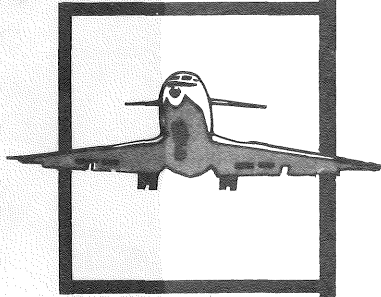


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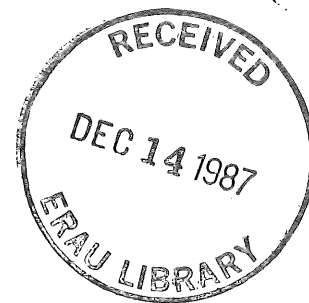
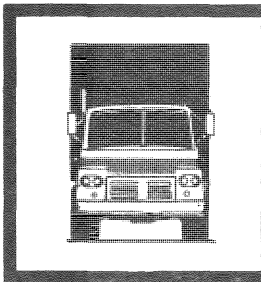
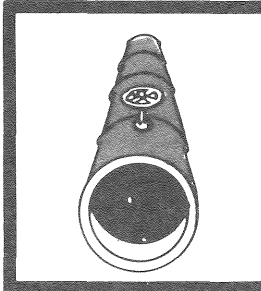
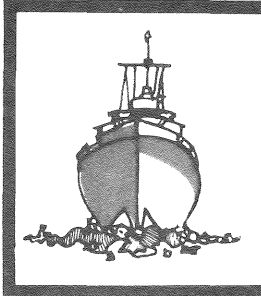
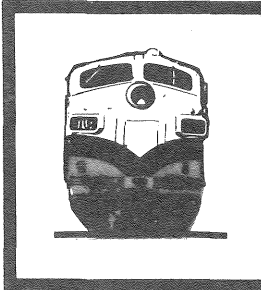
NATIONAL TRANSPORTATION SAFETY BOARD



WASHINGTON, D.C. 20594

AIRCRAFT ACCIDENT REPORTS

**BRIEF FORMAT
U.S. CIVIL AND FOREIGN AVIATION
ISSUE NUMBER 8 OF 1986 ACCIDENTS**



NTSB / AAB-87/10

UNITED STATES GOVERNMENT

TECHNICAL REPORT DOCUMENTATION PAGE

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16. Abstract This publication contains selected aircraft accident reports in Brief Format occurring in U.S. civil and foreign aviation operations during Calendar Year 1986. Approximately 200 General Aviation and Air Carrier accidents contained in this publication represent a random selection. This publication is issued irregularly, normally eighteen times each year. The Brief Format represents the facts, conditions, circumstances and probable cause(s) for each accident. File Numbers: 1401 through 1600					
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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 cowling, 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 8

CALENDAR YEAR 1986

File Order Listing - Issue No. 8, 1986

File Number	Aircraft Regist.	Date	Location	Make	Aircraft Model	Injury Index	Page
1401	6680Q	052086	WINONA, KS	GRUMMAN-SCHW	G-164A	NONE	236
1402	73087	090786	JACKSONVILLE, FL	CESSNA	140	NONE	162
1403	938SC	090486	PALMETTO, FL	PIPER	PA-38	NONE	160
1404	1883D	082986	LANTANA, FL	BEECH	G-35	NONE	158
1405	4524J	082786	CEDAR KEY, FL	PIPER	PA-28-R	NONE	156
1406	6460W	082586	FORT PIERCE, FL	PIPER	PA-28-140	NONE	154
1407	55290	082486	DUBLIN, MS	BOEING	PT-17	MINOR	282
1408	9025V	091986	FARGO, ND	BEECH	B58	NONE	298
1409	1110Z	080886	CLARK, CO	HUGHES	369D	MINOR	144
1410	7364	082986	BAYARD, NE	GRUMMAN	G-164A	NONE	302
1411	634U	082286	GOODWIN, AR	GRUMMAN	G-164	NONE	36
1412	5575Y	081186	DIXON, IA	TERATORN	TIERRA 2	NONE	212
1413	23266	082386	VERO BEACH, FL	PIPER	J3C-65	SERIOUS	150
1414	5299J	082586	NASHVILLE, TN	CESSNA	421C	NONE	358
1415	24491	051186	INDEPENDENCE, MO	TAYLORCRAFT	BL-65	SERIOUS	272
1416	55654	020686	BISMARCK, ND	PIPER	PA-34-200	FATAL	294
1417	4491J	041786	WESTVILLE, IN	PIPER	PA-28-140	FATAL	230
1418	32907	032486	CEDAR CITY, UT	I.C.A. BRASO	IS-28B2	FATAL	360
1419	40660	070486	ASHLAND, MT	PIPER	J-3	NONE	290
1420	4016F	080986	TEN SLEEP, WY	CESSNA	172	FATAL	392
1421	1421T	091286	MIAMI, FL	PIPER	PA-34-200	NONE	164
1422	4892R	091386	NEWBERRY, FL	CESSNA	A188B	NONE	166
1423	24854	092486	DELTONA, FL	CESSNA	152	MINOR	170
1424	56522	092686	ARCADIA, FL	PIPER	PA-28-140	MINOR	172
1425	757EQ	092786	SAN JUAN, PR	CESSNA	152	NONE	344

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1426	40070	092886	CEDAR KEY, FL	PIPER	PA-28-161	NONE	174
1427	6608Q	103086	MEMPHIS, MO	GRUMMAN	G164B	NONE	280
1428	2952D	072386	MOBILE, AL	PIPER	PA-34-200T	NONE	34
1429	7442F	081186	LAURENS, SC	HUGHES	269C	NONE	352
1430	4745G	053086	PORT HURON, MI	CESSNA	195	NONE	254
1431	8787C	081786	GALESBURG, IL	PIPER	PA-28-181	NONE	226
1432	69223	101986	GALESBURG, MI	CESSNA	152	NONE	264
1433	53137	100686	GILBERT, LA	CESSNA	A188B	NONE	244
1434	7309D	110186	HENNESSEY, OK	SNOW	AT-301	NONE	332
1435	43529	032286	TIOGA, NY	TAYLORCRAFT	BC12-D	MINOR	320
1436	441CD	011586	WEST COLUMBIA, SC	CESSNA	441	MINOR	346
1437	36175	061786	WAYNESVILLE, OH	SCHWEISER	SGS 1-36	FATAL	326
1438	404WW	071786	STATEN ISLAND, NY	BELL	B-222A	NONE	324
1439	16047	042386	GREGORY, MI	CESSNA	150	NONE	252
1441	8200Z	092386	SANFORD, FL	PIPER	PA-28-161	NONE	168
1442	29HH	100186	TITUSVILLE, FL	CESSNA	T310R	SERIOUS	176
1443	8147Q	101486	CARIBBEAN SEA, CB	CESSNA	U206F	NONE	140
1444	7395E	101586	KISSIMMEE, FL	CESSNA	210	NONE	184
1445	4011S	102286	GLEN ALLAN, MS	AYRES	SR-2-600	NONE	286
1446	93588	103086	BOCA RATON, FL	CESSNA	152	NONE	192
1447	63328	102886	POMPANO BEACH, FL	CESSNA	172P	NONE	188
1448	242FT	103086	MELBOURNE, FL	PIPER	PA-28	NONE	190
1449	8969C	103186	FT. PIERCE, FL	PIPER	PA-28-181	NONE	194
1450	89543	111086	POLARVILLE, MS	CESSNA	152	NONE	288
1451	9033A	062786	TYONEK, AK	CESSNA	170A	NONE	10

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
1452	1773Q	061986	TALKEETNA, AK	CESSNA	150	NONE	6
1453	539Y	032086	LIME VILLAGE, AK	DEHAVILLAND	DHC-4A	FATAL	2
1454	2393C	061986	FAIRBANKS, AK	CESSNA	180	NONE	4
1455	68396	062586	BARROW, AK	CESSNA	305/L-19	NONE	8
1456	734WE	122286	RUBY, AK	CESSNA	206	NONE	30
1457	9275B	082386	MUSKEGON, MI	CESSNA	175	NONE	260
1458	68729	061586	LIBERTY, MO	CESSNA	152	NONE	274
1459	9161X	091286	ROLLA, MO	CESSNA	182	MINOR	276
1460	39202	081086	GRAND ISLAND, NE	AMATEUR BUIL	QUICKIE Q2	MINOR	300
1461	217SD	122086	LOUISVILLE, KY	BEECH	D-17-S	NONE	238
1463	9101D	082786	MYRTLE BEACH, SC	PIPER	PA-25	NONE	356
1464	1803Q	102886	GRAND LEDGE, MI	CESSNA	U206F	MINOR	266
1465	75363	111086	WINAMAC, IN	PIPER	PA-32R-300	NONE	234
1466	700EC	073186	LIHUE, HI	BELL	47G-3B1	SERIOUS	210
1467	5056S	100786	LAKELAND, FL	PIPER	PA-28-200	MINOR	180
1468	99Y	101586	KEY WEST, FL	WACO	YMF	NONE	182
1470	71713	072686	RINGGOLD, GA	LUSCOMBE	8A	MINOR	196
1471	88GT	031786	TAHOE VALLEY, CA	AEROSPATIALE	AS-350D	MINOR	66
1472	9656V	050386	OAKLAND, CA	CESSNA	172M	MINOR	80
1473	68916	062086	PRESCOTT, AZ	CESSNA	152	MINOR	54
1474	1866T	061586	PALMER, MA	PIPER	PA-28-140	MINOR	246
1475	89720	062186	WAYNE, NJ	CESSNA	152	MINOR	310
1476	6150Q	062786	DANBURY, CT	CESSNA	152	NONE	148
1477	1031M	061086	COLUMBIA, PA	AEROSPORT	SCAMP	SERIOUS	338
1478	75579	121486	PINE BLUFF, AR	CESSNA	172P	NONE	42

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1479	7625Y	082386	HOPE, AR	PIPER	PA-30	NONE	38
1480	48592	061786	ABBEVILLE, LA	GRUMMAN	G-164B	NONE	240
1481	4842B	071186	ABBEVILLE, LA	GRUMMAN	G-164A	NONE	242
1482	320Y	101686	BELLEVIEW, FL	BUHL	LA-1	NONE	186
1483	32724	080586	GULF OF MEXICO, GM	BOEING	727-224	SERIOUS	204
1484	3823A	062086	SAN RAFAEL, CA	BEECH	A-36TC	SERIOUS	92
1485	21677	062286	COLUMBIA, CA	PIPER	J-3	NONE	94
1486	8503W	060686	THERMAL, CA	HILLER	UH-12E	FATAL	88
1487	1455J	091786	EL MONTE, CA	AERO COMMAND	112A	NONE	116
1488	6430J	071486	HYAMPOM, CA	PIPER	PA-28-180	MINOR	108
1489	5256A	032186	PHOENIX, AZ	CESSNA	T210N	SERIOUS	44
1490	4496C	042386	SAN RAFAEL, CA	CESSNA	195A	SERIOUS	70
1490	3947N	042386	SAN RAFAEL, CA	BEECH	35	SERIOUS	72
1491	211DM	041286	GRAND CANYON, AZ	ROBINSON	R22	NONE	50
1492	704PL	042786	TORREY PINES, CA	CESSNA	150M	NONE	76
1493	94798	012686	APPLE VALLEY, CA	ERCOUPE	E	MINOR	64
1494	12962	042786	KEARNY, AZ	CESSNA	172	MINOR	52
1495	74162	072086	VACAVILLE, CA	GLASFLUGEL	ST LIBELLE	SERIOUS	110
1496	9845E	082886	FREMONT, CA	SCHWEIZER	SGS 2-32	SERIOUS	114
1497	30814	121486	WILLOW, AK	CESSNA	177	SERIOUS	26
1498	6910K	062886	TOLSONA LAKE, AK	PIPER	PA-20	NONE	14
1499	4290H	090786	PORT HEIDEN, AK	PIPER	PA-14	NONE	22
1500	9001M	062986	EUREKA, AK	CESSNA	180H	NONE	16
1501	85LA	051986	OGDEN, UT	DENNEY AEROC	KITFOX	SERIOUS	362
1502	9011J	072586	SANDUSKY, OH	PIPER	PA-28-180	NONE	328

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1503	56616	080286	CUMMING, GA	MAULE	M-7-235	NONE	198
1504	11154	082686	CAMPOBELLO, SC	CESSNA	150L	NONE	354
1505	7059R	072186	TOPSAIL BEACH, NC	PIPER	PA-28-140	MINOR	292
1506	6521B	071386	CONWAY, SC	CESSNA	C-152	NONE	350
1507	93703	100986	PRICE, UT	CESSNA	152	MINOR	366
1508	68214	011386	CALDWELL, NJ	CESSNA	152	SERIOUS	308
1509	5474E	062886	SOUTH SUTTON, NH	ALON	A2	MINOR	306
1510	75571	083086	HAYES CENTER, NE	CESSNA	172	NONE	304
1511	6175B	092886	LEXINGTON, MO	CESSNA	182A	MINOR	278
1512	22037	111586	FLIPPIN, AR	CESSNA	150H	NONE	40
1513	27PR	072286	ISLA VERDE, PR	DOUGLAS	DC-3	FATAL	342
1514	49P	082486	FELLSMERE, FL	RUSSELL POST	MONI MOTOR	FATAL	152
1515	6567Y	101986	CLEVES, OH	CESSNA	T210N	NONE	330
1516	3MR	042686	CLIO, SC	RUSSELL	ACRO MR3	NONE	348
1517	942SA	090486	TALKEETNA, AK	CESSNA	TU206A	NONE	20
1518	180SR	062886	ANCHORAGE, AK	CESSNA	180H	NONE	12
1519	2806C	063086	ALEXANDER CREEK, AK	CESSNA	170B	MINOR	18
1520	6006S	062386	TOMS RIVER, NJ	BEECH	B-60	NONE	312
1521	31SD	060386	MIDDLETOWN, CT	CESSNA	152	NONE	146
1522	13608	061486	ARCADE, NY	CESSNA	172	NONE	322
1523	5592U	062386	BALLY, PA	PIPER	PA-28-140	MINOR	340
1524	8384Q	060986	PRESQUE ISLE, ME	CESSNA	U206	NONE	248
1525	2406J	063086	UKIAH, CA	PIPER	PA-18-150	NONE	100
1526	3885A	062286	AGUANGA, CA	SCHWEIZER	SGS 1-26C	SERIOUS	96
1527	22MS	053186	GASQUET, CA	CESSNA	150	NONE	86

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1528	1787P	060886	SANTA MARGARITA, CA	PIPER	PA-28-150	NONE	90
1529	2338B	073086	HUNTINGTON BCH, CA	TEMCO	GC-1B	MINOR	112
1530	2996W	050686	AGANA, GM	BELL	47G-5A	FATAL	202
1531	53SA	011386	KALAUPAPA, HI	CESSNA	402B	NONE	206
1533	5042X	082786	SHELLMAN, GA	ROCKWELL INT	S-2R	NONE	200
1534	821LG	022786	COATSVILLE, PA	DASSAULT	DA-10	MINOR	336
1535	7687B	062786	MAMMOTH, CA	BELLANCA	14-19-2	NONE	98
1536	56760	051086	ANGELS CAMP, CA	BOEING	A75	MINOR	84
1537	738JE	043086	CLEARLAKE, CA	CESSNA	172N	NONE	78
1538	46MT	042586	BERMUDA DUNES, CA	CESSNA	501	NONE	74
1539	50306	040386	TUCSON, AZ	CESSNA	150H	NONE	46
1540	7563U	040386	GLENDALE, AZ	CESSNA	150M	NONE	48
1541	9309V	050386	MORGAN HILL, CA	MOONEY	M20F	FATAL	82
1542	7108M	070686	ATWATER, CA	CESSNA	175	MINOR	104
1543	8075X	070686	VACAVILLE, CA	PIPER	PA-28-161	NONE	106
1544	399WM	110586	SAN DIEGO, CA	BEECH	K35	MINOR	124
1546	4101E	111786	CHANDLER, AZ	PIPER	PA-18-150	NONE	60
1547	4085N	111786	COLUMBIA, CA	CESSNA	120	NONE	128
1548	2731U	111986	CORONA, CA	CESSNA	A150M	NONE	130
1549	5360Q	110886	ELK GROVE, CA	CESSNA	150L	NONE	126
1550	2853X	102386	MADERA, CA	PIPER	PA-28RT-20	NONE	122
1551	4823D	101286	KING CITY, CA	CESSNA	182A	NONE	118
1552	12BX	100386	HOLBROOK, AZ	PIPER	PA-30	NONE	56
1553	365A	112986	PHOENIX, AZ	PITTS SPECIA	S1-D	NONE	62
1554	5808Q	120886	MICHIGAN BAR, CA	MOONEY	M20C	NONE	138

