td>Serious</td> <td>Minor</td> <td>None</td> </tr> <tr> <td>1</td> <td>0</td> <td>2</td> </tr> <tr> <td>0</td> <td>0</td> <td>8</td> </tr> </table>	Serious	Minor	None	1	0	2	0	0	8
Serious	Minor	None										
1	0	2										
0	0	8										

-----Aircraft Information-----

Make/Model - SHORT BROTHERS SD3-30 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 22900 No. of Seats - 33	Eng Make/Model - P&W PT 6A-45 Number Engines - 2 Engine Type - TURBOPROP Rated Power - 1000 LBS THRUST	ELT Installed/Activated - NO -N/A Stall Warning System - YES
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-----Environment/Operations Information-----

Weather Data Wx Briefing - UNK/NR Method - UNK/NR Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed- UNK/NR Visibility - UNK/NR Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Point NORFOLK, VA Destination DULLES, VA ATC/Airspace Type of Flight Plan - IFR Type of Clearance - IFR Type Apch/Lndg - NONE	Airport Proximity OFF AIRPORT/STRIP Airport Data Runway Ident - N/A Runway Lth/Wid - N/A Runway Surface - N/A Runway Status - N/A
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-----Personnel Information-----

Pilot-In-Command Certificate(s)/Rating(s) ATP SE LAND, ME LAND	Age - 29 Biennial Flight Review Current - YES Months Since - 5 Aircraft Type - SD3-30	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Flight Time (Hours) <table border="0"> <tr> <td>Total</td> <td>- 7200</td> <td>Last 24 Hrs</td> <td>- 2</td> </tr> <tr> <td>Make/Model-</td> <td>750</td> <td>Last 30 Days-</td> <td>UNK/NR</td> </tr> <tr> <td>Instrument-</td> <td>600</td> <td>Last 90 Days-</td> <td>130</td> </tr> <tr> <td>Multi-Eng -</td> <td>5500</td> <td>Rotorcraft -</td> <td>UNK/NR</td> </tr> </table>	Total	- 7200	Last 24 Hrs	- 2	Make/Model-	750	Last 30 Days-	UNK/NR	Instrument-	600	Last 90 Days-	130	Multi-Eng -	5500	Rotorcraft -	UNK/NR
Total	- 7200	Last 24 Hrs	- 2															
Make/Model-	750	Last 30 Days-	UNK/NR															
Instrument-	600	Last 90 Days-	130															
Multi-Eng -	5500	Rotorcraft -	UNK/NR															

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE CAPTAIN REPORTED THAT MODERATE TO SEVERE TURBULENCE WAS ENCOUNTERED WHILE PASSING THROUGH SOME CLOUDS. HE CALLED THE FLIGHT ATTENDANT ON THE INTERCOM AND TOLD HER TO SIT DOWN; WHILE SHE WAS ATTEMPTING TO ANSWER THE INTERCOM, AN OBJECT FROM THE GALLEY AREA FELL ON HER FOOT AND BROKE IT.

Brief of Accident (Continued)

File No. - 1367

5/21/86

HOPEWELL, VA

A/C Reg. No. N331SB

Time (Lcl) - 1905 EDT

Occurrence IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - TURBULENCE IN CLOUDS
2. MISC EQPT/FURNISHINGS - LOOSE

----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. - 1368	6/08/86	CONCORD, VA	A/C Reg. No. N2349H	Time (Lcl) - 1545 EDT
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----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries	
Type of Operation - PERSONAL	Fire	Crew	Fatal	None
Flight Conducted Under -14 CFR 91	NONE	Pass	Serious	Minor
Accident Occurred During -LANDING			0	0
			0	0
			0	1
			0	1

----Aircraft Information----

Make/Model - ERCOUPE 415-C	Eng Make/Model - CONTINENTAL C85-12	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1900	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 85 HP	

----Environment/Operations Information----

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - TELEPHONE</p> <p>Completeness - WEATHER NOT PERTINENT</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 260/013 KTS</p> <p>Visibility - 10.0 SM</p> <p>Lowest Sky/Clouds - 4000 FT SCATTERED</p> <p>Lowest Ceiling - 12000 FT BROKEN</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point PETERSBURG, VA</p> <p>Destination BROOKNEAL, VA</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FORCED LANDING</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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----Personnel Information----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND</p>	<p>Age - 49</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 9</p> <p>Aircraft Type - 415C</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 1380</p> <p>Make/Model- 22</p> <p>Instrument- 42</p> <p>Multi-Eng - 52</p> <p>Last 24 Hrs - 2</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 5</p>
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Instrument Rating(s) - NONE

----Narrative----

THE ACFT EXPERIENCED A TOTAL LOSS OF PWR DURING CRUISE. A FORCED LDG WAS MADE ON A HWY AND THE ACFT STRUCK A ROAD SIGN. POST-CRASH EXAMINATION OF THE ACFT ENGINE REVEALED AN INOPERATIVE ENGINE FUEL PUMP.

Brief of Accident (Continued)

File No. - 1368

6/08/86

CONCORD, VA

A/C Reg. No. N2349H

Time (Lcl) - 1545 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FUEL SYSTEM,PUMP - CONTAMINATION
 2. FUEL SYSTEM,PUMP - WATER
 3. FUEL SYSTEM,PUMP - INOPERATIVE
 4. FLUID,FUEL - STARVATION
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1370 9/14/86 ROANOKE,VA A/C Reg. No. N7423H Time (Lcl) - 1850 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	MINOR					
Type of Operation -AIR SHOW	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	1	0	0