File Number -----	Aircraft Regist. -----	Date ----	Location -----	Make ----	Aircraft Model -----	Injury Index -----	Page ----
1555	759DH	120686	SAN RAFAEL, CA	CESSNA	182Q	NONE	136
1556	8474W	112386	MERCED, CA	PIPER	PA-28-180	MINOR	132
1557	7558	110986	SUN CITY, AZ	SCHWEIZER	SGS2-33A	NONE	58
1558	1118L	101886	FOLSOM, CA	LAKE	LA4-180	SERIOUS	120
1559	4863F	032586	LAKEPORT, CA	CESSNA	172N	NONE	68
1560	3179X	011586	WAIMEA, HI	BELL	206B-3	MINOR	208
1561	91360	070486	LINCOLN, CA	PIPER	PA-38	NONE	102
1562	7668Y	111286	MINNEAPOLIS, MN	PIPER	PA-30	NONE	270
1563	3066T	103186	HARRISBURG, IL	PIPER	PA-28-236	NONE	228
1564	2430E	082286	LODI, WI	PIPER	PA-38-112	NONE	382
1565	2352N	082486	CLINTONVILLE, WI	PIPER	PA-38-112	NONE	384
1566	8765S	082486	MILFORD, MI	CESSNA	150F	MINOR	262
1567	58287	111586	GREGORY, MI	BURKHART GRO	109B	NONE	268
1568	4196N	110286	BALDWIN, WI	RAVEN	S-66A	SERIOUS	386
1569	2444N	072686	MIDDLETON, WI	PIPER	PA-38-112	MINOR	378
1570	2185B	072686	TRAVERSE CITY, MI	PIPER	PA-28-181	NONE	256
1571	81753	072986	MORRIS, IL	PIPER	PA-32R-301	NONE	224
1572	4865V	072786	WINNECONNE, WI	BELLANCA	17-30	NONE	380
1573	65901	072886	MATTOON, IL	SCHWEIZER	SGS 2-33A	MINOR	222
1574	113G	082086	KEEGO HARBOR, MI	REPUBLIC	RC-3	MINOR	258
1575	30196	080386	LARAMIE, WY	WACO	UPF-7	MINOR	390
1576	2465B	062386	PROVO, UT	PIPER	PA-38	NONE	364
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1579	42RJ	041286	ERIE, CO	RJB AVIATION	SKYBOLT A-	NONE	142

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1583	96701	072886	BRIDGEPORT, WV	CESSNA	172	FATAL	388
1584	2320J	081786	STANWOOD, WA	BEECH	23	FATAL	370
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1586	5576F	081086	PRESTON, ID	PIPER	PA-28-140	MINOR	214
1587	1083Z	081086	GRANGEVILLE, ID	BELL	206L-1	MINOR	216
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1589	2654G	110886	BELLINGHAM, WA	CESSNA	182B	NONE	374
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1591	24485	101686	HATTIESBURG, MS	CESSNA	152	SERIOUS	284
1592	338NA	100786	JACKSONVILLE, FL	TED SMITH	AEROSTAR 6	NONE	178
1593	66CF	112986	OCEANO, CA	CESSNA	182L	FATAL	134
1594	2565P	102586	PORT TOWNSEND, WA	PIPER	PA-38	FATAL	372
1595	1873F	082086	LAGES, NV	CESSNA	210F	MINOR	314
1596	2723Z	081386	EASTON, WA	SCHWEIZER	2-22EK	NONE	368
1597	4077X	082486	CALDWELL, ID	AYRES	S2R-600	NONE	218
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AIRCRAFT ACCIDENT REPORTS

BRIEF FORMAT

U.S. CIVIL AND FOREIGN AVIATION

ISSUE NUMBER 8 OF 1986 ACCIDENTS

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1453 3/20/86 LIME VILLAGE, AK A/C Reg. No. N539Y Time (Lcl) - 1330 AST

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

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

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

Make/Model - DEHAVILLAND DHC-4A	Eng Make/Model - P&W R-2000-7M2	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 28500	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 3	Rated Power - 1350 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - ACFT RADIO	PALMER, AK	
Completeness - PARTIAL, LMTD BY PILOT	Destination	Airport Data
Basic Weather - VMC	LIME VILLAGE, AK	LIME VILLAGE
Wind Dir/Speed- 290/009 KTS	ATC/Airspace	Runway Ident - 27
Visibility - 100.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 1500/ 75
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ICE
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - ICE COVERED
Obstructions to Vision- NONE	STRAIGHT-IN	
Precipitation - NONE	FULL STOP	
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 48	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - UNK/NR
SE LAND, ME LAND, SE SEA, ME SEA	Months Since - 3	Make/Model- UNK/NR
HELICOPTER	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS ON FINAL APPROACH WITH ITS GEAR DOWN WHEN ITS NOSE PITCHED DOWN. THE ACFT THEN ROLLED LEFT AND CRASHED INTO TREES. THE ACFT'S COCKPIT, CABIN, ENGINE NACELLS, CARGO AND PORTIONS OF THE WINGS WERE DESTROYED BY POST-IMPACT FIRE. NO MECHANICAL MALFUNCTION WAS EVIDENT. THE ACFT HAD A RESTRICTED CATEGORY AIRWORTHINESS CERTIFICATE AND THE PLT HAD CARGO ONBOARD WHICH BELONGED TO A CUSTOMER WHO HAD QUOTED A PRICE FOR THE CARRIAGE OF THAT CARGO. THE RWY LENGTH LISTED IN THE ALASKA SUPPLEMENT WAS 1000 FT TOO LONG AND THE SURFACE WAS GLAZED WITH ICE.

Brief of Accident (Continued)

File No. - 1453

3/20/86

LIME VILLAGE, AK

A/C Reg. No. N539Y

Time (Lcl) - 1330 AST

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. AIRSPEED(VS) - POOR - PILOT IN COMMAND
3. STALL - INADVERTENT - PILOT IN COMMAND
4. ALTITUDE - INADEQUATE - PILOT IN COMMAND
5. GO-AROUND - ATTEMPTED - PILOT IN COMMAND

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1454 6/19/86 FAIRBANKS, AK A/C Reg. No. N2393C Time (Lcl) - 1457 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

SUBSTANTIAL

Fire

NONE

Crew

Pass

Fatal

0

0

Injuries

Serious

0

0

Minor

0

0

None

1

0

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

Make/Model - CESSNA 180
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2550
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470-L

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 230 HP

ELT Installed/Activated - YES/NO

Stall Warning System - YES

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

Weather Data

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

Wind Dir/Speed- 180/007 KTS

Visibility - 60.0 SM

Lowest Sky/Clouds - 5000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

FAIRBANKS, AK

Destination

FAIRBANKS, AK

Airport Proximity

ON AIRPORT

Airport Data

FAIRBANKS

Runway Ident - 19L

Runway Lth/Wid - 3600/ 50

Runway Surface - GRAVEL

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)

PRIVATE

SE LAND

Age - 39

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 65

Make/Model- 5

Instrument- 0

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT A LOUD BANG WAS HEARD AT AN ALT OF ABOUT 25 FT AGL SHORTLY AFTER TAKEOFF. THE ACFT SETTLED TO THE RWY AND PWR WAS REGAINED. THE ACFT THEN VEERED OFF THE LEFT SIDE OF THE RWY AND NOSED OVER. POST ACCIDENT INSPECTION REVEALED MAINTENANCE PERSONNEL WHO OVERHAULED THE FUEL SELECTOR VALVE TO REMEDY A LEAK REASSEMBLED THE UNIT INCORRECTLY. THE OWNER AND PILOT DID NOT INSIST ON THE VALVE PROBLEM BEING REMEDIED.

Brief of Accident (Continued)

File No. - 1454

6/19/86

FAIRBANKS, AK

A/C Reg. No. N2393C

Time (Lcl) - 1457 ADT

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

Finding(s)

1. FLUID, FUEL - STARVATION
 2. FUEL SYSTEM, SELECTOR VALVE - IMPROPER
 3. MAINTENANCE, INSTALLATION - INACCURATE - OTHER MAINTENANCE PSNL
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1452 6/19/86 TALKEETNA, AK A/C Reg. No. N1773Q Time (Lcl) - 1730 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

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

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

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

Eng Make/Model - CONTINENTAL O-200-A
Number Engines - 2
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- 190/010 KTS
Visibility - 30.0 SM
Lowest Sky/Clouds - 5000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
TALKEETNA, AK
Destination
UNK/NR

ATC/Airspace

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

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

MONTANA CREEK
Runway Ident - 34
Runway Lth/Wid - 2400-N/A
Runway Surface - DIRT
Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)
STUDENT

Age - 29

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	- 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 STUDENT PILOT, WHO WAS CARRYING A PASSENGER, MIXED AUTOMOTIVE FUEL WITH AVIATION GASOLINE. THE AUTO GAS CONTAINED WATER CAUSING THE ENGINE TO RUN INTERMITTENTLY. THE AIRPLANE TURNED OVER DURING A FORCED LANDING IN A SWAMP. POST ACCIDENT INSPECTION REVEALED THE RIGHT FUEL TANK FILLER CAP WAS MISALIGNED IN A MANNER WHICH WOULD ALLOW SIPHONING.

Brief of Accident (Continued)

File No. - 1452

6/19/86

TALKEETNA, AK

A/C Reg. No. N1773Q

Time (Lcl) - 1730 ADT

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

Finding(s)

1. FLUID, FUEL - WATER
 2. FLUID, FUEL GRADE - IMPROPER
 3. JUDGEMENT - POOR - PILOT IN COMMAND
 4. FUEL SYSTEM, CAP - UNLOCKED
 5. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1455 6/25/86 BARROW, AK A/C Reg. No. N68396 Time (Lcl) - 1623 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	0	0	2
Accident Occurred During -LANDING			0	0	0	0

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

Make/Model - CESSNA 305/L-19	Eng Make/Model - CONTINENTAL O-470-11B	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 - 2	Rated Power - 205 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	BARROW, AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	BARROW, AK	WILEY POST/WILL ROGERS
Wind Dir/Speed- 150/010 KTS	ATC/Airspace	Runway Ident - 06
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 6500/ 150
Lowest Sky/Clouds - 6000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 10000 FT OVERCAST	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 50	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1545
SE LAND	Months Since - 9	Make/Model- 15
	Aircraft Type - UNK/NR	Instrument- 30
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 20

Instrument Rating(s) - NONE

-----Narrative-----

THE NON-CERTIFICATED FLIGHT INSTRUCTOR FAILED TO RESPOND IN TIME TO IMPROPER CONTROL INPUT BY THE STUDENT. THE AIRPLANE GROUND LOOPED AND WENT ON ITS NOSE SUSTAINING SUBSTANTIAL DAMAGE.

Brief of Accident (Continued)

File No. - 1455

6/25/86

BARROW, AK

A/C Reg. No. N68396

Time (Lcl) - 1623 ADT

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. GROUND LOOP/SWERVE - INADVERTENT - DUAL STUDENT
3. IMPROPER USE OF PROCEDURE, INATTENTIVE - PILOT IN COMMAND
4. DIRECTIONAL CONTROL - INATTENTIVE - 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

Brief of Accident

Time (Lc1) - 1500 ADT

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

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

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

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

Total	-	127	Last 24 Hrs	-	1
Make/Model	-	14	Last 30 Days	-	UNK/NR
Instrument	-	0	Last 90 Days	-	13

Instrument Rating(s) - NONE

THE RELATIVELY INEXPERIENCED PRIVATE PILOT ATTEMPTED TO LAND HIS AIRPLANE ON A GRAVEL BEACH AS THE TIDE WAS RECEDING. HE FAILED TO MAINTAIN DIRECTIONAL CONTROL AND THE AIRPLANE WAS SUBSTANTIALLY DAMAGED IN THE ENSUING GROUND LOOP.

Brief of Accident (Continued)

File No. - 1451

6/27/86

TYONEK, AK

A/C Reg. No. N9033A

Time (Lcl) - 1500 ADT

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

Finding(s)

1. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
2. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
3. TERRAIN CONDITION - LOOSE GRAVEL/SANDY

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1518	6/28/86	ANCHORAGE, AK	A/C Reg. No. N180SR	Time (Lcl) - 1358 ADT
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----Basic Information----

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

----Aircraft Information----

Make/Model - CESSNA 180H	Eng Make/Model - CONTINENTAL O-470-R	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 - 4	Rated Power - 230 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	ANCHORAGE, AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	MERRILL FIELD
Wind Dir/Speed- 290/006 KTS	ATC/Airspace	Runway Ident - 33
Visibility - 90.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2469/ 60
Lowest Sky/Clouds - 9000 FT SCATTERED	Type of Clearance - VFR	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

----Personnel Information----

Pilot-In-Command	Age - 37	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 8820
SE LAND, ME LAND, SE SEA	Months Since - 5	Make/Model- 510
	Aircraft Type - 737	Instrument- 2025
		Multi-Eng - 6010
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 270

Instrument Rating(s) - AIRPLANE

----Narrative----

THE PILOT AND THE OWNER OF THE AIRPLANE SERVICED THE BRAKES PRIOR TO TAKEOFF. WHEN THEY RETURNED FROM A LOCAL FLIGHT, THE RIGHT BRAKE WAS INOPERATIVE DURING THE LANDING ROLL-OUT. THE AIRPLANE GROUNDLOOPED TO THE LEFT, THEN WENT OFF THE LEFT EDGE OF THE RUNWAY, DAMAGING THE RIGHT WING AND HORIZONTAL STABILIZER.

Brief of Accident (Continued)

File No. - 1518

6/28/86

ANCHORAGE, AK

A/C Reg. No. N180SR

Time (Lcl) - 1358 ADT

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

Finding(s)

1. LANDING GEAR, NORMAL BRAKE SYSTEM - FAILURE, PARTIAL
2. MAINTENANCE, SERVICE OF AIRCRAFT - IMPROPER - PILOT IN COMMAND
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. GROUND LOOP/SWERVE - 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. - 1498	6/28/86	TOLSONA LAKE, AK	A/C Reg. No. N6910K	Time (Lcl) - 1505 ADT
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----Basic Information----

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

----Aircraft Information----

Make/Model - PIPER PA-20	Eng Make/Model - LYCOMING O-320-AB	ELT Installed/Activated - YES/YES
Landing Gear - FLOAT	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1800	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	TOLSONA LAKE, AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LONG LAKE, AK	TOLSONA LAKE
Wind Dir/Speed- 150/010 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4000 -UNK/NR
Lowest Sky/Clouds - 15000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - WATER
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - WATER - CHOPPY
Obstructions to Vision- NONE	PRECAUTIONARY LANDING	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

----Personnel Information----

Pilot-In-Command	Age - 36	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - NO	Total - 167
SE LAND, SE SEA	Months Since - UNK/NR	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 167
		Instrument- 2
		Last 30 Days- UNK/NR
		Last 90 Days- 45

Instrument Rating(s) - NONE

----Narrative----

THE PRIVATE PILOT ATTEMPTED TO TURN DOWNWIND WHEN HE ENCOUNTERED DOWNDRAFT CONDITIONS DURING A FLOATPLANE TAKEOFF. THE AIRPLANE STALLED AND CRASHED INTO THE LAKE HE DEPARTED FROM.