-----Aircraft Information-----

Make/Model - BALLON-WORKS FF-7	Eng Make/Model - N/A	ELT Installed/Activated - NO -N/A
Landing Gear - UNK/NR	Number Engines - N/A	Stall Warning System - NO
Max Gross Wt - UNK/NR	Engine Type - N/A	
No. of Seats - UNK/NR	Rated Power - N/A	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - TV WX	Last Departure Point	OFF AIRPORT/STRIP
Method - TV/RADIO	UNK/NR	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	ROANOKE,VA	ROANOKE REGAL
Wind Dir/Speed- 150/007 KTS		Runway Ident - N/A
Visibility - 50.0 SM	ATC/Airspace	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 4500 FT SCATTERED	Type of Flight Plan - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type of Clearance - NONE	Runway Status - DRY
Obstructions to Vision- NONE	Type Apch/Lndg - STRAIGHT-IN	
Precipitation - NONE	PRECAUTIONARY LANDING	
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 - 760
SE LAND,ME LAND	Months Since - 9	Make/Model- UNK/NR
FREE BALLOON	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 HOT AIR BALLOON WAS INVOLVED IN AN AIR SHOW FLIGHT EVENT. WHILE ENROUTE TO THE AIRPORT THE PLT STATED THAT HE ENCOUNTERED WINDS THAT FORCED HIM TO LAND SHORT OF THE ARPT. DURING THE LNDG APCH HE BECAME DISTRACTED BY SPECTATORS ON THE GROUND WHO WERE IN HIS FLIGHT PATH AND AS A RESULT DID NOT SEE POWER LINES IN TIME TO AVOID A COLLISION. THE COLLISION OCCURRED BETWEEN THE POWER LINES AND THE BALLOON SUSPENSION CABLES. THE CABLES WERE SEVERED AND THE BASKET SEPARATED FROM THE BALLOON AND THEN DESCENDED TO THE GROUND FROM A HEIGHT OF ABOUT 20 FEET.

Brief of Accident (Continued)

File No. - 1370

9/14/86

ROANOKE,VA

A/C Reg. No. N7423H

Time (Lcl) - 1850 EDT

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)

1. OBJECT - WIRE,TRANSMISSION(MARKED)
 2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
 3. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1278 10/02/86 HILLSVILLE, VA A/C Reg. No. N6003D Time (Lcl) - 1020 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - PIPER PA-22-150	Eng Make/Model - LYCOMING O-320	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1950	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - FSS	Last Departure Point MT. AIRY, NC	
Method - UNK/NR	Destination	Airport Data
Completeness - WEATHER NOT PERTINENT	SAME AS ACC/INC	TWIN CO.
Basic Weather - VMC	ATC/Airspace	Runway Ident - 36
Wind Dir/Speed- CALM	Type of Flight Plan - NONE	Runway Lth/Wid - 4000/ 60
Visibility - UNK/NR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Sky/Clouds - CLEAR	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Lowest Ceiling - NONE		
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 42	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 210
SE LAND	Months Since - UNK/NR	Make/Model- 44
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 44
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

AFTER TOUCHDOWN ON THE RWY, THE PLT HELD THE NOSE WHEEL OFF FOR ABOUT 200 FEET OF TRAVEL BY HOLDING THE CONTROL WHEEL BACK. ACCORDING TO HIM, THE ACFT THEN VEERED TO THE LEFT AND HE WAS UNABLE TO STEER IT WITH THE RUDDER PEDALS. THE ACFT WENT OFF THE SIDE OF THE RWY AND NOSED OVER ON AN ADJACENT GRASS AREA. AN EXAM OF THE ACFT REVEALED THAT THE NOSE GEAR WAS BENT ABOUT 30 DEGREES TO THE LEFT. THE BRAKES TESTED SATISFACTORY AND THE WHEELS ROTATED FREELY.

Brief of Accident (Continued)

File No. - 1278

10/02/86

HILLSVILLE,VA

A/C Reg. No. N6003D

Time (Lc1) - 1020 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 -
 3. LANDING GEAR, NOSE GEAR - OVERLOAD
-

Occurrence #2 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1297	10/03/86	LYNCHBURG, VA	A/C Reg. No. N3005V	Time (Lcl) - 2143 EDT
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-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries	
Type of Operation - PERSONAL	Fire	Crew	Fatal	Serious
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0
Accident Occurred During -TAKEOFF			0	0
				Minor
				None
				1
				1

-----Aircraft Information-----

Make/Model - PIPER PA-28RT-201	Eng Make/Model - LYCOMING IO-360-C1C6	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2400	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 180 HP	

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 230/006 KTS</p> <p>Visibility - 15.0 SM</p> <p>Lowest Sky/Clouds -</p> <p>Lowest Ceiling - 1200 FT BROKEN</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - NIGHT(DARK)</p>	<p>Itinerary</p> <p>Last Departure Point SAME AS ACC/INC</p> <p>Destination MANASSAS, VA</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - VFR</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity ON AIRSTRIP</p> <p>Airport Data</p> <p>LYNCHBURG MUNI</p> <p>Runway Ident - 03</p> <p>Runway Lth/Wid - 5799/ 150</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL, ATP, CFI</p> <p>SE LAND, ME LAND</p>	<p>Age - 25</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 1</p> <p>Aircraft Type - PA-23</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 2860</p> <p>Make/Model- 260</p> <p>Instrument- 357</p> <p>Multi-Eng - 603</p> <p>Last 24 Hrs - 6</p> <p>Last 30 Days- 55</p> <p>Last 90 Days- 155</p> <p>Rotorcraft - UNK/NR</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE ON THE TAKEOFF ROLL, THE ACFT COLLIDED WITH A DEER. THE PLT RPRTD THAT HE HAD ACCELERATED TO 50 KTS & WAS ABOUT 1000 FT DOWN THE RWY WHEN THE DEER RAN IN FRONT OF THE

Brief of Accident (Continued)

File No. - 1297

10/03/86

LYNCHBURG, VA

A/C Reg. No. N3005V

Time (Lcl) - 2143 EDT

Occurrence ON GROUND COLLISION WITH OBJECT
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
 2. OBJECT - ANIMAL(S)
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1310 6/03/86 CHARLOTTE,VT A/C Reg. No. N23983 Time (Lcl) - 1145 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	Crew	0	0	0
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	1
Accident Occurred During	-MANEUVERING				1	1

-----Aircraft Information-----

Make/Model	- BEECHCRAFT A-23	Eng Make/Model	- LYCOMING O-360-A2G	ELT Installed/Activated	- YES-UNK/NR
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2450	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 185 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- 007 KTS</p> <p>Visibility - 40.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - UNK/NR</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>CHARLOTTE,VT</p> <p>Destination</p> <p>SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p>OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>DEEDS</p> <p>Runway Ident - 19</p> <p>Runway Lth/Wid - 1800/ 75</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - DRY</p>
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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)
PRIVATE	Current - UNK/NR	Total - 275
SE LAND	Months Since - UNK/NR	Make/Model- 50
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 75

Instrument Rating(s) - NONE

-----Narrative-----

PILOT STATED THAT ON TAKEOFF ROLL IT SEEMED LONGER THAN USUAL AND ABOUT 1500 TO 1600 FEET OF THE RUNWAY BEFORE THE AIRCRAFT BEGAN TO ROTATE. THE AIRCRAFT HAD CLIMBED ABOUT 15 TO 20 FEET BEFORE COMING TO THE END OF THE RUNWAY AND OVER WATER. AT ABOUT 30 FEET ALTITUDE, THE AIRCRAFT STOPPED CLIMBING. A 20 DEGREE COURSE CHANGE WAS MADE TO AVOID A COLLISION WITH A SAILBOAT WHICH WAS DIRECTLY IN FRONT ON THE FLIGHT. AT THE TIME OF THE COURSE CHANGE THE AIRCRAFT LOST LIFT AND COLLIDED WITH THE WATER.