Brief of Accident (Continued)

File No. - 1498

6/28/86

TOLSONA LAKE, AK

A/C Reg. No. N6910K

Time (Lcl) - 1505 ADT

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - INACCURATE - PILOT IN COMMAND
 2. WIND INFORMATION - NOT UNDERSTOOD - PILOT IN COMMAND
-

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

Finding(s)

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

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1500 6/29/86 EUREKA, AK A/C Reg. No. N9001M Time (Lcl) - 1758 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

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

Make/Model - CESSNA 180H
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2800
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470-R4
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

Itinerary

Last Departure Point
GULKANA, AK
Destination
EUREKA, AK

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

EUREKA
Runway Ident - 21
Runway Lth/Wid - 2400/ 25
Runway Surface - GRAVEL
Runway Status - DRY

Wind Dir/Speed- CALM
Visibility - 60.0 SM
Lowest Sky/Clouds - 10000 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 - TRAFFIC PATTERN
FULL STOP

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

Pilot-In-Command

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

Age - 42
Biennial Flight Review
Current - YES
Months Since - 13
Aircraft Type - C-180

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total - 1450	Last 24 Hrs - 4
Make/Model- 400	Last 30 Days- UNK/NR
Instrument- 15	Last 90 Days- 15

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRPLANE APPROACHED THE SHORT AND HIGH ELEVATION AIRSTRIIP TOO HIGH AND FAST. IT BOUNCED ON THE ROUGH SURFACE AND RAN OFF THE END BEFORE NOSING OVER.

Brief of Accident (Continued)

File No. - 1500

6/29/86

EUREKA, AK

A/C Reg. No. N9001M

Time (Lc1) - 1758 ADT

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

Finding(s)

1. OTHER AIRPORT/RUNWAY MAINTENANCE - NOT MAINTAINED - AIRPORT PERSONNEL
2. AIRSPEED - MISJUDGED - PILOT IN COMMAND
3. PROPER TOUCHDOWN POINT - NOT SELECTED - PILOT IN COMMAND
4. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1519 6/30/86 ALEXANDER CREEK, AK A/C Reg. No. N2806C 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	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -LANDING					

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	ANCHORAGE, AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	
Wind Dir/Speed- VARIABLE	ATC/Airspace	Runway Ident - N/A
Visibility - 90.0 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 - TRAFFIC PATTERN	Runway Status - N/A
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 51	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 594
SE LAND	Months Since - 5	Make/Model- 178
	Aircraft Type - C-170B	Instrument- 0
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 18

Instrument Rating(s) - NONE

-----Narrative-----

WHILE LANDING ON A RIVER BAR, THE ACFT DRIFTED TO THE LEFT OF THE NORMAL TOUCHDOWN ZONE. SUBSEQUENTLY, THE WHEELS ENTERED SOFT SAND AND THE AIRPLANE TURNED OVER.

Brief of Accident (Continued)

File No. - 1519

6/30/86

ALEXANDER CREEK, AK

A/C Reg. No. N2806C

Time (Lcl) - 1830 ADT

Occurrence ROLL OVER
Phase of Operation LANDING - ROLL

Finding(s)

1. TERRAIN CONDITION - LOOSE GRAVEL/SANDY
 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. - 1517 9/04/86 TALKEETNA,AK A/C Reg. No. N942SA Time (Lcl) - 1520 ADT

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

Type Operating Certificate-ON-DEMAND AIR TAXI Name of Carrier -TY KIDDER LEE 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 - CESSNA TU206A Landing Gear - AMPHIBIAN Max Gross Wt - 3730 No. of Seats - 2	Eng Make/Model - CONTINENTAL TS10-520-M Number Engines - 1 Engine Type - RECIP-FUEL INJECTED Rated Power - 310 HP	ELT Installed/Activated - YES/YES Stall Warning System - YES
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-----Environment/Operations Information-----

Weather Data Wx Briefing - FSS Method - ACFT RADIO Completeness - PARTIAL,LMTD BY PILOT Basic Weather - VMC Wind Dir/Speed- 360/003 KTS Visibility - 30.0 SM Lowest Sky/Clouds - UNK/NR Lowest Ceiling - UNK/NR BROKEN Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Point TALKEETNA,AK Destination SAME AS ACC/INC ATC/Airspace Type of Flight Plan - COMPANY (VFR) Type of Clearance - NONE Type Apch/Lndg - STRAIGHT-IN	Airport Proximity ON AIRPORT Airport Data SHOVEL LAKE Runway Ident - UNK/NR Runway Lth/Wid - 7500/ 400 Runway Surface - WATER Runway Status - WATER-CALM
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-----Personnel Information-----

Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND,ME LAND,SE SEA	Age - 35 Biennial Flight Review Current - YES Months Since - 1 Aircraft Type - TU-206	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Flight Time (Hours) Total - 5970 Make/Model- 725 Instrument- 2200 Multi-Eng - 3600 Last 24 Hrs - 5 Last 30 Days- UNK/NR Last 90 Days- 205
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT FORGOT TO RETRACT THE LANDING GEAR ON THE AMPHIBOUS FLOATS AFTER TAKING OFF FROM A GRAVEL RUNWAY. HE LANDED ON A LAKE WITH THE WHEELS EXTENDED AND THE AIRPLANE TURNED OVER.

Brief of Accident (Continued)

File No. - 1517

9/04/86

TALKEETNA, AK

A/C Reg. No. N942SA

Time (Lc1) - 1520 ADT

Occurrence NOSE OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. GEAR RETRACTION - NOT PERFORMED - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE, INATTENTIVE - PILOT IN COMMAND
3. CHECKLIST - NOT USED - PILOT IN COMMAND
4. WHEELS DOWN LANDING IN WATER - INADVERTENT - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1499	9/07/86	PORT HEIDEN, AK	A/C Reg. No. N4290H	Time (Lcl) - 1615 ADT
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-----Basic Information-----

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

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

Make/Model - PIPER PA-14	Eng Make/Model - LYCOMING O-320-1	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1850	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 115 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	ILNIK, AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	PORT HEIDEN, AK	Runway Ident - N/A
Wind Dir/Speed- 225/020 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - UNK/NR OVERCAST	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - RAIN		
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)
PRIVATE	Current - UNK/NR	Total - 6030
SE LAND, SE SEA	Months Since - UNK/NR	Make/Model- 18
	Aircraft Type - UNK/NR	Instrument- 5
		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 ENGINE QUIT DURING FLIGHT DUE TO CARBURETOR ICE. THE PLT BECAME COMMITTED TO A FORCED LANDING AFTER HE WAS UNABLE TO RESTART THE ENGINE. A DOWNWIND LANDING WAS MADE IN STRONG WIND CONDITIONS. CONTROL OF THE ACFT WAS LOST AND IT OVERTURNED IN A MUD FLAT.

Brief of Accident (Continued)

File No. - 1499

9/07/86

PORT HEIDEN, AK

A/C Reg. No. N4290H

Time (Lcl) - 1615 ADT

Occurrence #1 LOSS OF POWER
Phase of Operation DESCENT

Finding(s)

1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

----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. - 1585	11/09/86	JUNEAU, AK	A/C Reg. No. N2038R	Time (Lcl) - 1315 AST
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-----Basic Information-----

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	JUNEAU INT'L
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 08
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 8456/ 150
Lowest Sky/Clouds - 4500 FT	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 4500 FT OVERCAST	Type Apch/Lndg - TOUCH AND GO	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 60	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 243
SE LAND	Months Since - UNK/NR	Make/Model- 162
	Aircraft Type - UNK/NR	Instrument- 3
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 16

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE PLT, HE "GREASED" THE ACFT ON THE RWY, BUT THE CAST ALLUMINUM YOKE ON THE NOSE GEAR FAILED & THE NOSEWHEEL LEFT THE AIRPLANE. THE STRUT THEN FAILED & THE ACFT WAS FURTHER DAMAGED.

Brief of Accident (Continued)

File No. - 1585

11/09/86

JUNEAU, AK

A/C Reg. No. N2038R

Time (Lcl) - 1315 AST

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

Finding(s)
1. LANDING GEAR, NOSE GEAR - FAILURE, TOTAL

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1497 12/14/86 WILLOW, AK A/C Reg. No. N30814 Time (Lcl) - 1730 AST

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

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

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

Make/Model - CESSNA 177	Eng Make/Model - LYCOMING O-360	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2800	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	TANANA, AK	
Completeness - PARTIAL, LMTD BY PILOT	Destination	Airport Data
Basic Weather - VMC	PALMER, AK	
Wind Dir/Speed- 160/010 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 3.000 SM	Type of Flight Plan - VFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 4500 FT	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 4500 FT OVERCAST	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- UNK/NR		
Precipitation - SNOW		
Condition of Light - DAYLIGHT		

-----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 - 1500
SE LAND	Months Since - 4	Make/Model- 1301
	Aircraft Type - C-177	Instrument- 0
		Last 24 Hrs - 2
		Last 30 Days- 10
		Last 90 Days- 35

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT HE HAD GOOD GROUND VISIBILITY BUT SUDDENLY FLEW INTO WHITEOUT CONDITIONS LOSING GROUND REFERENCE. HE STATED THAT BEFORE REALIZING WHAT HAD HAPPENED THE ACFT STRUCK THE TOP OF THE MOUNTIAN RIGDE.

Brief of Accident (Continued)

File No. - 1497

12/14/86

WILLOW, AK

A/C Reg. No. N30814

Time (Lcl) - 1730 AST

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

Finding(s)

1. WEATHER CONDITION - FOG
 2. WEATHER CONDITION - SNOW
 3. WEATHER CONDITION - WHITEOUT
 4. VFR FLIGHT INTO IMC - INADVERTENT - PILOT IN COMMAND
 5. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 6. 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) 1,2,3,4,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1598 12/15/86 ANCHORAGE, AK A/C Reg. No. N7635U Time (Lcl) - 2051 AST

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

Type Operating Certificate	AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage						
Name of Carrier	-UNITED AIRLINES, INC.	MINOR						
Type of Operation	-SCHEDULED, DOMESTIC, PASSENGER	Fire						
Flight Conducted Under	-14 CFR 121	NONE	Crew	Fatal	Serious	Minor	None	
Accident Occurred During	-DESCENT		Pass	0	1	3	3	
				0	1	4	90	

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

Make/Model	- BOEING 727-222	Eng Make/Model	- P&W JT8D-7	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 3	Stall Warning System	- YES
Max Gross Wt	- 172000	Engine Type	- TURBOFAN		
No. of Seats	- 134	Rated Power	- 14000 LBS THRUST		

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

Weather Data	Itinerary	Airport Proximity	
Wx Briefing	- COMPANY	OFF AIRPORT/STRIP	
Method	- IN PERSON		
Completeness	- FULL	Airport Data	
Basic Weather	- VMC	ANCHORAGE INTL	
Wind Dir/Speed	- 300/007 KTS	Runway Ident	- N/A
Visibility	- 20.0 SM	Runway Lth/Wid	- N/A
Lowest Sky/Clouds	- 4500 FT	Runway Surface	- N/A
Lowest Ceiling	- 4500 FT BROKEN	Runway Status	- N/A
Obstructions to Vision	- NONE		
Precipitation	- NONE		
Condition of Light	- NIGHT(BRIGHT)		

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

Pilot-In-Command	Age - 51	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - YES	Total - 12824	Last 24 Hrs - UNK/NR
SE LAND, ME LAND	Months Since - 1	Make/Model - UNK/NR	Last 30 Days - UNK/NR
	Aircraft Type - 727-222	Instrument - UNK/NR	Last 90 Days - UNK/NR
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ABOUT 10 MIN BEFORE ARRIVAL, THE ACFT SUDDENLY ENCOUNTERED TURBULENCE WHICH ONE OCCUPANT DESCRIBED AS A SINGLE TREMENDOUS JOLT. THE MISHAP OCCURRED WHILE THE ACFT WAS APRX 39 MILES EAST OF ANCHORAGE INTL ARPT AND WAS DESCENDING THRU 10,000 FT. THE SEAT BELT SIGN WAS ON & THE FLIGHT ATTENDANTS (F/A'S) WERE PREPARING THE CABIN FOR LANDING. ONE PASSENGER & ONE F/A WERE SERIOUSLY INJURED; THE OTHER THREE F/A'S & THREE OF THE PASSENGERS RECEIVED MINOR INJURIES. THERE WAS A SIGMET WHICH WARNED OF POSSIBLE TURBULENCE IN THE AREA.

Brief of Accident (Continued)

File No. - 1598

12/15/86

ANCHORAGE, AK

A/C Reg. No. N7635U

Time (Lcl) - 2051 AST

Occurrence IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation DESCENT - NORMAL

Finding(s)

1. WEATHER CONDITION - TURBULENCE

-----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. - 1456	12/22/86	RUBY, AK	A/C Reg. No. N734WE	Time (Lcl) - 1215 AST
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----Basic Information----

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

----Aircraft Information----

Make/Model - CESSNA 206	Eng Make/Model - CONTINENTAL IO-520	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3500	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	UNK/NR
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 300/005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 100.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

----Personnel Information----

Pilot-In-Command	Age - 37	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 8500
SE LAND, ME LAND, SE SEA	Months Since - 7	Last 24 Hrs - 4
	Aircraft Type - C-206	Make/Model- 2600
		Last 30 Days- 23
		Instrument- 495
		Last 90 Days- 75
		Rotorcraft - UNK/NR
		Multi-Eng - 3000

Instrument Rating(s) - AIRPLANE

----Narrative----

THE PILOT STATED THAT DURING THE LANDING ROLL ON THE FROZEN RIVER, HE LOST CONTROL OF THE AIRCRAFT CAUSING THE AIRCRAFT TO GROUND LOOP.

Brief of Accident (Continued)

File No. - 1456

12/22/86

RUBY, AK

A/C Reg. No. N734WE

Time (Lcl) - 1215 AST

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

Finding(s)

1. TERRAIN CONDITION - ICY
2. UNSUITABLE TERRAIN - NOT IDENTIFIED - PILOT IN COMMAND
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1580 6/05/86 ROANOKE,AL A/C Reg. No. N8838K Time (Lcl) - 1630 CDT

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

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

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

Make/Model - STINSON 108-1	Eng Make/Model - FRANKLIN 6A4-150-B3	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2230	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	ROANOKE MUNI
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 11
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3700/ 80
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - UNK/NR 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 - 55	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1850
SE LAND	Months Since - 13	Last 24 Hrs - 0
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Last 30 Days- UNK/NR
		Instrument- 100
		Last 90 Days- 30

Instrument Rating(s) - NONE

-----Narrative-----

REPORTEDLY, DURING THE LANDING ROLL, THE ACFT WENT OFF THE RIGHT SIDE OF THE RWY AND CONTINUED ACROSS A SHALLOW DITCH AND DOWN AN EMBANKMENT. THE PLT STATED THAT THE ACFT DID NOT RESPOND TO CONTROL AND BRAKE INPUTS TO CORRECT THE SWERVE IN CALM WINDS. THE FAA & NTSB WERE NOT NOTIFIED OF THE OCCURRENCE UNTIL AFTER THE ACFT WAS REMOVED FROM THE SITE. NO PREIMPACT PART PROBLEM WAS VERIFIED DURING THE INVESTIGATION.

Brief of Accident (Continued)

File No. - 1580

6/05/86

ROANOKE,AL

A/C Reg. No. N8838K

Time (Lcl) - 1630 CDT

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 -
-

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

Finding(s)

3. TERRAIN CONDITION - DITCH
 4. TERRAIN CONDITION - ROUGH/UNEVEN
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1428 7/23/86 MOBILE,AL A/C Reg. No. N2952D Time (Lcl) - 1552 CDT

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

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

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

Make/Model - PIPER PA-34-200T	Eng Make/Model - CONTINENTAL TSIO-360-EB	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 4570	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 7	Rated Power - 200 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	EUFAULA,AL	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - IMC	SAME AS ACC/INC	BATES FIELD
Wind Dir/Speed- 050/018 KTS	ATC/Airspace	Runway Ident - 14
Visibility - .500 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 8527/ 150
Lowest Sky/Clouds - 2800 FT	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - 2800 FT OVERCAST	Type Apch/Lndg - ILS-COMPLETE	Runway Status - WET
Obstructions to Vision- NONE		
Precipitation - RAIN		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 59	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 5560
SE LAND,ME LAND	Months Since - 5	Make/Model- 25
	Aircraft Type - UNK/NR	Instrument- 990
		Multi-Eng - 4025
		Last 24 Hrs - 6
		Last 30 Days- UNK/NR
		Last 90 Days- 135

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT RECEIVED A WX BRIEFING PRIOR TO TAKEOFF WHICH FORECASTED WIDELY SCATTERED THUNDERSTORMS. ON ARRIVAL AT DESTINATION A THUNDERSTORM WAS OVER THE ARPT. THE PLT EXECUTED AN ILS RWY 14 APCH. A PRECEDING DC-9 MADE A MISSED APPROACH DUE TO TOWER REPORTED WINDSHEAR. THE PLT OF THE ACCIDENT ACFT SAID HE SAW INTENSE RAIN AND LIGHTNING AHEAD AHEAD OF HIM AND HEARD THE TOWER REPORT OF WINDSHEAR. THE APCH WAS CONTINUED AND A STRONG DOWNDRAFT WAS ENCOUNTERED WHICH RESULTED IN COLLISION WITH THE RWY.

Brief of Accident (Continued)

File No. - 1428

7/23/86

MOBILE, AL

A/C Reg. No. N2952D

Time (Lcl) - 1552 CDT

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

Finding(s)

1. WEATHER CONDITION - THUNDERSTORM
2. WEATHER CONDITION - RAIN
3. WEATHER CONDITION - DOWNDRAFT
4. FLIGHT INTO KNOWN ADVERSE WEATHER - ATTEMPTED - PILOT IN COMMAND
5. JUDGEMENT - POOR - PILOT IN COMMAND
6. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2 ALTITUDE DEVIATION, UNCONTROLLED
Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

7. WEATHER CONDITION - WINDSHEAR

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

Finding(s)

8. LEVEL OFF - NOT POSSIBLE - PILOT IN COMMAND

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5,6,8

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1411

8/22/86

GOODWIN,AR

A/C Reg. No. N634U

Time (Lcl) - 1830 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

Fire

Flight Conducted Under -14 CFR 137

NONE

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 - 4500

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 1

Rated Power - 450 HP

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- CALM

Visibility - 10.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - DIRT

Runway Status - WET

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

Age - 30

Biennial Flight Review

Current - YES

Months Since - UNK/NR

Aircraft Type - C-182RG

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 1308

Make/Model- 611

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 200

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE AG ACFT WAS BEING USED TO SPRAY NUDRIN ON SOYBEANS WHEN THE ENGINE LOST POWER. THE PLT MADE A FORCED LANDING IN A RICE FIELD AND THE ACFT FLIPPED FORWARD TO THE INVERTED POSITION. INVESTIGATION REVEALED THE TWO-PIECE CAM REDUCTION GEAR CAME APART. AN AD HAD BEEN ISSUED IN 1966 THAT CALLED FOR REPLACEMENT WITH A ONE-PIECE GEAR AT THE NEXT ENGINE OVERHAUL AFTER 07-09-66. THIS ACCIDENT ENGINE RECEIVED ITS LAST OVERHAUL PRIOR TO THE ISSUANCE OF THAT AD.

Brief of Accident (Continued)

File No. - 1411

8/22/86

GOODWIN, AR

A/C Reg. No. N634U

Time (Lcl) - 1830 CDT

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

Finding(s)

1. ENGINE ASSEMBLY - FAILURE, TOTAL
 2. ENGINE ASSEMBLY, OTHER - FAILURE, TOTAL
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

3. TERRAIN CONDITION - NONE SUITABLE
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1479	8/23/86	HOPE, AR	A/C Reg. No. N7625Y	Time (Lcl) - 1419 CDT
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-----Basic Information-----				
Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage SUBSTANTIAL	Injuries	
Type of Operation	-INSTRUCTIONAL	Fire	Fatal	Serious
Flight Conducted Under	-14 CFR 91	NONE	Crew 0	0
Accident Occurred During	-LANDING		Pass 0	0
			Minor 0	None 2
				0
<hr/>				
-----Aircraft Information-----				
Make/Model	- PIPER PA-30	Eng Make/Model	- LYCOMING IO-320-B1A	
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	
Max Gross Wt	- 3600	Engine Type	- RECIP-FUEL INJECTED	
No. of Seats	- 4	Rated Power	- 160 HP	
			ELT Installed/Activated - YES/NO	
			Stall Warning System - YES	
<hr/>				
-----Environment/Operations Information-----				
Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT	
Method	- N/A	TEXARKANA, AR		
Completeness	- N/A	Destination	Airport Data	
Basic Weather	- VMC	SAME AS ACC/INC	MUNICIPAL	
Wind Dir/Speed	- VARIABLE	ATC/Airspace	Runway Ident - 16	
Visibility	- 20.0 SM	Type of Flight Plan	- NONE	
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- NONE	
Lowest Ceiling	- NONE	Type Apch/Lndg	- TRAFFIC PATTERN	
Obstructions to Vision	- NONE		TOUCH AND GO	
Precipitation	- NONE			
Condition of Light	- DAYLIGHT			
<hr/>				
-----Personnel Information-----				
Pilot-In-Command	Age - 46	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT		
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)		
ATP, CFI	Current - YES	Total	- 2647	
SE LAND, ME LAND	Months Since - 0	Make/Model	- 33	
	Aircraft Type - C-402	Instrument	- 221	
		Multi-Eng	- 895	
			Last 24 Hrs - 3	
			Last 30 Days- UNK/NR	
			Last 90 Days- 121	
<hr/>				
Instrument Rating(s) - AIRPLANE				
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-----Narrative-----				
THE CFI STATED THAT THE LANDING GEAR COLLAPSED DURING LANDING ROLL AS HE RAISED THE FLAPS. THE STUDENT, A COMMERCIAL PLT, WAS APPLYING POWER FOR A TOUCH AND GO AT THE TIME. POST ACCIDENT EXAMINATION OF THE LANDING GEAR SYSTEM FAILED TO DISCLOSE ANY FAILURE/MALFUNCTION.				
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Brief of Accident (Continued)

File No. - 1479

8/23/86

HOPE,AR

A/C Reg. No. N7625Y

Time (Lcl) - 1419 CDT

Occurrence GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

1. GEAR RETRACTION - INADVERTENT -
2. 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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1512 11/15/86 FLIPPIN,AR A/C Reg. No. N22037 Time (Lcl) - 1325 CST

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LOCAL	MARION COUNTY REGIONAL
Wind Dir/Speed- 180/005 KTS	ATC/Airspace	Runway Ident - 22
Visibility - 12.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3475/ 75
Lowest Sky/Clouds - 5000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	TOUCH AND GO	
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 - 17
	Months Since - N/A	Last 24 Hrs - 1
	Aircraft Type - N/A	Make/Model- 17
		Last 30 Days- UNK/NR
		Instrument- 1
		Last 90 Days- 12

Instrument Rating(s) - NONE

-----Narrative-----

WHILE THE STUDENT PILOT WAS PRACTICING TOUCH-AND-GO LANDINGS, THE AIRPLANE RAN OFF THE SIDE OF THE RUNWAY, HIT A DITCH AND FLIPPED FORWARD TO THE INVERTED POSITION. THE PILOT STATED HE THOUGHT ONE OF THE BRAKES HAD LOCKED. THERE WAS NO SIGNS OF EXCESSIVE BRAKING ON THE RUNWAY AND THE WHEELS DID TURN FREELY AFTER THE ACCIDENT.

Brief of Accident (Continued)

File No. - 1512

11/15/86

FLIPPIN, AR

A/C Reg. No. N22037

Time (Lcl) - 1325 CST

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 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - DITCH
-

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1478 12/14/86 PINE BLUFF, AR A/C Reg. No. N75579 Time (Lcl) - 1130 CST

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

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

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

Make/Model - CESSNA 172P	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 - 2400	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 160 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 6000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 58	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 394
SE LAND	Months Since - 5	Last 24 Hrs - 3
	Aircraft Type - C-172	Make/Model- 238
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 12

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED HE HAD FLOWN OVER TREES FROM THE SOUTHEAST AND DESCENDED TO 50 FT. UPON SEEING TREES IN FRONT OF THE ACFT HE TURNED LEFT, AWAY FROM THE TREES. THE LEFT WING TOUCHED THE GROUND FOLLOWED BY THE NOSE GEAR. THE ACFT THEN FLIPPED FORWARD TO THE INVERTED POSITION.

Brief of Accident (Continued)

File No. - 1478

12/14/86

PINE BLUFF, AR

A/C Reg. No. N75579

Time (Lcl) - 1130 CST

Occurrence #1 DRAGGED WING, ROTOR, POD, OR FLOAT
Phase of Operation MANEUVERING

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. BUZZING - INTENTIONAL - PILOT IN COMMAND
3. OBJECT - TREE(S)

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1489	3/21/86	PHOENIX,AZ	A/C Reg. No. N5256A	Time (Lcl) - 1149 MST
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----Basic Information----

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

----Aircraft Information----

Make/Model - CESSNA T210N	Eng Make/Model - CONTINENTAL TS10-520-R	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3800	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 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	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	SKY HARBOR
Wind Dir/Speed- 080/012 KTS	ATC/Airspace	Runway Ident - 08R
Visibility - 50.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 11001/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - IFR	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - ILS-COMPLETE	Runway Status - N/A
Obstructions to Vision- NONE	STRAIGHT-IN	
Precipitation - NONE	FULL STOP	
Condition of Light - DAYLIGHT		

----Personnel Information----

Pilot-In-Command	Age - 23	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 283
SE LAND	Months Since - 1	Make/Model- 24
	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 PILOT WAS PRACTICING INSTRUMENT APPROACHES AND REPORTED TO THE CONTROL TOWER THAT HE HAD EXPERIENCED A LOSS OF ENGINE POWER. DURING THE ATTEMPTED FORCED LANDING, THE AIRCRAFT STRUCK POWER LINES AND CRASHED INVERTED IN A RIVER BED TWO MILES WEST OF THE AIRPORT. INVESTIGATION REVEALED THAT THE RIGHT WING FUEL TANK CONTAINED NO FUEL AND THAT THE LEFT WING FUEL TANK WAS FULL. THE FUEL SELECTOR WAS FOUND POSITIONED TO THE RIGHT WING FUEL TANK.

Brief of Accident (Continued)

File No. - 1489

3/21/86

PHOENIX, AZ

A/C Reg. No. N5256A

Time (Lcl) - 1149 MST

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

Finding(s)

1. FUEL CONSUMPTION CALCULATIONS - IMPROPER - PILOT IN COMMAND
 2. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
 3. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
-

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

Finding(s)

4. OBJECT - WIRE, STATIC
-

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

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

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

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. - 1539	4/03/86	TUCSON, AZ	A/C Reg. No. N50306	Time (Lcl) - 1600 MST
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----Basic Information----

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

----Aircraft Information----

Make/Model - CESSNA 150H	Eng Make/Model - LYCOMING O-320-A3B	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 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 - 60.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point PHEONIX, AZ</p> <p>Destination SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN FULL STOP</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data</p> <p>LA CHOLLA</p> <p>Runway Ident - 20</p> <p>Runway Lth/Wid - 4500/ 35</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 - 45</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 5</p> <p>Aircraft Type - C-150</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 128</p> <p>Make/Model- 57</p> <p>Instrument- 3</p> <p>Last 24 Hrs - 1</p> <p>Last 30 Days- 15</p> <p>Last 90 Days- 34</p>
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Instrument Rating(s) - NONE

----Narrative----

THE PILOT STATED THAT AFTER LOWERING THE NOSEWHEEL DURING THE LANDING, HE HEARD A "POPPING SOUND" AND IMMEDIATELY RAISED THE NOSEWHEEL OFF THE RUNWAY. AFTER THE AIRCRAFT SLOWED AND THE PILOT COULD NO LONGER HOLD THE NOSEWHEEL OFF, THE AIRCRAFT VEERED TO THE LEFT AS SOON AS THE NOSEWHEEL TOUCHED DOWN. THE AIRCRAFT THEN WENT INTO A DITCH AT THE LEFT SIDE OF THE RUNWAY AND NOSED OVER. AN INVESTIGATION REVEALED THAT A NUT SECURING THE NOSEWHEEL AXLE "HAD BACKED OFF," ALLOWING THE NOSEWHEEL TO BECOME MISALIGNED.

Brief of Accident (Continued)

File No. - 1539

4/03/86

TUCSON, AZ

A/C Reg. No. N50306

Time (Lcl) - 1600 MST

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

Finding(s)

1. LANDING GEAR, AXLE - LOOSE
2. NOSEWHEEL STEERING - NOT POSSIBLE -
3. DIRECTIONAL CONTROL - NOT POSSIBLE -
4. GROUND LOOP/SWERVE - UNCONTROLLED -

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

Finding(s)

5. TERRAIN CONDITION - DITCH

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1540 4/03/86 GLENDALE, AZ A/C Reg. No. N7563U Time (Lcl) - 1000 MST

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	ON AIRPORT	
Method	- N/A		
Completeness	- N/A		
Basic Weather	- VMC	Airport Data	
Wind Dir/Speed	- 330/005 KTS	GLENDALE MUNI	
Visibility	- 50.0 SM	Runway Ident	- 35
Lowest Sky/Clouds	- CLEAR	Runway Lth/Wid	- 2400/ 50
Lowest Ceiling	- NONE	Runway Surface	- ASPHALT
Obstructions to Vision	- NONE	Runway Status	- DRY
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)	
STUDENT	Current - N/A	Total	- 15
	Months Since - N/A	Make/Model	- 15
	Aircraft Type - N/A	Instrument	- 0
		Last 24 Hrs	- 1
		Last 30 Days	- 9
		Last 90 Days	- 15

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT'S CFI SAID THAT A DUAL SESSION WAS FLOWN EARLIER IN THE MORNING AND THAT THE ACCIDENT SESSION WAS THE STUDENT'S FIRST SUPERVISED SOLO. THE CFI SAID THAT ON THE FIRST LANDING OF THE ACCIDENT FLIGHT, THE AIRCRAFT TOUCHED DOWN ON THE LEFT MAIN GEAR AND BEGAN DRIFTING OFF THE LEFT SIDE OF THE RUNWAY. THE STUDENT APPLIED POWER FOR A GO AROUND, AND AFTER BECOMING AIRBORNE, "RAISED THE FLAPS ALL THE WAY UP AT ONCE." THE CFI REPORTED THAT THE AIRCRAFT THEN "STALLED, HIT ON THE LEFT WING TIP AND CARTWHEELED ON THE NOSE."