Brief of Accident (Continued)

File No. - 1310

6/03/86

CHARLOTTE,VT

A/C Reg. No. N23983

Time (Lcl) - 1145 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. MINIMUM DESCENT ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
2. AIRSPEED - INADEQUATE - PILOT IN COMMAND
3. PROPER CLIMB RATE - NOT ATTAINED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

Finding(s)

4. TERRAIN CONDITION - WATER, GLASSY

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1266 7/06/86 ROYAL CITY,WA A/C Reg. No. N15270 Time (Lcl) - 1900 PDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage SUBSTANTIAL					
Type of Operation -PERSONAL	Fire	Crew	Fatal	Injuries	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -LANDING			0	0	0	1

-----Aircraft Information-----

Make/Model - PIPER PA-28R-200	Eng Make/Model - LYCOMING IO-360	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2600	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 200 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	SPOKANE,WA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	PLEASANT VALLEY
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 27
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3400 -UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRAVEL
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DUSK		

-----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 - 571
SE LAND	Months Since - 3	Make/Model- 571
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 15

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS LANDING THE ACFT ON RWY 27, TOWARD THE SUN. WITH THE SUN IN HER EYES, SHE DID NOT SEE A 300 LB CALF ON THE RWY. THE ACFT STRUCK & KILLED THE CALF & WAS SUBSTANTIALLY DAMAGED.

Brief of Accident (Continued)

File No. - 1266

7/06/86

ROYAL CITY,WA

A/C Reg. No. N15270

Time (Lc1) - 1900 PDT

Occurrence ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
2. LIGHT CONDITION - SUNGLARE
3. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT,VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
5. OBJECT - ANIMAL(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 2,4,5

Brief of Accident

File No. - 1314 7/13/86 CHEHALIS,WA A/C Reg. No. N12848 Time (Lcl) - 0730 PDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage SUBSTANTIAL	Injuries			
Type of Operation -AERIAL APPLICATION	Fire	Fatal	Serious	Minor	None
Flight Conducted Under -14 CFR 137	NONE	Crew 0	0	0	1
Accident Occurred During -LANDING		Pass 0	0	0	0

-----Aircraft Information-----

Make/Model - BELL 47G2A	Eng Make/Model - LYCOMING VO-540-B1B3	ELT Installed/Activated - NO	-N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - 2850	Engine Type - RECIPROCATING-CARBURETOR		
No. of Seats - 3	Rated Power - 280 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	CHEHALIS,WA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	WILDWOOD,WA	Runway Ident - N/A
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Surface - DIRT
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - DRY
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	HIGH VEGETATION
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)
COMMERCIAL	Current - UNK/NR	Total - 4500
	Months Since - UNK/NR	Last 24 Hrs - 4
HELICOPTER	Aircraft Type - UNK/NR	Make/Model- 1200
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 126
		Rotorcraft - 4500

Instrument Rating(s) - NONE

-----Narrative-----

DURING AN AERIAL APPLICATIONS MANEUVER, A COMPLETE LOSS OF POWER OCCURRED. THE POWER LOSS WAS CAUSED BY FAILURE OF THE CONNECTING ROD BOLT. THE ACFT WAS TOO LOW FOR AUTOROTATION AND THE AIRCRAFT STRUCK THE GROUND TAIL LOW. THE MAIN ROTOR BLADE THEN STRUCK THE TAIL BOOM.

Brief of Accident (Continued)

File No. - 1314

7/13/86

CHEHALIS,WA

A/C Reg. No. N12848

Time (Lcl) - 0730 PDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

1. ENGINE ASSEMBLY,CONNECTING ROD - FAILURE,TOTAL
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING

Finding(s)

2. AUTOROTATION - 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) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1313 7/18/86 SEATTLE, WA A/C Reg. No. N68723 Time (Lcl) - 1710 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -INSTRUCTIONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries
Serious
0
0

Minor
0
0

None
1
0

-----Aircraft Information-----

Make/Model - CESSNA 152
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1670
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-N2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 110 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 320/005 KTS
Visibility - 40.0 SM

Lowest Sky/Clouds - 15000 FT SCATTERED

Lowest Ceiling - 25000 FT OVERCAST

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC

Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

BOEING FIELD
Runway Ident - 31R
Runway Lth/Wid - 3710/ 100
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
STUDENT

Age - UNK/NR

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 23 Last 24 Hrs - 1

Make/Model- 23 Last 30 Days- 12

Instrument- 0 Last 90 Days- 23

Instrument Rating(s) - NONE

-----Narrative-----

STUDENT PILOT, WITH ABOUT 2 HOURS SOLO TIME, WAS MAKING TOUCH AND GO'S. DURING THE LAST LANDING THE AIRCRAFT WAS OBSERVED TO MAKE SEVERAL BOUNCING CONTACTS WITH THE RUNWAY BEFORE THE NOSE GEAR COLLAPSED.

Brief of Accident (Continued)

File No. - 1313

7/18/86

SEATTLE,WA

A/C Reg. No. N68723

Time (Lcl) - 1710 PDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING

Finding(s)

1. RECOVERY FROM BOUNCED LANDING - DELAYED - PILOT IN COMMAND
 2. FLARE - IMPROPER - PILOT IN COMMAND
 3. REMEDIAL ACTION - NOT IDENTIFIED - PILOT IN COMMAND
-

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation LANDING

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1315 7/27/86 COLVILLE, WA A/C Reg. No. N9425A Time (Lcl) - 1545 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries				
Fatal	Serious	Minor	None	
Crew 0	0	1	0	
Pass 0	0	0	1	

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire NONE

-----Aircraft Information-----

Make/Model - CESSNA 140A
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1500
No. of Seats - 2

Eng Make/Model - CONTINENTAL C-90-12F
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 90 HP

ELT Installed/Activated - YES/YES
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 330/005 KTS
Visibility - 50.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
IONE, WA
Destination
COLEVILLE, WA