Brief of Accident (Continued)

File No. - 1540

4/03/86

GLENDAL, AZ

A/C Reg. No. N7563U

Time (Lc1) - 1000 MST

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

Finding(s)

1. TOUCH-AND-GO LANDING - INITIATED - PILOT IN COMMAND
2. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
3. ABORTED LANDING - PERFORMED -
4. RAISING OF FLAPS - IMPROPER - PILOT IN COMMAND
5. AIRSPEED - INADEQUATE - PILOT IN COMMAND
6. STALL - INADVERTENT - PILOT IN COMMAND
7. 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) 4,5,6

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1491	4/12/86	GRAND CANYON, AZ	A/C Reg. No. N211DM	Time (Lcl) - 1300 MST
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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 - ROBINSON R22	Eng Make/Model - LYCOMING O-320	ELT Installed/Activated - YES-UNK/NR
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1370	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 131 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	GRAND CANYON, AZ	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	
Wind Dir/Speed- VARIABLE/025 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 60.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 8500 FT SCATTERED	Type of Clearance - VFR	Runway Surface - DIRT
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 - 32	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, ATP, CFI	Current - YES	Total - 8500
SE LAND, ME LAND	Months Since - 3	Make/Model - 84
HELICOPTER	Aircraft Type - 737	Instrument - UNK/NR
		Multi-Eng - 4000
		Last 24 Hrs - 5
		Last 30 Days - 60
		Last 90 Days - 150
		Rotorcraft - 84

Instrument Rating(s) - AIRPLANE

----Narrative----

THE PILOT STATED THAT HE WAS ATTEMPTING TO LAND ON A DIRT ROAD AND THAT THE HELICOPTER WAS AT A TWO TO FIVE FOOT HOVER WHEN A GUST OF WIND PIVOTED THE TAIL INTO THE WIND. THE HELICOPTER TOUCHED DOWN AND ROLLED OVER ONTO ITS RIGHT SIDE. THE PILOT FURTHER STATED THAT THE WINDS IN THE AREA WERE FROM 180 TO 210 DEGREES AND WERE GUSTING FROM 25 TO 40 KNOTS.

Brief of Accident (Continued)

File No. - 1491

4/12/86

GRAND CANYON, AZ

A/C Reg. No. N211DM

Time (Lc1) - 1300 MST

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

Finding(s)

1. WEATHER CONDITION - TURBULENCE
2. WEATHER CONDITION - TAILWIND
3. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1494 4/27/86 KEARNY, AZ A/C Reg. No. N12962 Time (Lcl) - 0943 MST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire NONE

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

----Aircraft Information----

Make/Model - CESSNA 172
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 - 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
KEARNEY, AZ
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 - 20
Biennial Flight Review
Current - YES
Months Since - 6
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 257 Last 24 Hrs - UNK/NR
Make/Model- 88 Last 30 Days- UNK/NR
Instrument- UNK/NR Last 90 Days- 3
Multi-Eng - 5 Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

----Narrative----

THE PLT STATED THAT HE WAS ON A SIGHTSEEING FLT AND WAS FLYING WESTBOUND AT ABOUT 100 FT AGL ALONG THE GILA RIVER, WHEN THE ACFT STRUCK POWERLINES. THE ACFT THEN DESCENDED INTO THE RIVER BED. HE FUTHER STATED THAT HE OBSERVED THE POWERLINES AT THE LAST MINUTE AND WAS MANEUVERING TO FLY UNDER THEM WHEN THE ACFT'S WHEELS STRUCK THE UNSEEN LOWER LINES.

Brief of Accident (Continued)

File No. - 1494

4/27/86

KEARNY, AZ

A/C Reg. No. N12962

Time (Lcl) - 0943 MST

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

Finding(s)

1. OBJECT - WIRE, TRANSMISSION
2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
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) 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. - 1473 6/20/86 PRESCOTT, AZ A/C Reg. No. N68916 Time (Lcl) - 0625 MST

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

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

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

Make/Model	- CESSNA 152	Eng Make/Model	- LYCOMING O-235-L2C	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 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 - ACFT RADIO</p> <p>Completeness - PARTIAL, LMTD BY PILOT</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 210/006 KTS</p> <p>Visibility - 65.0 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 PRESCOTT, AZ</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN TOUCH AND GO</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data</p> <p>ERNEST A. LOVE FLD</p> <p>Runway Ident - 21</p> <p>Runway Lth/Wid - 7616/ 150</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 29	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - YES	Total - 910
SE LAND, ME LAND	Months Since - 22	Make/Model - 188
	Aircraft Type - PA-23	Instrument - 80
		Multi-Eng - 4
		Last 24 Hrs - 6
		Last 30 Days - 87
		Last 90 Days - 206

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT LANDED HARD ON RUNWAY 21. THE CERTIFIED FLIGHT INSTRUCTOR INDICATED THAT DURING THE LANDING FLARE OF A FULL FLAP LANDING THE STUDENT PILOT ALLOWED THE AIRCRAFT TO YAW 45 DEGS OFF THE RUNWAY HEADING. THE CFI IMMEDIATELY INITIATED A GO-AROUND BY APPLYING "FULL POWER, LAST NOTCH OF FLAPS UP, AND CLIMB". THE STALL WARNING CAME ON AND THE CFI PITCHED THE AIRCRAFT NOSE DOWN. THE AIRCRAFT IMPACTED THE GROUND THREE TIMES PRIOR TO COMING TO A FULL STOP. THE PILOT'S OPERATING HANDBOOK PROVIDES AMPLIFIED PROCEDURES FOR "BALKED LANDINGS" (GO-AROUND). IT STATES, "IN A BALKED LANDING CLIMB, THE WING FLAP SETTING SHOULD BE REDUCED TO 20 DEGS IMMEDIATELY AFTER FULL POWER IS APPLIED. UPON REACHING A SAFE AIRSPEED, THE FLAPS SHOULD BE SLOWLY RETRACTED TO THE FULL UP POSITION".

Brief of Accident (Continued)

File No. - 1473

6/20/86

PRESCOTT,AZ

A/C Reg. No. N68916

Time (Lcl) - 0625 MST

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

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - DUAL STUDENT
2. IMPROPER USE OF PROCEDURE, - DUAL STUDENT
3. PROPER ALIGNMENT - NOT MAINTAINED - DUAL STUDENT
4. GO-AROUND - NOT PERFORMED - DUAL STUDENT
5. GO-AROUND - DELAYED - PILOT IN COMMAND(CFI)
6. GO-AROUND - IMPROPER - PILOT IN COMMAND(CFI)

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

Finding(s)

7. RAISING OF FLAPS - PREMATURE - PILOT IN COMMAND(CFI)
8. AIRSPEED - NOT ATTAINED - PILOT IN COMMAND(CFI)
9. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND(CFI)
10. STALL/MUSH - INADVERTENT - PILOT IN COMMAND(CFI)

Occurrence #3 DRAGGED WING, ROTOR, POD, OR FLOAT
Phase of Operation LANDING - ROLL

Finding(s)

11. RECOVERY FROM BOUNCED LANDING - UNCONTROLLED - PILOT IN COMMAND(CFI)

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,6,7,9,10

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,8,11

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1552	10/03/86	HOLBROOK, AZ	A/C Reg. No. N12BX	Time (Lc1) - 1045 MST
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----Basic Information----

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

----Aircraft Information----

Make/Model - PIPER PA-30	Eng Make/Model - LYCOMING IO-320-B1A	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 3600	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 160 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- 280/010 KTS</p> <p>Visibility - 8.0 SM</p> <p>Lowest Sky/Clouds - 6000 FT</p> <p>Lowest Ceiling - 6000 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 EL PASO, TX</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 HOLBROOK MUNI</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----

Pilot-In-Command	Age - 56	Medical Certificate - NON-VALID MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - NO	Total - 3059
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model- 804
	Aircraft Type - UNK/NR	Instrument- 38
		Multi-Eng - 804

Last 24 Hrs - 0

Last 30 Days- 1

Last 90 Days- 6

Instrument Rating(s) - NONE

----Narrative----

JUST AFTER TAKEOFF, THE RIGHT ENGINE LOST POWER AT AN ALTITUDE OF APPROXIMATELY 450 FEET. THE RIGHT PROPELLER WAS FEATHERED, BUT THE PILOT WAS UNABLE TO MAINTAIN ALTITUDE. SUBSEQUENTLY, THE AIRCRAFT COLLIDED WITH TERRAIN ABOUT 3 MILES SOUTH OF THE AIRPORT. THE PILOT DISMANTLED AND MOVED THE AIRCRAFT PRIOR TO THE INVESTIGATION WHICH MAY HAVE DESTROYED EVIDENCE CONCERNING THE LOSS OF POWER. NO PREIMPACT PART FAILURE OR MALFUNCTION WAS FOUND.

Brief of Accident (Continued)

File No. - 1552

10/03/86

HOLBROOK, AZ

A/C Reg. No. N12BX

Time (Lcl) - 1045 MST

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

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)
2. TERRAIN CONDITION - ROUGH/UNEVEN

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1557 11/09/86 SUN CITY, AZ A/C Reg. No. N7558 Time (Lcl) - 1425 MST

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

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

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

Make/Model - SCHWEIZER SGS2-33A	Eng Make/Model - N/A	ELT Installed/Activated - NO	N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - N/A	Stall Warning System - NO	
Max Gross Wt - 1040	Engine Type - N/A		
No. of Seats - 2	Rated Power - N/A		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SUN CITY, AZ	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	PLEASANT VALLEY
Wind Dir/Speed- 210/005 KTS	ATC/Airspace	Runway Ident - 23
Visibility - 70.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 43	Medical Certificate - NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 1065
	Months Since - N/A	Make/Model- 11
GLIDER	Aircraft Type - N/A	Instrument- 103
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- 2
		Last 90 Days- 3
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ON A SOLO INSTRUCTIONAL FLIGHT, THE PILOT WAS UNABLE TO FIND SUFFICIENT LIFT & DECIDED TO TURN BACK TOWARD THE AIRPORT FOR LANDING. DUE TO HIS LOW ALTITUDE, HE WAS NOT ABLE TO FLY A NORMAL PATTERN ENTRY. A DOWNWIND LANDING WAS ATTEMPTED; HOWEVER, BEFORE REACHING THE RUNWAY, OTHER AIRCRAFT WERE DEPARTING. THE PILOT PARALLELED THE RUNWAY STILL ANTICIPATING A NORMAL LANDING. WHILE TURNING TOWARD THE RUNWAY, THE GLIDER ENCOUNTERED AN ADDITIONAL LOSS OF ALTITUDE. THE PILOT WAS UNABLE TO LAND ON THE RUNWAY. HE ATTEMPTED TO GLIDE TO ANOTHER LANDING SPOT, BUT THE GLIDER'S LEFT WING TIP COLLIDED WITH A SAGUARO CACTUS ABOUT 250 TO 300 YARDS SHORT OF THE RUNWAY. THE PILOT HAD 1053 HRS OF FLIGHT TIME IN SINGLE ENGINE AIRCRAFT, BUT ONLY 11.9 HRS IN GLIDERS. ACCORDING TO FAA RECORDS, HE HELD ONLY A STUDENT PILOT CERTIFICATE.

Brief of Accident (Continued)

File No. - 1557

11/09/86

SUN CITY, AZ

A/C Reg. No. N7558

Time (Lcl) - 1425 MST

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH

Finding(s)

1. WEATHER CONDITION - DOWNDRAFT
2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN KIND OF AIRCRAFT - PILOT IN COMMAND
4. OBJECT - TREE(S)

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

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

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. - 1546 11/17/86 CHANDLER, AZ A/C Reg. No. N4101E Time (Lcl) - 1015 MST

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	CHANDLER, AZ	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	CHANDLER
Wind Dir/Speed- 080/005 KTS		Runway Ident - 22
Visibility - 15.0 SM	ATC/Airspace	Runway Lth/Wid - 4395/ 75
Lowest Sky/Clouds - 15000 FT THIN BKN	Type of Flight Plan - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type of Clearance - NONE	Runway Status - DRY
Obstructions to Vision- NONE	Type Apch/Lndg - FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 36	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 258	Last 24 Hrs - 2
SE LAND	Months Since - 4	Make/Model- 12	Last 30 Days- 5
	Aircraft Type - C-172	Instrument- 5	Last 90 Days- 13
			Rotorcraft - 1

Instrument Rating(s) - NONE

-----Narrative-----

AT THE END OF A LOCAL PLEASURE FLIGHT, THE PILOT ATTEMPTED A DOWNWIND LANDING BY FOLLOWING OTHER TRAFFIC IN THE PATTERN. DURING TOUCHDOWN, THE LEFT WING LIFTED. THE PILOT CORRECTED BY MOVING THE CONTROL STICK TO THE LEFT. AT THAT TIME, THE AIRCRAFT BECAME AIRBORNE AND THE RIGHT WING LIFTED. THE PILOT THEN CORRECTED BY MOVING THE CONTROL TO THE RIGHT. SUBSEQUENTLY, THE AIRCRAFT TOUCHED DOWN HARD ON THE MAIN LANDING GEAR. THE PILOT WAS ATTEMPTING TO APPLY BRAKES WHEN THE AIRCRAFT GROUND LOOPED & WAS DAMAGED.

Brief of Accident (Continued)

File No. - 1546

11/17/86

CHANDLER,AZ

A/C Reg. No. N4101E

Time (Lc1) - 1015 MST

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

Finding(s)

1. WEATHER CONDITION - TAILWIND
 2. FLARE - IMPROPER - PILOT IN COMMAND
 3. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
-

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

Finding(s)

4. REMEDIAL ACTION - IMPROPER - PILOT IN COMMAND
 5. IMPROPER USE OF PROCEDURE,LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
 6. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 7. GROUND LOOP/SWERVE - UNCONTROLLED -
-

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

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

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. - 1553	11/29/86	PHOENIX, AZ	A/C Reg. No. N365A	Time (Lcl) - 1000 MST
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-----Basic Information-----

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

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

Make/Model - PITTS SPECIAL S1-D	Eng Make/Model - LYCOMING O-320-E2A	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1100	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	DEER VALLEY
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 07R
Visibility - 45.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5300/ 100
Lowest Sky/Clouds - 12000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 25000 FT BROKEN	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 59	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 262
SE LAND	Months Since - 15	Make/Model- 20
	Aircraft Type - C-172	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- 3
		Last 90 Days- 6
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

AT THE END OF A LOCAL PLEASURE FLIGHT, THE AIRCRAFT GROUND LOOPED WHILE THE PILOT WAS TURNING OFF OF RUNWAY 7R ONTO A HIGH SPEED TAXIWAY. THE PILOT REPORTED THAT NEAR THE END OF THE LANDING ROLL, HE TAPPED THE BRAKES LIGHTLY IN PREPARATION TO TURN WHEN THE PLANE GROUND LOOPED. NO PRE-ACCIDENT PART FAILURE OR MALFUNCTION WAS FOUND. DURING THE OCCURRENCE, THE LEFT MAIN GEAR WAS FRACTURED AND THE LOWER LEFT WING AND PROP WERE DAMAGED.

Brief of Accident (Continued)

File No. - 1553

11/29/86

PHOENIX, AZ

A/C Reg. No. N365A

Time (Lcl) - 1000 MST

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

Finding(s)

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

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

Finding(s)

3. LANDING GEAR, MAIN GEAR - OVERLOAD
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1493	1/26/86	APPLE VALLEY, CA	A/C Reg. No. N94798	Time (Lcl) - 0919 PST
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-----Basic Information-----

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

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

Make/Model - ERCOUCPE E	Eng Make/Model - CONTINENTAL C-85-B	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 1400	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 85 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	LUCERNE VALLEY, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	APPLE VALLEY, CA	
Wind Dir/Speed- 120/002 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 60.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clduds - 20000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 62	Medical Certificate - EXPIRED	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
.PRIVATE	Current - NO	Total - 221	Last 24 Hrs - UNK/NR
SE LAND	Months Since - UNK/NR	Make/Model- UNK/NR	Last 30 Days- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 0	Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT THE ACFT'S ENG LOST POWER AND THE ACFT FLIPPED OVER DURING AN ATTEMPTED FORCED LANDING ON A DIRT ROAD IN FRONT OF HIS RESIDENCE. A WITNESS STATED THAT THE ACFT MADE THREE LOW PASSES OVER THE DIRT ROAD PRIOR TO TOUCHDOWN. A WITNESS COMMENTED THAT SHE HAD OBSERVED THE PLT THE DAY BEFORE, ON HIS TRACTOR, GRADING THE ROAD INFRONT OF HIS HOUSE.

Brief of Accident (Continued)

File No. - 1493

1/26/86

APPLE VALLEY, CA

A/C Reg. No. N94798

Time (Lcl) - 0919 PST

Occurrence NOSE OVER

Phase of Operation LANDING

Finding(s)

1. UNSUITABLE TERRAIN - INTENTIONAL - PILOT IN COMMAND
 2. JUDGEMENT - POOR - 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. - 1471 3/17/86 TAHOE VALLEY, CA A/C Reg. No. N88GT Time (Lcl) - 1345 PST.

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

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

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

Make/Model - AEROSPATIALE AS-350D	Eng Make/Model - LYCOMING LTS 101-600AC	ELT Installed/Activated - YES/YES
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 4100	Engine Type - TURBOSHAFT	
No. of Seats - 6	Rated Power - 595 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	FREE PEAK, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - N/A
Visibility - 25.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 15000 FT	Type of Clearance - NONE	Runway Surface - SNOW
Lowest Ceiling - 15000 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - SNOW - CRUSTED
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 41	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 6596
SE LAND, ME LAND	Months Since - 1	Make/Model- 300
HELICOPTER	Aircraft Type - AS-350P	Instrument- 100
		Multi-Eng - 20
		Last 24 Hrs - 1
		Last 30 Days- 14
		Last 90 Days- 14
		Rotorcraft - 6456

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE HELICOPTER COLLIDED WITH TREES AND CRASHED IN ROUGH MOUNTAINOUS TERRAIN DURING TAKEOFF. THE ACFT WAS SHUTTTLING SKIERS FROM A LANDING AREA LOCATED AT APPROXIMATELY 8,300 FT MSL TO A RIDGELINE AT 11,000 FT MSL. THE PLT REPORTED THE EGT (T-4) WAS AT 790 DEG (C), OVER THE TAKEOFF 5 MIN LIMITATION. THE PLT ATTEMPTED A NORMAL TAKEOFF. AS THE ACFT REACHED AN ALT ABOVE THE 80 FT TALL TREES BELOW TRANSLATIONAL LIFT, IT SHUDDERED THEN SPUN COUNTERCLOCKWISE. THE OGE MAXIMUM RECOMMENDED WEIGHT WAS COMPUTER AT 1,812 KILOGRAMS OR 3,995.5 LBS. THE WEIGHT CALCULATED BY THE PLT AFTER THE ACCIDENT WAS 3,995 LBS. EXAMINATION OF THE ACFT WEIGHT AND BALANCE RECORDS REVEALED THAT COMPONENTS WERE INSTALLED ON THE ACFT AFTER IT HAD BEEN WEIGHED. THE PLT DID NOT INCLUDE ALL THE ADDITIONAL COMPONENTS IN HIS CALCULATIONS.

Brief of Accident (Continued)

File No. - 1471

3/17/86

TAHOE VALLEY, CA

A/C Reg. No. N88GT

Time (Lcl) - 1345 PST

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

Finding(s)

1. TERRAIN CONDITION - MOUNTAINOUS/HILLY
2. MAINTENANCE, RECORDKEEPING - NOT MAINTAINED - COMPANY MAINTENANCE PSNL
3. WEATHER CONDITION - HIGH DENSITY ALTITUDE
4. AIRCRAFT WEIGHT AND BALANCE - IMPROPER - COMPANY MAINTENANCE PSNL
5. FLIGHT MANUALS - IMPROPER - COMPANY MAINTENANCE PSNL
6. PREFLIGHT PLANNING/PREPARATION - INACCURATE - PILOT IN COMMAND
7. AIRCRAFT PERFORMANCE, TAKEOFF CAPABILITY - EXCEEDED
8. AIRSPEED - NOT ATTAINED - PILOT IN COMMAND
9. VERTICAL TAKEOFF - NOT POSSIBLE - PILOT IN COMMAND

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

Finding(s)

10. TERRAIN CONDITION - MOUNTAINOUS/HILLY
11. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
12. OBJECT - TREE(S)
13. AIRCRAFT PERFORMANCE, TAKEOFF CAPABILITY - EXCEEDED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 6,8,9,11

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,7,10,12,13

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1559 3/25/86 LAKEPORT, CA A/C Reg. No. N4863F Time (Lcl) - 1535 PST

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

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

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

Make/Model - CESSNA 172N	Eng Make/Model - LYCOMING O-320-H2AD	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2150	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - 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	LAMPSON
Wind Dir/Speed- 230/009 KTS	ATC/Airspace	Runway Ident - 28
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3450/ 40
Lowest Sky/Clouds - 25000 FT THIN BKN	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 - 17	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 66
SE LAND	Months Since - 3	Last 24 Hrs - 1
	Aircraft Type - C-150	Make/Model- 3
		Last 30 Days- 2
		Instrument- UNK/NR
		Last 90 Days- 7
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WITNESSES REPORTED THAT THEY OBSERVED THE PLT MAKE 2 APPROACHES AND LANDINGS PRIOR TO THE ACCIDENT. ON THE LANDING JUST BEFORE THE ACCIDENT, THEY OBSERVED AN "EXTREMELY HARD LANDING ON THE NOSE GEAR." THEY REPORTED THAT THE PLT THEN TAXIED BACK TO TAKEOFF WITHOUT STOPPING TO EXAMINE THE ACFT. ON THE NEXT LANDING, JUST AFTER TOUCHDOWN, THE NOSE GEAR "STARTED TO SHIMMY." THE ACFT THEN VEERED OFF THE RUNWAY & ENCOUNTERED A DITCH.

Brief of Accident (Continued)

File No. - 1559

3/25/86

LAKEPORT, CA

A/C Reg. No. N4863F

Time (Lcl) - 1535 PST

Occurrence #1 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 - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

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

Finding(s)

4. LANDING GEAR, NOSEWHEEL STEERING - OVERLOAD

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

Finding(s)

5. DIRECTIONAL CONTROL - NOT MAINTAINED -
6. GROUND LOOP/SWERVE - UNCONTROLLED -

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

Finding(s)

7. TERRAIN CONDITION - DITCH

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1490 4/23/86 SAN RAFAEL, CA A/C Reg. No. N4496C Time (Lcl) - 1550 PST

-----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	1	0
Accident Occurred During - LANDING		Other	0	0	0
			0	0	1

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

Make/Model - CESSNA 195A	Eng Make/Model - JACOBS R-755-B2	ELT Installed/Activated - YES/YES
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 - 275 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	SMITHS RANCH
Wind Dir/Speed- 210/012 KTS	ATC/Airspace	Runway Ident - 22
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2138/ 30
Lowest Sky/Clouds - 3000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 20000 FT BROKEN	Type Apch/Lndg - STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 39	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE, COMMERCIAL, CFI	Current - YES	Total - 14000
SE LAND, ME LAND, SE SEA	Months Since - 4	Make/Model - 1000
GLIDER	Aircraft Type - 737	Instrument - UNK/NR
		Multi-Eng - 10000
		Last 24 Hrs - 2
		Last 30 Days - 83
		Last 90 Days - 200
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE TWO AIRCRAFT COLLIDED ON THE RUNWAY DURING THE LANDING APPROACH. THE CESSNA PILOT HAD WASHED HIS AIRCRAFT AND HAD MADE A LOCAL FLIGHT TO DRY IT OFF. THE BEECH PILOT WAS RETURNING FROM A NEARBY AIRPORT WHERE AN ANNUAL INSPECTION HAD BEEN PERFORMED. WITNESSES STATED THAT THE CESSNA HAD LANDED AND WAS ROLLING ON THE RUNWAY WHEN THE BEECH LANDED ON TOP OF IT. EACH PILOT STATED THAT HE ANNOUNCED HIS INTENTIONS, BUT EACH PILOT STATED THAT HE DID NOT HEAR THE OTHER.

Brief of Accident (Continued)

File No. - 1490

4/23/86

SAN RAFAEL, CA

A/C Reg. No. N4496C

Time (Lcl) - 1550 PST

Occurrence MIDAIR COLLISION

Phase of Operation LANDING

Finding(s)

1. VISUAL LOOKOUT - NOT PERFORMED - PILOT IN COMMAND
2. VISUAL LOOKOUT - NOT PERFORMED - PILOT OF OTHER AIRCRAFT

-----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. - 1490	4/23/86	SAN RAFAEL, CA	A/C Reg. No. N3947N	Time (Lcl) - 1550 PST
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-----Basic Information-----

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

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

Make/Model - BEECH 35	Eng Make/Model - CONTINENTAL E185	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1972	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 185 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	NOVATO, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	SMITHS RANCH
Wind Dir/Speed- 210/012 KTS	ATC/Airspace	Runway Ident - 22
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2138/ 30
Lowest Sky/Clouds - 3000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 20000 FT BROKEN	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 40	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 354
SE LAND	Months Since - 10	Last 24 Hrs - 1
	Aircraft Type - BE-35	Make/Model- 263
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 7

Instrument Rating(s) - NONE

-----Narrative-----

THE TWO AIRCRAFT COLLIDED ON THE RUNWAY DURING LANDING APPROACH. THE CESSNA PILOT HAD WASHED HIS AIRCRAFT AND HAD MADE A LOCAL FLIGHT TO DRY IT OFF. THE BEECK PILOT WAS RETURNING FROM A NEARBY AIRPORT WHERE AN ANNUAL INSPECTION HAD BEEN PERFORMED. WITNESSES STATED THAT THE CESSNA HAD LANDED AND WAS ROLLING ON THE RUNWAY WHEN THE BEECK LANDED ON TOP OF IT. EACH PILOT STATED THAT HE ANNOUNCED HIS INTENTIONS, BUT EACH PILOT STATED THAT HE DID NOT HEAR THE OTHER.

Brief of Accident (Continued)

File No. - 1490

4/23/86

SAN RAFAEL, CA

A/C Reg. No. N3947N

Time (Lcl) - 1550 PST

Occurrence MIDAIR COLLISION
Phase of Operation LANDING

Finding(s)

1. VISUAL LOOKOUT - NOT PERFORMED - PILOT IN COMMAND
2. VISUAL LOOKOUT - NOT PERFORMED - PILOT OF OTHER AIRCRAFT

----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. - 1538	4/25/86	BERMUDA DUNES, CA	A/C Reg. No. N46MT	Time (Lcl) - 1945 PST
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----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation -EXECUTIVE/CORPORATE	Fire	Crew	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -LANDING				2	4

----Aircraft Information----

Make/Model - CESSNA 501	Eng Make/Model - P&W JT15D-1B	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 11850	Engine Type - TURBOFAN	
No. of Seats - 8	Rated Power - 2200 LBS THRUST	

----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- 310/015 KTS</p> <p>Visibility - 10.0 SM</p> <p>Lowest Sky/Clouds - 20000 FT</p> <p>Lowest Ceiling - 20000 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 - LUBBOCK, TX</p> <p>Destination - SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - IFR</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>BERMUDA DUNES</p> <p>Runway Ident - 29</p> <p>Runway Lth/Wid - 4030/ 60</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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----Personnel Information----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL, ATP, CFI</p> <p>SE LAND, ME LAND</p>	<p>Age - 29</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 1</p> <p>Aircraft Type - C-501</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - UNK/NR</p> <p>Make/Model- UNK/NR</p> <p>Instrument- UNK/NR</p> <p>Multi-Eng - UNK/NR</p> <p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- UNK/NR</p> <p>Rotorcraft - UNK/NR</p>
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Instrument Rating(s) - AIRPLANE

----Narrative----

BASED ON THE FLT'S LANDING WEIGHT, AN APPROACH REF SPEED OF 99 KNOTS WAS CALCULATED BY THE PILOT. HE REPORTED THAT 115 KNOTS WAS USED DURING THE APPROACH. THE PILOT SAID THAT DURING THE DESCENT TO THE AIRPORT, ONE AIRCRAFT WAS HEARD TO MAKE A GO-AROUND "DUE TO WINDS, BUT LANDED SUCCESSFULLY ON THE SECOND LANDING." AT BETWEEN 50 AND 35 FT AGL ON SHORT FINAL TO RWY 29, THE PILOT NOTED THE AIRSPEED "INSTANTANEOUSLY WENT FROM 115 KTS TO 85 KTS," AND FULL POWER APPLICATION AND CONTROL INPUTS TO ARREST THE DESCENT DID NOT STOP THE AIRCRAFT FROM TOUCHING DOWN HARD ON THE RWY. THE AIRPORT MANAGER ESTIMATED THAT THE WINDS AT THE TIME WERE FROM THE NW AT 15 GUSTING 30 TO 35 KTS. THE TWB RTE 426 FORCAST, WHICH INCLUDED THE AREA OF THE AIRPORT, STATED THAT "NW WINDS ACROSS RIDGES AND THRU PASSES BETWEEN 20 AND 45 KTS WITH LOCALLY HIGHER GUSTS" IN ADDITION TO "MTN WAVE CONDITIONS WITH AREAS OF WIND SHEAR" WERE EXPECTED.

Brief of Accident (Continued)

File No. - 1538

4/25/86

BERMUDA DUNES, CA

A/C Reg. No. N46MT

Time (Lc1) - 1945 PST

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 2. WEATHER CONDITION - WINDSHEAR
 3. COMPENSATION FOR WIND CONDITIONS - NOT ATTAINED -
-

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

Finding(s)

4. GO-AROUND - ATTEMPTED - PILOT IN COMMAND
 5. FLARE - NOT POSSIBLE -
-

----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. - 1492	4/27/86	TORREY PINES, CA	A/C Reg. No. N704PL	Time (Lcl) - 1745 PST
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-----Basic Information-----

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

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

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

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 360/008 KTS</p> <p>Visibility - 15.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point CARLSBAD, CA</p> <p>Destination. SAN DIEGO, CA</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 - GRAVEL</p> <p>Runway Status - WET</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s) STUDENT</p>	<p>Age - 24</p> <p>Biennial Flight Review</p> <p>Current - N/A</p> <p>Months Since - N/A</p> <p>Aircraft Type - N/A</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total - 28</td> <td>Last 24 Hrs - UNK/NR</td> </tr> <tr> <td>Make/Model- 12</td> <td>Last 30 Days- 8</td> </tr> <tr> <td>Instrument- 0</td> <td>Last 90 Days- 14</td> </tr> </table>	Total - 28	Last 24 Hrs - UNK/NR	Make/Model- 12	Last 30 Days- 8	Instrument- 0	Last 90 Days- 14
Total - 28	Last 24 Hrs - UNK/NR							
Make/Model- 12	Last 30 Days- 8							
Instrument- 0	Last 90 Days- 14							

Instrument Rating(s) -- NONE

-----Narrative-----

THE STUDENT PLT WAS ON THE FINAL LEG OF A X-COUNTRY FLT WHEN THE ENG QUIT. A FORCED LANDING WAS ATTEMPTED ON A BEACH DURING WHICH THE ACFT NOSED OVER. THE PLT STATED THAT HE PURCHASED 5.9 GALLONS OF FUEL AT ONE OF HIS POINTS OF LANDING. HE DID NOT REPORT HOW LONG THE ACFT HAD FLOWN BEFORE THE ENG QUIT. EXAMINATION OF THE WRECKAGE DISCLOSED THAT APRX ONE CUP OF FUEL REMAINED IN THE WING FUEL TANKS.