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FULL STOP
FORCED LANDING

Airport Proximity
ON AIRPORT

Airport Data

COLVILLE MUNICIPAL
Runway Ident - 01
Runway Lth/Wid - 2400/ 100
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 38
Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 457
Make/Model- 92
Instrument- 3
Last 24 Hrs - 2
Last 30 Days- UNK/NR
Last 90 Days- 7

Instrument Rating(s) - NONE

-----Narrative-----

WHILE MAKING A POWER OFF APPROACH TO SIMULATE A FORCED LANDING AN OVER SHOOT WAS ASSURED. THE PLT ADDED PWR AND THE ENGINE CEASED OPERATING. IN ORDER TO AVOID TREES AT THE END OF THE RUNWAY THE PILOT MADE A 90 DEGREE TURN TO LAND IN A PLOWED FIELD. THE ACFT STRUCK THE TOP OF A FENCE AND THEN STRUCK THE GROUND IN A FLAT ATTITUDE. THE ACFT THEN NOSED OVER. THE TEMPERATURE ON THE SURFACE WAS 90 DEGREES AND THE PILOT HAD BEEN USING AUTOMOBILE FUEL. NO MECHANICAL REASON FOR THE ENGINE FAILURE COULD BE FOUND.

Brief of Accident (Continued)

File No. - 1315

7/27/86

COLVILLE, WA

A/C Reg. No. N9425A

Time (Lcl) - 1545 PDT

Occurrence #1 LOSS OF POWER
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)
1. UNDETERMINED

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)
2. OBJECT - FENCE
3. CLEARANCE - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING

Occurrence #4 NOSE OVER
Phase of Operation LANDING

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1320 7/28/86 EAST SOUND, WA A/C Reg. No. N71131 Time (Lcl) - 1850 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	1	0
0	0	2	1

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire Crew 0
NONE Pass 0

-----Aircraft Information-----

Make/Model - CESSNA 182
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3100
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470-R
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 230 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - UNK/NR
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 270/005 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SEATTLE, WA
Destination
EAST SOUND, WA

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

ORCAS ISLAND
Runway Ident - 34
Runway Lth/Wid - 2900/ 75
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL
SE LAND, ME LAND

Age - 62
Biennial Flight Review
Current - YES
Months Since - 12
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	2379
Make/Model-	79
Instrument-	400
Multi-Eng -	1700
Last 24 Hrs -	1
Last 30 Days-	UNK/NR
Last 90 Days-	5

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING LANDING ROLL AT ABOUT 25 MPH THE PILOT APPLIED BOTH BRAKES. A SHORT TIME THEREAFTER THE RIGHT BRAKE PEDAL WENT TO THE FLOOR. DESPITE THE PILOT'S APPLICATION OF HARD LEFT BRAKE AND RUDDER, THE ACFT VEERED TO THE LEFT INTO A DRAINAGE DITCH. THE NOSE GEAR WAS SHEERED OFF DURING THE ACCIDENT. THE RIGHT BRAKE WAS FOUND TO BE COMPLETELY WORN AND THE LEFT BRAKE SHOWED ABOUT 15% - 20% WEAR.

Brief of Accident (Continued)

File No. - 1320

7/28/86

EAST SOUND, WA

A/C Reg. No. N71131

Time (Lcl) - 1850 PDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation LANDING - ROLL

Finding(s)

1. LANDING GEAR, NORMAL BRAKE SYSTEM - WORN

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1322 7/31/86 ORCHARDS, WA A/C Reg. No. N1307N Time (Lc1) - 1230 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

-----Aircraft Information-----

Make/Model - BOEING PT13/17
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1800
No. of Seats - 2

Eng Make/Model - CONTINENTAL R-670-W
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 315 HP

ELT Installed/Activated - YES/NO
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 30.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
VANCOUVER, WA
Destination
ORCHARDS, WA

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - STRAIGHT-IN
FORCED LANDING

Airport Proximity
ON AIRPORT

Airport Data

CLARK COUNTY
Runway Ident - 07
Runway Lth/Wid - 2800/ 50
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

ATP
SE LAND, ME LAND

Age - 40

Biennial Flight Review

Current - YES
Months Since - 4
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 11000	Last 24 Hrs	- UNK/NR
Make/Model-	100	Last 30 Days-	UNK/NR
Instrument-	1000	Last 90 Days-	UNK/NR
Multi-Eng	- 4000	Rotorcraft	- 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED THE ENGINE STARTED RUNNING ROUGH NEAR WOODLAND, WASHINGTON AND AN APPROACH WAS SET UP, BUT DUE TO MANY AIRCRAFT IN THE PATTERN THE PILOT ELECTED TO GO TO SCAPPOSE, WASHINGTON (ABOUT 10 NM SOUTH OF WOODLAND). AT SCAPPOSE, WASHINGTON THE PILOT NOTED "X'S" ON THE RUNWAY AND DECIDED TO TRY TO MAKE IT TO EVERGREEN (17 NM SE OF SCAPPOSE). ENROUTE TO EVERGREEN THE ENGINE QUIT AND A FORCED LANDING WAS ATTEMPTED TO CLARK COUNTY. THE ACFT BOUNCED OFF THE ROOF OF THE RESTAURANT AND CAME TO REST INVERTED BESIDE THE BLDG. A CERTIFIED A&P MECHANIC REMOVED AND VISUALLY TESTED THE SIGHT FUEL GAUGE. THE FUEL LEVEL INDICATOR (CORK FLOAT) MOVED FREELY FROM THE FULL POSITION TO A POINT (IN THE GAUGE) WHERE ABOUT 10 GALLONS WOULD BE INDICATED AND BECAME STUCK AT THAT POINT. THE PLT REPORTED THE FUEL GAUGE HAD BEEN "VISUALLY CALIBRATED" AT THE LAST ANNUAL INSPECTION.

Brief of Accident (Continued)

File No. - 1322

7/31/86

ORCHARDS,WA

A/C Reg. No. N1307N

Time (Lcl) - 1230 PDT

Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

1. FLUID,FUEL - EXHAUSTION
2. ENGINE INSTRUMENTS,FUEL QUANTITY GAGE - FALSE INDICATION
3. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
4. FUEL SUPPLY - MISJUDGED - PILOT IN COMMAND
5. PRECAUTIONARY LANDING - DELAYED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

6. PROPER ALIGNMENT - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

7. OBJECT - BUILDING(NONRESIDENTIAL)

-----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. - 1323 8/03/86 ROSALIA,WA A/C Reg. No. N1886B Time (Lcl) - 0815 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation -PERSONAL	Fire	Crew	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	1
Accident Occurred During -LANDING			0	0	0

-----Aircraft Information-----

Make/Model - LUSCOMBE 8A	Eng Make/Model - CONTINENTAL A-65-8	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1260	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	DEER PARK,WA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	ROSALIA,WA	ROSALIA
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 02
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2850/ 80
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - VALLEY/TERRAIN FOLLOWING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 60	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1276
SE LAND	Months Since - 22	Last 24 Hrs - 3
	Aircraft Type - UNK/NR	Make/Model- 460
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 47

Instrument Rating(s) - NONE

-----Narrative-----

DURING CLIMB OUT THE ACFT ENTERED A DEPARTURE STALL. THE ACFTS LEFT WING DROPPED AND THE ACFT CAME TO REST 90 DEGREES FROM ITS DEPARTURE HEADING. THIS ACFT HAS NO STALL WARNING SYSTEM.

Brief of Accident (Continued)

File No. - 1323

8/03/86

ROSALIA,WA

A/C Reg. No. N1886B

Time (Lcl) - 0815 PDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING

Finding(s)

1. WARNING SYSTEM(OTHER) - LACK OF
2. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1325 9/12/86 CARBONADO, WA A/C Reg. No. N9250U Time (Lcl) - 1439 PDT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
DESTROYED
Fire
NONE

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	1	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 150M
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1600
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP

ELT Installed/Activated - YES-UNK/NR
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- 260/003 KTS

Visibility - 30.0 SM

Lowest Sky/Clouds - 4000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
PUYALLUP, WA

Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

Age - 23

Biennial Flight Review

Current - YES

Months Since - 4

Aircraft Type - C-182

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 1050

Make/Model- 185

Instrument- 53

Multi-Eng - 13

Last 24 Hrs - 1

Last 30 Days- 84

Last 90 Days- 236

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE INSTRUCTOR AND PASSENGER DEPARTED ON EITHER AN INTRODUCTORY FLIGHT, INITIAL INSTRUCTIONAL FLIGHT, (OR COMBINATION THEREOF). DURING THE FLIGHT THE AIRCRAFT WAS FLOWN DOWN A CANYON WHICH THE INSTRUCTOR HAD FLOWN DOWN PREVIOUSLY. AS THE AIRCRAFT APPROACHED TRANSMISSION LINES SPANNING THE CANYON THE AIRCRAFT ENTERED AN UNEXPLAINED ABRUPT NOSE DOWN MANEUVER. THE PILOT IN COMMAND DID NOT/WAS UNABLE TO MAINTAIN ADEQUATE CLEARANCE WITH THE LINES AND COLLISION FOLLOWED. THE AIRCRAFT THEN DESCENDED OUT OF CONTROL TO THE BASE OF THE CANYON.

Brief of Accident (Continued)

File No. - 1325

9/12/86

CARBONADO,WA

A/C Reg. No. N9250U

Time (Lc1) - 1439 PDT

Occurrence #1 ABRUPT MANEUVER
Phase of Operation MANEUVERING

Finding(s)
1. UNDETERMINED

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)
2. OBJECT - WIRE,TRANSMISSION
3. CLEARANCE - INADEQUATE - 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. - 1316 10/22/86 BURLINGTON, WA A/C Reg. No. N64212 Time (Lcl) - 0710 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-BUSINESS	Fire	Crew 0	0	0	1
Flight Conducted Under	-14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During	-TAKEOFF					

-----Aircraft Information-----

Make/Model	- CESSNA 180K	Eng Make/Model	- CONTINENTAL O-470-U	ELT Installed/Activated	- YES/YES
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2800	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 230 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- FSS	Last Departure Point	ON AIRSTRIP
Method	- TELEPHONE	SAME AS ACC/INC	
Completeness	- UNK/NR	Destination	Airport Data
Basic Weather	- IMC	PASCO, WA	BAYVIEW FARMS
Wind Dir/Speed	- CALM	ATC/Airspace	Runway Ident
Visibility	- .200 SM	Type of Flight Plan	- 07
Lowest Sky/Clouds	- 50 FT PART OBS	Type of Clearance	- 2000/ 120
Lowest Ceiling	- NONE	Type Apch/Lndg	- GRASS/TURF
Obstructions to Vision	- FOG		Runway Status
Precipitation	- NONE		- WET
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 27	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total	- 1092
SE LAND	Months Since - 22	Make/Model	- 159
HELICOPTER	Aircraft Type - UNK/NR	Instrument	- 146
		Multi-Eng	- 60
		Last 24 Hrs	- UNK/NR
		Last 30 Days	- UNK/NR
		Last 90 Days	- 31
		Rotorcraft	- 68

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PLT WAS TAKING OFF IN FOG FROM WET GRASS STRIP. ACFT SWERVED LEFT, PLT UNABLE TO ARREST WITH OPPOSITE RUDDER AND BRAKE, COLLIDED WITH FENCE. ABORT NOT ATTEMPTED.

Brief of Accident (Continued)

File No. - 1316

10/22/86

BURLINGTON,WA

A/C Reg. No. N64212

Time (Lcl) - 0710 PDT

Occurrence ON GROUND COLLISION WITH OBJECT
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. OBJECT - FENCE
3. ABORT - NOT PERFORMED - PILOT IN COMMAND
4. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - WET
5. WEATHER CONDITION - GUSTS

----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. - 1227 3/01/86 WAUPUN, WI A/C Reg. No. N1636Y Time (Lcl) - 1235 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation - PERSONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under - 14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During - LANDING			0	0	0
					1

-----Aircraft Information-----

Make/Model - CESSNA 172C	Eng Make/Model - CONTINENTAL O-300	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2250	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 - TELEPHONE	WAUKESHA, WI	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	WAUPUN
Wind Dir/Speed- 250/010 KTS	ATC/Airspace	Runway Ident - 18
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3400/ 100
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 57	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 124
SE LAND	Months Since - 7	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 45
		Last 30 Days- UNK/NR
		Instrument- 4
		Last 90 Days- 18
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DRG ARRIVAL FOR A X-WIND LANDING, THE PLT MADE A HIGH APCH & USED FULL FLAPS TO STEEPEN HIS DSCNT OVER TREES NEAR THE APCH END OF THE RWY. HE STATED THAT THE TOUCHDOWN WAS NORMAL, BUT BEFORE HE COULD RAISE THE FLAPS, THE X-WIND PUSHED THE PLANE TO THE LEFT. SUBSEQUENTLY, THE ACFT ENCOUNTERED A SNOWBANK & NOSED OVER.