Brief of Accident (Continued)

File No. - 1492

4/27/86

TORREY PINES, CA

A/C Reg. No. N704PL

Time (Lc1) - 1745 PST

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

Finding(s)

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

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1537 4/30/86 CLEARLAKE, CA A/C Reg. No. N738JE Time (Lcl) - 1545 PDT

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

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

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

Make/Model	- CESSNA 172N	Eng Make/Model	- LYCOMING O-360-A3A	ELT Installed/Activated	- UNK/NR
Landing Gear	- FLOAT	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2350	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- 270/010 KTS</p> <p>Visibility - 50.0 SM</p> <p>Lowest Sky/Clouds - 8000 FT SCATTERED</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</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: 20px;">GO AROUND</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRPORT</p> <p>Airport Data</p> <p style="padding-left: 20px;">SKYLARK</p> <p>Runway Ident - UNK/NR</p> <p>Runway Lth/Wid - 15000 -UNK/NR</p> <p>Runway Surface - WATER</p> <p>Runway Status - WATER-CALM</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 - 38</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 5</p> <p>Aircraft Type - PA-30</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 1970</p> <p>Make/Model- 62</p> <p>Instrument- 132</p> <p>Multi-Eng - 290</p> <p>Last 24 Hrs - 4</p> <p>Last 30 Days- 30</p> <p>Last 90 Days- 80</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE FLT INSTRUCTOR (CFI) SAID HE WAS INSTRUCTING THE STUDENT IN HOW TO JUDGE A STRAIGHT-IN APPROACH AND LANDING TO A DOCK WITH MINIMAL TAXIING REQUIRED. DURING THE APPROACH, THE CFI DETERMINED THAT THE STUDENT WAS OVERSHOOTING THE DESIRED TOUCHDOWN POINT, SO HE TOLD THE STUDENT TO MAKE A GO-AROUND. A NORMAL GO-AROUND WAS INITIATED IN ADDITION TO A RIGHT TURN. AFTER 8 TO 10 SECONDS ON THE CROSSWIND LEG, ANOTHER RIGHT TURN WAS STARTED TO TAKE THE AIRCRAFT OUT TOWARD THE MOUTH OF THE BAY. THE CFI STATED THAT AFTER 2 TO 3 SECONDS IN THE TURN, " THE AIRCRAFT ABRUPTLY BANKED LEFT, LOST ALTITUDE AND THE LEFT WING DUG INTO THE WATER." HE ALSO STATED THAT THE LAKE WAS SURROUNDED BY HILLS THAT ROSE 3,000 FT OR MORE ABOVE THE LAKE LEVEL, AND THAT "STRONG UPPER LEVEL WINDS, ROLL TURBULENCE AND SHIFTING GUSTING WINDS CAN OCCUR NEAR THE SHORE OF THE LAKE." REPORTEDLY, AT THE TIME OF THE ACCIDENT, THE WINDS WERE FROM 240 DEGS, VARIABLE TO 290 DEGS AT 10 GUSTING 15 KTS.

Brief of Accident (Continued)

File No. - 1537

4/30/86

CLEARLAKE, CA

A/C Reg. No. N738JE

Time (Lcl) - 1545 PDT

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

Finding(s)

1. WEATHER CONDITION - TURBULENCE
2. WEATHER CONDITION - UNFAVORABLE WIND

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

Finding(s)

3. AIRCRAFT HANDLING - NOT MAINTAINED - DUAL STUDENT
4. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)

Occurrence #3 DRAGGED WING, ROTOR, POD, OR FLOAT
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

5. REMEDIAL ACTION - INITIATED - PILOT IN COMMAND
6. TERRAIN CONDITION - WATER, ROUGH
7. CLEARANCE - NOT MAINTAINED -

-----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) 1,2,4,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1472 5/03/86 OAKLAND, CA A/C Reg. No. N9656V Time (Lcl) - 0715 PDT

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

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

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

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

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

<p>Weather Data</p> <p>Wx Briefing - TV WX</p> <p>Method - TV/RADIO</p> <p>Completeness - UNK/NR</p> <p>Basic Weather - IMC</p> <p>Wind Dir/Speed- 210/006 KTS</p> <p>Visibility - 8.0 SM</p> <p>Lowest Sky/Clouds - 2200 FT</p> <p>Lowest Ceiling - 3000 FT</p> <p>Obstructions to Vision- FOG</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">HAYWARD, CA</p> <p>Destination</p> <p style="padding-left: 20px;">CHICO, CA</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - VFR</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p 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-----

Pilot-In-Command	Age - 51	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 387
SE LAND	Months Since - 23	Make/Model- 123
	Aircraft Type - C-172	Instrument- 40
		Last 24 Hrs - 1
		Last 30 Days- 9
		Last 90 Days- 15

Instrument Rating(s) - NONE

-----Narrative-----

BEFORE TAKEOFF, THE PLT TUNED IN THE HAYWARD ATIS & RECEIVED INFORMATION ALPHA, WHICH RPRTD THE WX WAS: 2200' SCATTERED, 3000' OVERCAST & VISIBILITY 8 MI. AFTER TAKING OFF FROM RWY 28R, THE PLT CLIMBED TO ABOUT 650' & MADE A RGT TURN. AT ABOUT THAT TIME, THE ACFT ENCOUNTERED CLOUDS & THE PLT TRIED TO RETURN TO THE HAYWARD ARPT. WHILE TRYING TO AVOID THE CLOUDS, HE "ENDED UP . . . CLIMBING UP TO 1600 FEET." HE CONTACTED OAKLAND TOWER & TURNED EAST TOWARD THE OAKLAND HILLS, WHILE AVOIDING CONTROLLED AIRSPACE AT ALAMEDA. PERSONNEL AT OAKLAND TWR DID NOT HAVE RADAR CONTACT WITH THE ACFT & ASKED THE PLT TO CHANGE HIS TRANSPONDER CODE. AT ABOUT THAT TIME, AS THE PLT WAS MANEUVERING UNDER A CLOUD, THE ACFT HIT THE TOPS OF TREES & CAME TO REST AGAINST A LIGHT POLE. THE PLT ESTIMATED THE CRASH SITE WAS APRX 7 MILES NORTHEAST OF THE HAYWARD ARPT.

Brief of Accident (Continued)

File No. - 1472

5/03/86

OAKLAND,CA

A/C Reg. No. N9656V

Time (Lcl) - 0715 PDT

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

Finding(s)

1. WEATHER CONDITION - CLOUDS
 2. WEATHER CONDITION - LOW CEILING
 3. WEATHER CONDITION - FOG
 4. VFR FLIGHT INTO IMC - INADVERTENT - PILOT IN COMMAND
-

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

Finding(s)

5. OBJECT - TREE(S)
 6. OBJECT - UTILITY POLE
-

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1541	5/03/86	MORGAN HILL, CA	A/C Reg. No. N9309V	Time (Lcl) - 1155 PDT
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----Basic Information----

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

----Aircraft Information----

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	NOVATO, CA	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	SILVER CITY, NM	Runway Ident - N/A
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - UNK/NR OVERCAST	Type Apch/Lndg - NONE	
Obstructions to Vision- FOG		
Precipitation - RAIN		
Condition of Light - DAYLIGHT		

----Personnel Information----

Pilot-In-Command	Age - 71	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - UNK/NR	Total - 24000
SE LAND, ME 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 PILOT REQUESTED AND RECEIVED PREFLIGHT WEATHER BRIEFINGS, TWICE, AND WAS ADVISED THAT VFR FLIGHT WAS NOT RECOMMENDED. THE FLIGHT DEPARTED AND CRASHED INTO MOUNTAINOUS TERRAIN THAT WAS OBSCURED BY ADVERSE WEATHER CONDITIONS. WITNESSES REPORTED THAT THE ACFT HAD CIRCLED SEVERAL TIMES IN A VALLEY OR CANYON AREA BEFORE IT DISAPPEARED INTO CLOUDS AND IMPACTED THE SIDE OF A MOUNTAIN. THEY REPORTED THAT WHEN THE ACCIDENT OCCURRED, THERE WERE LOW CEILINGS, POOR VISIBILITY WITH FOG AND HEAVY RAIN.

Brief of Accident (Continued)

File No. - 1541

5/03/86

MORGAN HILL, CA

A/C Reg. No. N9309V

Time (Lcl) - 1155 PDT

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

Finding(s)

1. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND
2. WEATHER CONDITION - CLOUDS
3. WEATHER CONDITION - LOW CEILING
4. WEATHER CONDITION - FOG
5. WEATHER CONDITION - RAIN
6. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND

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

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) 6

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1536	5/10/86	ANGELS CAMP, CA	A/C Reg. No. N56760	Time (Lcl) - 1624 PDT
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----Basic Information----

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

----Aircraft Information----

Make/Model - BOEING A75	Eng Make/Model - LYCOMING R-680	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TAILWHEEL-RETRACTABLE MAINS	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2950	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 225 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	COLUMBIA, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	HAYWARD, CA	
Wind Dir/Speed- 240/014 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

----Personnel Information----

Pilot-In-Command	Age - 39	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 4150
SE LAND	Months Since - 13	Make/Model- 244
	Aircraft Type - A75	Instrument- UNK/NR
		Multi-Eng - 22
		Last 24 Hrs - 2
		Last 30 Days- 11
		Last 90 Days- 22
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

----Narrative----

NUMEROUS GROUND WITNESSES OBSERVED THE AIRCRAFT FLY LOW ALONG THE RIVER WHICH FED INTO THE NEW MELONIES RESERVOIR LAKE AND THEN COLLIDE WITH UNMARKED HIGH TENSION POWER LINES WHICH SPANNED A NARROW PORTION OF THE LAKE. THE PILOT THOUGHT THE AIRCRAFT WAS AT APRX 500 FT ABOVE THE WATER WHEN IT STRUCK THE POWER LINES. THE ELECTRIC COMPANY'S RECORDS SHOWED THAT THE POWER LINES SPANNED 4007 FT ACROSS THE LAKE BETWEEN TWO STEEL TOWERS. AT THE LOWEST DROOP, THE LINES MEASURED 194 FT ABOVE THE RECORDED HIGH WATER MARK OF THE LAKE. ACCORDING TO THE US DEPT OF INTERIOR, THE LAKE LEVEL ON THE DAY OF THE ACCIDENT WAS RECORDED AT 1061.84 FT MSL, AND THE HIGH WATER MARK FOR THE LAKE WAS 1088 FT MSL.

Brief of Accident (Continued)

File No. - 1536

5/10/86

ANGELS CAMP, CA

A/C Reg. No. N56760

Time (Lcl) - 1624 PDT

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 2. PROPER ALTITUDE - NOT USED - PILOT IN COMMAND
 3. OBJECT - WIRE, TRANSMISSION
 4. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
-

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1527	5/31/86	GASQUET,CA	A/C Reg. No. N22MS	Time (Lcl) - 1110 PDT
<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 0
Accident Occurred During	-LANDING			
<hr/>				
----Aircraft Information----				
Make/Model	- CESSNA 150	Eng Make/Model	- CONTINENTAL O-200-A	ELT Installed/Activated - YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System - YES
Max Gross Wt	- 1600	Engine Type	- RECIPROCATING-CARBURETOR	
No. of Seats	- 2	Rated Power	- 100 HP	
<hr/>				
----Environment/Operations Information----				
Weather Data		Itinerary	Airport Proximity	
Wx Briefing - NO RECORD OF BRIEFING		Last Departure Point	ON AIRPORT	
Method - N/A		MONTAGUE,CA		
Completeness - N/A		Destination	Airport Data	
Basic Weather - VMC		SAME AS ACC/INC	WARD	
Wind Dir/Speed- 330/006 KTS		ATC/Airspace	Runway Ident - 24	
Visibility - 6.0 SM		Type of Flight Plan - VFR	Runway Lth/Wid - 2990 -UNK/NR	
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				
<hr/>				
----Personnel Information----				
Pilot-In-Command	Age - 38	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT		
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)		
PRIVATE	Current - YES	Total - 98	Last 24 Hrs - 9	
SE LAND	Months Since - 0	Make/Model- 98	Last 30 Days- UNK/NR	
	Aircraft Type - C-150	Instrument- UNK/NR	Last 90 Days- 55	
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR	
<hr/>				
Instrument Rating(s) - NONE				
<hr/>				
----Narrative----				
<p>THE PILOT STATED THAT, AS HE ENTERED THE TRAFFIC PATTERN, THE WINDSOCK FOR RUNWAY 24 INDICATED ABOUT FIVE KNOTS OF WIND STRAIGHT DOWN THE RUNWAY. HE FURTHER STATED THAT, AS HE WAS ABOUT TO TOUCH DOWN, A SUDDEN CROSS WIND CAUSED THE AIRCRAFT TO "NOSE TO THE RIGHT". THE AIRCRAFT THEN VEERED OFF INTO THE GRASS AND STRUCK TIRES WHICH HAD BEEN INSTALLED TO FORM A CIRCLE AROUND THE WINDSOCK. IT THEN BOUNCED AND CAME DOWN NOSE FIRST, BUCKLING THE NOSE GEAR AND DAMAGING THE PROP AND RIGHT WING.</p>				
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Brief of Accident (Continued)

File No. - 1527

5/31/86

GASQUET, CA

A/C Reg. No. N22MS

Time (Lcl) - 1110 PDT

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
 3. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
 4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 5. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
-

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

Finding(s)

6. OBJECT - AIRPORT FACILITY
-

Occurrence #3 NOSE DOWN
Phase of Operation TAKEOFF

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1486	6/06/86	THERMAL,CA	A/C Reg. No. N8503W	Time (Lcl) - 0922 PDT
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-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage DESTROYED		Injuries	
Type of Operation -AERIAL APPLICATION	Fire	Crew	Fatal	Serious
Flight Conducted Under -14 CFR 137	ON GROUND	Pass	1	0
Accident Occurred During -MANEUVERING		Other	0	0
			0	0
			0	1
			0	0

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

Make/Model - HILLER UH-12E	Eng Make/Model - LYCOMING VO-540-B1A	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2750	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 305 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	THERMAL,CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 300/005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 46	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - UNK/NR	Total - 11000
ME LAND,SE SEA	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
HELICOPTER	Aircraft Type - UNK/NR	Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE HELICOPTER COLLIDED WITH TERRAIN DURING A MANEUVERING TURN WHILE APPLYING A PESTICIDE TO A CULTIVATED FIELD. THE ACFT WAS SEEN ON THE PASS JUST PRIOR TO THE ACCIDENT AND THE ACFT APPEARED TO BE LOWER THAN USUAL. THE ACFT WAS DESTROYED BY POST-IMPACT FIRE.

Brief of Accident (Continued)

File No. - 1486

6/06/86

THERMAL, CA

A/C Reg. No. N8503W

Time (Lcl) - 0922 PDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)
1. UNDETERMINED

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1528	6/08/86	SANTA MARGARITA, CA	A/C Reg. No. N1787P	Time (Lcl) - 1500 PDT
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-----Basic Information-----

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

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

Make/Model - PIPER PA-28-150	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-----

<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 - 50.0 SM</p> <p>Lowest Sky/Clouds - UNK/NR</p> <p>Lowest Ceiling - UNK/NR</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point OXNARD, CA</p> <p>Destination SANTA MARIA, CA</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - VFR</p> <p>Type Apch/Lndg - PRECAUTIONARY 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>PRIVATE</p> <p>SE LAND</p>	<p>Age - 63</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 3</p> <p>Aircraft Type - PA-22</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 495</p> <p>Make/Model- 220</p> <p>Instrument- UNK/NR</p> <p>Multi-Eng - UNK/NR</p> <p>Last 24 Hrs - 3</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 15</p> <p>Rotorcraft - UNK/NR</p>
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Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT HE HAD PROBLEMS WITH HIS NAVIGATION RADIO AND OVERFLEW HIS DESTINATION AIRPORT. HE SUBSEQUENTLY BECAME DISORIENTED, RAN ONE FUEL TANK DRY, AND THEN MADE A PRECAUTIONARY LANDING, SINCE HE WAS LOW ON FUEL. ON LANDING, THE NOSE GEAR COLLAPSED CAUSING THE AIRCRAFT TO SETTLE ON THE WING AND PROPELLER.