Brief of Accident (Continued)

File No. - 1227

3/01/86

WAUPUN, WI

A/C Reg. No. N1636Y

Time (Lcl) - 1235 CST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
2. PLANNED APPROACH - ABOVE -
3. WEATHER CONDITION - CROSSWIND
4. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
6. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

7. TERRAIN CONDITION - SNOWBANK

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) 4,6

Factor(s) relating to this accident is/are finding(s) 1,3,5,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1236	5/31/86	DURAND, WI	A/C Reg. No. N2669Q	Time (Lcl) - 2350 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	-LANDING			
<hr/>				
-----Aircraft Information-----				
Make/Model	- CESSNA 182K	Eng Make/Model	- CONTINENTAL D-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	
<hr/>				
-----Environment/Operations Information-----				
Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- FSS	Last Departure Point	ON AIRPORT	
Method	- UNK/NR	AUSTIN, MN		
Completeness	- FULL	Destination	Airport Data	
Basic Weather	- VMC	SAME AS ACC/INC		
Wind Dir/Speed	- 240/010 KTS	ATC/Airspace	Runway Ident	- 18
Visibility	- 20.0 SM	Type of Flight Plan	Runway Lth/Wid	- 2790/ 50
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	- NIGHT(DARK)			
<hr/>				
-----Personnel Information-----				
Pilot-In-Command	Age - 41	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT		
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)		
PRIVATE	Current - YES	Total	- 332	Last 24 Hrs - 2
SE LAND	Months Since - 13	Make/Model	- 230	Last 30 Days- UNK/NR
	Aircraft Type - UNK/NR	Instrument	- UNK/NR	Last 90 Days- 6
		Multi-Eng	- UNK/NR	Rotorcraft - UNK/NR
<hr/>				
Instrument Rating(s) - NONE				
<hr/>				
-----Narrative-----				
<p>ACCORDING TO THE PILOT, WINDS AT THE TIME OF THE ACCIDENT WERE OUT OF THE SOUTHWEST AT 10 GUSTING TO 15 KNOTS. HE STATED THAT UPON LANDING ON RUNWAY 18, THE AIRCRAFT LIFTED SLIGHTLY AND ROTATED APPROXIMATELY 10 DEGREES TO THE RIGHT. IT THEN RAN OFF THE EDGE OF THE RUNWAY AND STRUCK A STEEL RUNWAY MARKER AND TWO RUNWAY LIGHTS THAT WERE APPROXIMATELY 10 FEET OFF THE PAVED SURFACE.</p>				
<hr/>				

Brief of Accident (Continued)

File No. - 1236

5/31/86

DURAND,WI

A/C Reg. No. N2669Q

Time (Lc1) - 2350 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. WEATHER CONDITION - GUSTS
3. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

5. OBJECT - RUNWAY LIGHT

-----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. - 1257 7/09/86 MIDDLETON, WI A/C Reg. No. N761UA Time (Lcl) - 1250 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	1	0
Pass	0	0	0	0	0

Type of Operation -INSTRUCTIONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Fire NONE
Crew 0
Pass 0

-----Aircraft Information-----

Make/Model - CESSNA A152
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1670
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 110 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 050/012 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 3300 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data
MOREY

Runway Ident - 36
Runway Lth/Wid - 2260/ 135
Runway Surface - GRASS/TURF
Runway Status - SOFT

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
STUDENT

Age - 18

Biennial Flight Review

Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 63	Last 24 Hrs	- 0
Make/Model-	63	Last 30 Days-	UNK/NR
Instrument-	1	Last 90 Days-	6

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT STATED THAT HE WAS PRACTICING SOFT FIELD TAKEOFFS ON A GRASS STRIP. HE ABORTED HIS FIRST ATTEMPT TO MAKE AN INTERSECTION TAKEOFF. ON HIS SECOND TRY, HE THOUGHT HE COULD GET AIRBORNE, BUT DID NOT. THE AIRCRAFT STRUCK AN EMBANKMENT NEAR THE FAR END OF THE RUNWAY. AFTERWARDS, THE PILOT STATED THAT HE SHOULD HAVE USED PROPER SOFT FIELD TAKEOFF TECHNIQUES AS WELL AS ALL OF THE AVAILABLE RUNWAY.

Brief of Accident (Continued)

File No. - 1257

7/09/86

MIDDLETON, WI

A/C Reg. No. N761UA

Time (Lcl) - 1250 CDT

Occurrence ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. ALL AVAILABLE RUNWAY - NOT USED - PILOT IN COMMAND
2. AIRSPEED(VLOF) - NOT ATTAINED - PILOT IN COMMAND
3. REMEDIAL ACTION - NOT PERFORMED - PILOT IN COMMAND
4. TERRAIN CONDITION - DIRT BANK

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1213	7/19/86	HARTFORD, WI	A/C Reg. No. N3507	Time (Lcl) - 1510 CDT
-----Basic Information-----				
Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage SUBSTANTIAL	Injuries	
Type of Operation	-COMPETITION	Fire	Fatal	0
Flight Conducted Under	-14 CFR 91	NONE	Crew	0
Accident Occurred During	-LANDING		Pass	0
			Serious	0
			Minor	0
			None	1
-----Aircraft Information-----				
Make/Model	- PATTON PITTS S-1C	Eng Make/Model	- LYCOMING O-290	ELT Installed/Activated - NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System - NO
Max Gross Wt	- 1150	Engine Type	- RECIPROCATING-CARBURETOR	
No. of Seats	- 1	Rated Power	- 125 HP	
-----Environment/Operations Information-----				
Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT	
Method	- N/A	HARTFORD, WI		
Completeness	- N/A	Destination	Airport Data	
Basic Weather	- VMC	LOCAL	HARTFORD MUNI	
Wind Dir/Speed	- 190/008 KTS	ATC/Airspace	Runway Ident - 18	
Visibility	- 8.0 SM	Type of Flight Plan	Runway Lth/Wid - 2100/ 195	
Lowest Sky/Clouds	- 5000 FT	Type of Clearance	Runway Surface - GRASS/TURF	
Lowest Ceiling	- 5000 FT BROKEN	Type Apch/Lndg	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 - 509	Last 24 Hrs -	2
SE LAND	Months Since - 14	Make/Model- 42	Last 30 Days-	15
	Aircraft Type - C-172	Instrument- 3	Last 90 Days-	40
Instrument Rating(s) - NONE				

-----Narrative-----

THE PLT WAS ON AN AEROBATIC COMPETITION FLT. HE REPORTED THAT AFTER FINISHING A SEQUENCE OF AEROBATIC MANEUVERS, HE RETURNED TO THE RWY TO LAND. DURING THE LANDING, THE ACFT WAS HIGH ON FINAL APCH & TOUCHED DOWN TO FAR DOWN THE 2100 FT RWY. IT THEN CONTD OFF THE DEPARTURE END & WENT INTO A CORN FIELD & NOSED OVER.

Brief of Accident (Continued)

File No. - 1213

7/19/86

HARTFORD,WI

A/C Reg. No. N3507

Time (Lc1) - 1510 CDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
2. AIRSPEED - MISJUDGED - PILOT IN COMMAND
3. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - CROP

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1253 7/26/86 DODGEVILLE, WI A/C Reg. No. N80510 Time (Lc1) - 1600 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Fire	Crew	0	0	0	1
NONE	Pass	0	0	0	3

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

-----Aircraft Information-----

Make/Model - PIPER PA-28-161
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2325
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-D3G
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 120/006 KTS
Visibility - 8.0 SM
Lowest Sky/Clouds -
Lowest Ceiling - 4000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SUGAR GROVE, IL
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - VFR
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity
ON AIRPORT

Airport Data
DODGEVILLE

Runway Ident - 12
Runway Lth/Wid - 2740/ 75
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 29
Biennial Flight Review
Current - YES
Months Since - 24
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 116
Last 24 Hrs - 0
Make/Model- 13
Instrument- 0
Last 30 Days- UNK/NR
Last 90 Days- 1

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE PILOT, HIS BRAKES FAILED AND HE WAS UNABLE TO STOP BEFORE GOING OFF THE END OF THE RUNWAY AND OVER A 30 FOOT EMBANKMENT. DURING AN INSPECTION, THE BRAKES AND BRAKING SYSTEM WERE FOUND TO BE FREE OF ANY DEFECTS AND IN PROPER WORKING ORDER. ALSO, SKID MARKS NEAR THE END OF THE RUNWAY SHOWED THAT THE BRAKES HAD WORKED WHEN THEY WERE APPLIED.

Brief of Accident (Continued)

File No. - 1253

7/26/86

DODGEVILLE, WI

A/C Reg. No. N80510

Time (Lc1) - 1600 CDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. PROPER TOUCHDOWN POINT - EXCEEDED - PILOT IN COMMAND
2. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
3. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - ROUGH/UNEVEN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1258 8/30/86 MENOMINEE FALLS, WI A/C Reg. No. N3736M Time (Lcl) - 1300 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries			
Type of Operation - PERSONAL	Fire	Crew	Fatal	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	1	0	0
Accident Occurred During -MANEUVERING			0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-12	Eng Make/Model - LYCOMING O-320-A2A	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1750	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 200/005 KTS Visibility - 15.0 SM Lowest Sky/Clouds - 9000 FT Lowest Ceiling - 9000 FT BROKEN Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Point SAME AS ACC/INC Destination LOCAL ATC/Airspace Type of Flight Plan - NONE Type of Clearance - NONE Type Apch/Lndg - FORCED LANDING	Airport Proximity ON AIRPORT Airport Data AERO PARK Runway Ident - 18 Runway Lth/Wid - 1865/ 125 Runway Surface - GRASS/TURF Runway Status - DRY
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-----Personnel Information-----

Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 34 Biennial Flight Review Current - YES Months Since - 10 Aircraft Type - UNK/NR	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Flight Time (Hours) Total - 401 Make/Model- 9 Instrument- 4 Last 24 Hrs - 1 Last 30 Days- UNK/NR Last 90 Days- 12
--	--	--

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT THE ENG HAD QUIT 3 TIMES IN THE PAST 2 WEEKS. THE PURPOSE OF THE FLT WAS TO INSURE THAT THE ENG WAS WORKING PROPERLY. DURING TAKEOFF, IT LOST POWER AT ABOUT 100 FT AGL. THE PLT TRIED TO TURN & LAND ON THE SW PART OF THE ARPT. HOWEVER, A WING DRAGGED THE GROUND & THE ACFT CRASHED. A TEARDOWN OF THE CARBURETOR REVEALED THERE WAS A FOREIGN OBJECT IN THE MAIN FUEL JET.

Brief of Accident (Continued)

File No. - 1258

8/30/86

MENOMINEE FALLS, WI

A/C Reg. No. N3736M

Time (Lcl) - 1300 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CLIMB

Finding(s)

1. FUEL SYSTEM, CARBURETOR - BLOCKED(TOTAL)
 2. MAINTENANCE - INADEQUATE -
 3. FLUID, FUEL - STARVATION
-

Occurrence #2 FORCED LANDING
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Occurrence #3 DRAGGED WING, ROTOR, POD, OR FLOAT
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

4. TERRAIN CONDITION - GROUND
 5. CLEARANCE - MISJUDGED - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1330 5/31/86 CHEYENNE,WY A/C Reg. No. N3967S Time (Lcl) - 1400 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
DESTROYED
Fire NONE

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - BAUER'S MITCHELL WING U-2
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 615
No. of Seats - 1

Eng Make/Model - CUYUNA 440
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 30 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 010/009 KTS
Visibility - 40.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 5000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
CHEYENNE,WY
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - VFR
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

CHEYENNE
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 63
Biennial Flight Review
Current - YES
Months Since - 10
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	247
Make/Model-	7
Instrument-	2
Last 24 Hrs	UNK/NR
Last 30 Days-	6
Last 90 Days-	7

Instrument Rating(s) - NONE

-----Narrative-----

THIS WAS AN EXPERIMENTAL AMATEUR-BUILT ACFT. WITNESSES REPORTED SEEING THE ACFT IN A STEEP RIGHT BANK WHEN THE ENG LOST POWER. THE ACFT WAS THEN SEEN TO STALL AND ENTER A RIGHT SPIN. WITNESSES SAID THE PLT RECOVERED BUT ENTERED A SECOND STALL AND DOVE STRAIGHT INTO GROUND. NO EVIDENCE OF AIRFRAME, ENG, PROP, OR FLT CONTROL MALFUNCTION/FAILURE WAS FOUND. ENG WAS LATER FUNCTIONALLY TESTED AND RAN NORMALLY. PLT HAD NEVER BEEN GIVEN INSTRUCTION IN STALL/SPIN RECOVERY. PLT HAD LOGGED 7 HRS IN ACFT AND WAS MAKING 5TH FLT WHEN ACCIDENT OCCURRED. DENSITY ALTITUDE WAS COMPUTED TO BE 8157 FT MSL.

Brief of Accident (Continued)

File No. - 1330

5/31/86

CHEYENNE,WY

A/C Reg. No. N3967S

Time (Lcl) - 1400 MDT

Occurrence #1 ABRUPT MANEUVER
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

1. AEROBATICS - PERFORMED - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND
4. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, INADEQUATE TRAINING(EMERGENCY PROCEDURE(S)) - PILOT IN COMMAND
6. REMEDIAL ACTION - PERFORMED - PILOT IN COMMAND
7. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
8. STALL - INADVERTENT - PILOT IN COMMAND
9. IMPROPER USE OF EQUIPMENT/AIRCRAFT, PANIC - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

10. TERRAIN CONDITION - GROUND
11. WEATHER CONDITION - HIGH DENSITY ALTITUDE

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4,8

Factor(s) relating to this accident is/are finding(s) 3,5,6,7,9,10,11

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1347 9/26/86 WRIGHT,WY A/C Reg. No. N7289K Time (Lcl) - 0900 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -AERIAL OBSERVATION
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAXI

Aircraft Damage

SUBSTANTIAL

Fire

NONE

Crew

Pass

Fatal

0

0

Injuries

Serious

0

0

Minor

0

0

None

1

1

-----Aircraft Information-----

Make/Model - PIPER PA-18-150
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1750
No. of Seats - 2

Eng Make/Model - LYCOMING O-320-A2A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 210/016 KTS

Visibility - 20.0 SM

Lowest Sky/Clouds - 20000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 40

Biennial Flight Review

Current - YES

Months Since - 21

Aircraft Type - PA18150

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 241

Make/Model- 210

Instrument- 14

Last 24 Hrs - 1

Last 30 Days- 20

Last 90 Days- 20

Instrument Rating(s) - NONE

-----Narrative-----

ACFT WAS TAXIING FOR TAKEOFF FROM DRIVEWAY ON PRIVATE RANCH. PLT SAID THERE WAS STRONG X-WING GUSTING FROM LEFT TO RIGHT. PLT SAID HE WAS HOLDING RIGHT RUDDER WHEN WIND VELOCITY DECREASED. WING TIP STRUCK POST BESIDE DRIVEWAY, ACFT TURNED RIGHT, AND ROLLED INTO DITCH.

Brief of Accident (Continued)

File No. - 1347

9/26/86

WRIGHT,WY

A/C Reg. No. N7289K

Time (Lc1) - 0900 MDT

Occurrence ON GROUND COLLISION WITH OBJECT
Phase of Operation TAXI - TO TAKEOFF

Finding(s)

1. OBJECT - FENCE
 2. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND
 3. WEATHER CONDITION - CROSSWIND
 4. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
 5. WEATHER CONDITION - GUSTS
 6. AILERON - IMPROPER USE OF - PILOT IN COMMAND
 7. RUDDER - IMPROPER USE OF - PILOT IN COMMAND
 8. 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) 4,6,7

Factor(s) relating to this accident is/are finding(s) 1,2,3,5,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1348 10/24/86 GREYBULL, WY A/C Reg. No. N6277Z Time (Lcl) - 1237 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
SUBSTANTIAL
Fire NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew		0	0	0	1
Pass		0	0	0	1

-----Aircraft Information-----

Make/Model - CESSNA TU206G
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3600
No. of Seats - 6

Eng Make/Model - CONTINENTAL TSIO-520-M
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 310 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 40.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
ENGLEWOOD, CO
Destination
GREAT FALLS, MT

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 - HIGH VEGETATION

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 45
Biennial Flight Review
Current - YES
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 1406
Make/Model- 524
Instrument- 18
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 21

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT DEPARTED AURORA, CO AT 1000 EN ROUTE TO GREAT FALLS, MT AT 8000 FT MSL. AT 1237 THE PLT ADVISED WORLAND FSS THAT THE ENG HAD LOST POWER AND HE WAS GOING DOWN. THE PLT SAID THAT ON FINAL APCH HE HAD TO PULL UP TO AVOID POWER LINES. THE ACFT STALLED AND NOSED INTO GROUND. THE CRASH SITE WAS 5 MI EAST OF GREYBULL, WY. THE FUEL SELECTOR VALVE WAS POSITIONED ON THE LEFT TANK. THE LEFT TANK WAS FOUND TO BE EMPTY AND THE RIGHT TANK WAS FULL. THE ACFT HAS 2 FUEL TANKS, EACH HOLDS 46 GALS (44 USABLE). THE DISTANCE FROM AURORA TO GREYBULL IS APRX 354 NAUTICAL MI. TIME EN ROUTE WAS APRX 2 HRS, 37 MIN. THIS COMPUTES TO AVERAGE 136.2 KTS GROUND SPEED. PERFORMANCE CHART FOR 8000 FOOT PRESSURE ALT GIVES A NUMBER OF POWER SETTINGS THAT WILL YIELD AVERAGE FUEL CONSUMPTION RATES BETWEEN 10.3 AND 17.8 GPH AND AVERAGE TRUE AIRSPEED BETWEEN 111 AND 151 KTS.

Brief of Accident (Continued)

File No. - 1348

10/24/86

GREYBULL,WY

A/C Reg. No. N6277Z

Time (Lcl) - 1237 MDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FUEL SUPPLY - INATTENTIVE - PILOT IN COMMAND
2. FUEL SYSTEM,SELECTOR VALVE - NOT SWITCHED
3. FUEL TANK SELECTOR POSITION - DELAYED - PILOT IN COMMAND
4. FLUID,FUEL - STARVATION
5. FUEL CONSUMPTION CALCULATIONS - MISJUDGED - PILOT IN COMMAND
6. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

7. EMERGENCY PROCEDURE - PERFORMED - PILOT IN COMMAND

Occurrence #3 ABRUPT MANEUVER
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

8. OBJECT - WIRE,TRANSMISSION
9. PULL-UP - PERFORMED - PILOT IN COMMAND
10. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

11. TERRAIN CONDITION - OPEN FIELD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,10

Factor(s) relating to this accident is/are finding(s) 1,5,6,7,8,9,11

EMBRY-RIDDLE AERO.U. DAYTONA BEACH



3 1745 00065 7497

NTSB/AAB-87/09

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