Brief of Accident (Continued)

File No. - 1528

6/08/86

SANTA MARGARITA, CA

A/C Reg. No. N1787P

Time (Lcl) - 1500 PDT

Occurrence #1 MISCELLANEOUS/OTHER
Phase of Operation CRUISE

Finding(s)

1. COMM/NAV EQUIPMENT - ERRATIC
 2. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
 3. PRECAUTIONARY LANDING - PERFORMED -
-

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation LANDING

Finding(s)

4. LANDING GEAR, NOSE GEAR - OVERLOAD
 5. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1484 6/20/86 SAN RAFAEL, CA A/C Reg. No. N3823A Time (Lcl) - 1335 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire NONE
Crew Pass

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

Make/Model - BEECH A-36TC
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3650
No. of Seats - 6

Eng Make/Model - CONTINENTAL TS10-520-UB
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 300 HP

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 180/015 KTS
Visibility - 40.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAN RAFAEL, CA
Destination
TRUCKEE, CA

Airport Proximity
ON AIRPORT

Airport Data

SMITH RANCH
Runway Ident - 04
Runway Lth/Wid - 2100/ 30
Runway Surface - ASPHALT
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 - 50

Biennial Flight Review
Current - YES
Months Since - 9
Aircraft Type - A-36TC

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total -	387
Last 24 Hrs -	1
Make/Model- 270	Last 30 Days- 11
Instrument- 66	Last 90 Days- 51
Multi-Eng - 2	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT STALLED AND COLLIDED WITH THE GROUND INITIAL DURING A TAKEOFF INITIAL CLIMB. HE INDICATED THAT HE MISJUDGED THE STALL BUFFET AS TURBULENT AIRFLOW FROM A CROSSWIND. THE RIGHT WING DROPPED AND THE ACFT STALLED. THE PLT ALSO INDICATED THE STALL WARNING DID NOT SOUND. A LOCAL SHEEPHERDER WHO WITNESSED THE ACCIDENT STATED THAT THE ACFT ATTEMPTED TO TAKEOFF DOWNWIND.

Brief of Accident (Continued)

File No. - 1484

6/20/86

SAN RAFAEL, CA

A/C Reg. No. N3823A

Time (Lcl) - 1335 PDT

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

Finding(s)

1. WEATHER CONDITION - TAILWIND
 2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 3. LIFT-OFF - PREMATURE - PILOT IN COMMAND
 4. STALL/MUSH
-

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

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1485	6/22/86	COLUMBIA, CA	A/C Reg. No. N21677	Time (Lcl) - 1315 PDT
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----Basic Information----

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

----Aircraft Information----

Make/Model - PIPER J-3	Eng Make/Model - CONTINENTAL A-65-8	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1150	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	PALO ALTO, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	COLUMBIA, CA	COLUMBIA
Wind Dir/Speed- 230/005 KTS	ATC/Airspace	Runway Ident - 17
Visibility - 60.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4060/ 75
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

----Personnel Information----

Pilot-In-Command	Age - 41	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 6500
SE LAND, ME LAND	Months Since - 1	Make/Model- 50
	Aircraft Type - J3C-65	Instrument- 300
		Multi-Eng - 1700
		Last 24 Hrs - 2
		Last 30 Days- 3
		Last 90 Days- 3

Instrument Rating(s) - AIRPLANE

----Narrative----

THE ACFT NOSED OVER IN SOFT GROUND DURING LANDING ROLL AFTER VEERING OFF RWY 17. THE PLT INDICATED THAT THE RIGHT BRAKE PEDAL WAS JAMMED BY 1/2 INCH CARPET THAT HAD BEEN INSTALLED IN THE ACFT. THE ACFT VEERED OFF THE RIGHT SIDE OF THE RWY 17. WHEN THE PLT ATTEMPTED TO STRAIGHTEN THE ACFT BY APPLYING LEFT BRAKE, THE AIRPLANE NOSED OVER. THE PLT ALSO INDICATED THE WINDS AT THE TIME OF THE ACCIDENT WERE FROM 230 DEG AT APRX 5 KTS.

Brief of Accident (Continued)

File No. - 1485

6/22/86

COLUMBIA, CA

A/C Reg. No. N21677

Time (Lcl) - 1315 PDT

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. LANDING GEAR, NORMAL BRAKE SYSTEM - JAMMED
 3. PROPER ALIGNMENT - NOT POSSIBLE - PILOT IN COMMAND
 4. MISC EQPT/FURNISHINGS - INCORRECT
-

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

5. LANDING GEAR, NORMAL BRAKE SYSTEM - LOCKED
 6. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SOFT
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1526	6/22/86	AGUANGA, CA	A/C Reg. No. N3885A	Time (Lcl) - 1300 PDT
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-----Basic Information-----

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

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

Make/Model - SCHWEIZER SGS 1-26C	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 - 570	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	WARNER SPRINGS, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 135/010 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE	FORCED LANDING	
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 39	Medical Certificate - EXPIRED	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 709	Last 24 Hrs - 5
SE LAND	Months Since - 3	Make/Model- 127	Last 30 Days- 16
GLIDER	Aircraft Type - 1-26C	Instrument- UNK/NR	Last 90 Days- 56
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

A SCHWEIZER SGS 1-26C GLIDER COLLIDED WITH A WIRE FENCE WHILE THE PLT WAS LANDING ON A CLOSED AIRSTRIIP. THE CLOSED STRIP WAS MARKED WITH X'S. SEVERAL FENCES WERE STRETCHED ACROSS THE AIRSTRIIP TO CONTROL LIVESTOCK. THE PILOT INDICATED THAT DURING FLT, HE HAD DESCENDED TOO LOW AND WAS UNABLE TO FIND AN AREA WITH SUITABLE LIFT. HE ELECTED TO LAND ON THE CLOSED AIRSTRIIP. HE REPORTED SEEING A WHITE "X", BUT THOUGHT THE CLOSED STRIP WAS USABLE. ON FINAL APPROACH, HE NOTICED A SERIES OF FENCES CROSSING THE CLOSED STRIP. HE LANDED PAST THE 4TH FENCE, HOPPED THE 5TH & STRUCK THE 6TH FENCE AT APRX 30 MPH.

Brief of Accident (Continued)

File No. - 1526

6/22/86

AGUANGA,CA

A/C Reg. No. N3885A

Time (Lcl) - 1300 PDT

Occurrence ON GROUND COLLISION WITH OBJECT

Phase of Operation LANDING - ROLL

Finding(s)

1. OBJECT - FENCE
 2. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - NOT OPERATING
 3. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
 4. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
-

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

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

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. - 1535	6/27/86	MAMMOTH, CA	A/C Reg. No. N7687B	Time (Lcl) - 1600 PDT
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----Basic Information----

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

----Aircraft Information----

Make/Model - BELLANCA 14-19-2	Eng Make/Model - CONTINENTAL O-470-K	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-RETRACTABLE MAINS	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2700	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 230 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	TECHACHAPI, CA	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	MAMMOTH, CA	MAMMOTH-JUNE LAKES
Wind Dir/Speed- 190/015 KTS	ATC/Airspace	Runway Ident - 27
Visibility - 41.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 7000/ 100
Lowest Sky/Clouds - 15000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

----Personnel Information----

Pilot-In-Command	Age - 48	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - YES	Total - 3083
SE LAND, ME LAND	Months Since - 12	Make/Model- 800
	Aircraft Type - PA-23	Instrument- 151
		Multi-Eng - 41
		Last 24 Hrs - 3
		Last 30 Days- 10
		Last 90 Days- 35

Instrument Rating(s) - AIRPLANE

----Narrative----

THE PLT LOST CONTROL OF THE ACFT & IT COLLIDED WITH TERRAIN DURING A LANDING TO RWY 27. THE PLT INDICATED THAT THE WINDS WERE FROM 190 DEG AT 15 GUSTING 20 KTS. REPORTEDLY, HE LANDED ON RWY 27 WITH AN INDICATED AIRSPEED OF 80 MPH. DURING THE LANDING ROLL, A GUST OF WIND WAS ENCOUNTERED & THE ACFT VEERED LEFT & GROUND LOOPED OFF THE RWY. THE MAIN GEAR COLLAPSED WHEN THE AIRCRAFT CROSSED THE RWY SHOULDER ONTO ROUGH TERRAIN. THE PLT ALSO INDICATED THAT HE HAD RECEIVED A WEATHER BRIEFING FROM A FSS. THE WINDS WERE FORCAST TO BE FROM 190 DEG AT 15 GUSTING 20 KTS AT THE DESTINATION.

Brief of Accident (Continued)

File No. - 1535

6/27/86

MAMMOTH, CA

A/C Reg. No. N7687B

Time (Lcl) - 1600 PDT

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. WEATHER CONDITION - GUSTS
3. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. GROUND LOOP/SWERVE - UNCONTROLLED -

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

Finding(s)

6. TERRAIN CONDITION - ROUGH/UNEVEN
7. 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) 3,4

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1525 6/30/86 UKIAH,CA A/C Reg. No. N2406J Time (Lcl) - 1405 PDT

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

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage
SUBSTANTIAL

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

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

Fire Crew
NONE Pass

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

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

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

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

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

Weather Data

Wx Briefing - FSS
Method - ACFT RADIO
Completeness - PARTIAL,LMTD BY PILOT
Basic Weather - VMC
Wind Dir/Speed- 260/007 KTS
Visibility - 30.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
UKIAH,CA
Destination
SACRAMENTO,CA

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data
UKIAH

Runway Ident - 33
Runway Lth/Wid - 4400/ 150
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 69
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - PA-18

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

Total	- 19680	Last 24 Hrs	- 5
Make/Model-	10400	Last 30 Days-	91
Instrument-	2158	Last 90 Days-	245
Multi-Eng -	4990	Rotorcraft -	UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PIPER PA-18-150 ENCOUNTERED TURBULENT WIND CONDITIONS AND DRAGGED THE LEFT WING DURING A TAKEOFF GROUND RUN FROM RWY 33. THE PLT REPORTED THAT DURING THE TAKEOFF GROUND RUN, THE RIGHT WING LIFTED CAUSING THE LEFT WING TO DRAG ON THE RWY. THE AIRCRAFT THEN SWERVED TO THE LEFT AND DEPARTED THE RWY. THE FSS (LOCATED ON THE ARPT) REPORTED THAT AT THE TIME OF THE ACCIDENT, THE WINDS WERE FROM 260 DEG AT 7 KTS. SEVERAL "DUST DEVILS" WERE OBSERVED IN THE AREA DURING THE DAY, BUT NONE WERE OBSERVED ON THE ARPT. THE PLT ALSO INDICATED THAT HE RECEIVED A WEATHER BRIEFING AND WAS AWARE OF THE REPORTED WEATHER PHENOMENA.

Brief of Accident (Continued)

File No. - 1525

6/30/86

UKIAH,CA

A/C Reg. No. N2406J

Time (Lcl) - 1405 PDT

Occurrence #1 ON GROUND ENCOUNTER WITH WEATHER
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND
2. WEATHER CONDITION - UNFAVORABLE WIND
3. WEATHER CONDITION - CROSSWIND
4. WEATHER CONDITION - TURBULENCE

Occurrence #2 DRAGGED WING, ROTOR, POD, OR FLOAT
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

5. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND

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

Finding(s)

6. DIRECTIONAL CONTROL - NOT MAINTAINED -
7. GROUND LOOP/SWERVE - UNCONTROLLED -

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1561 7/04/86 LINCOLN, CA A/C Reg. No. N91360 Time (Lcl) - 1000 PDT

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

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

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

Make/Model - PIPER PA-38	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 112 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	LINCOLN, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	LINCOLN MUNI
Wind Dir/Speed- 050/005 KTS	ATC/Airspace	Runway Ident - 15
Visibility - 65.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 6000/ 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 - 24	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 7
	Months Since - N/A	Last 24 Hrs - 1
	Aircraft Type - N/A	Make/Model- 7
		Last 30 Days- 3
		Instrument- 0
		Last 90 Days- 7

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT INDICATED THAT THIS WAS HIS FIRST SOLO FLIGHT. HE HAD ACCUMULATED A TOTAL OF 6.8 HOURS OF FLIGHT TIME PRIOR TO THIS FLIGHT AND HE HAD FLOWN EARLIER IN THE DAY WITH HIS FLIGHT INSTRUCTOR. AFTER TWO LANDINGS WITH THE FLIGHT INSTRUCTOR, THE STUDENT PILOT WAS ENDORSED FOR SOLO FLIGHT. HE REPORTED THAT ON THE SECOND SOLO TRAFFIC PATTERN, THE AIRCRAFT BOUNCED ON TOUCHDOWN AND BEGAN TO PORPOISE. THE NOSE GEAR THEN COLLAPSED AND THE AIRCRAFT CAME TO REST PARTIALLY OFF THE LEFT SIDE OF THE RUNWAY.

Brief of Accident (Continued)

File No. - 1561

7/04/86

LINCOLN, CA

A/C Reg. No. N91360

Time (Lcl) - 1000 PDT

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

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND
 2. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
 3. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 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) 1,3

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1542 7/06/86 ATWATER, CA A/C Reg. No. N7108M Time (Lcl) - 1400 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	1
Accident Occurred During - APPROACH			0	0	1
					0

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

Make/Model - CESSNA 175	Eng Make/Model - CONTINENTAL G0-300-A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2350	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 175 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	VISALIA, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	TURLOCK, CA	Runway Ident - N/A
Wind Dir/Speed- 320/008 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 4000 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 52	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 114	Last 24 Hrs - 2
SE LAND	Months Since - 24	Make/Model- UNK/NR	Last 30 Days- 5
	Aircraft Type - C-152	Instrument- 2	Last 90 Days- 7

Instrument Rating(s) - NONE

-----Narrative-----

A CESSNA 175 COLLIDED WITH A TREE AFTER A TOTAL LOSS OF POWER DURING A VFR X-COUNTRY FLT. THE PLT INDICATED HE EXPERIENCED AN ENG FAILURE AT 2,000 FT MSL, WHILE ON DESCENT, APRX 15 MI FROM HIS DEST. HE REPORTED THAT THE ENG BEGAN TO VIBRATE SLIGHTLY. THE VIBRATIONS RAPIDLY BECAME WORSE, THEN THE ENG STOPPED SUDDENLY, AND SMOKE ENTERED THE COCKPIT. THE PLT WAS FORCED TO LAND AND SELECTED AN OPEN FIELD BOUNDED BY AN ALMOND ORCHARD. WHILE ON FINAL APCH, THE LEFT WING DIPPED AND STRUCK AN ALMOND TREE CAUSING THE ACFT TO LAND SHORT. THE ACFT CAME TO REST ON THE EDGE OF AN OPEN FIELD WHERE IT NOSED OVER IN A DITCH. THE ENG OIL SYST HAD BEEN MODIFIED WITH PLUMBING THAT ADDED A LINE WHICH EXTENDED THE DRAIN FROM THE DRAIN PLUG TO BELOW THE ENG COWLING. THE LINE WAS PLUGGED AT THE COWLING END AND THERE WAS NO PETCOCK TO RESTRICT THE OIL FROM DRAINING WHEN THE PLUG WAS REMOVED. THERE WAS A LEAK AT ONE OF THE FITTING WELDS WHICH ALLOWED THE ENG OIL TO FLOW OUT. NO OIL WAS FOUND IN THE ENG OIL SYST WHEN IT WAS EXAMINED.

Brief of Accident (Continued)

File No. - 1542

7/06/86

ATWATER,CA

A/C Reg. No. N7108M

Time (Lcl) - 1400 PDT

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

Finding(s)

1. MAINTENANCE, INSTALLATION - IMPROPER - OTHER MAINTENANCE PSNL
2. LUBRICATING SYSTEM, OIL LINE - INCORRECT
3. MAINTENANCE, MODIFICATION - IMPROPER - OTHER MAINTENANCE PSNL
4. FLUID, OIL - LEAK
5. FLUID, OIL - EXHAUSTION
6. ENGINE ASSEMBLY - FAILURE, TOTAL

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

Finding(s)

7. OBJECT - TREE(S)

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

Finding(s)

8. 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) 1,2,3,4,5,6

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1543	7/06/86	VACAVILLE, CA	A/C Reg. No. N8075X	Time (Lc1) - 1130 PDT
<hr/>				
-----Basic Information-----				
Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries	
		SUBSTANTIAL	Fatal	Serious Minor None
Type of Operation	- INSTRUCTIONAL	Fire	Crew 0	0 0 1
Flight Conducted Under	- 14 CFR 91	NONE	Pass 0	0 0 0
Accident Occurred During	- LANDING			
<hr/>				
-----Aircraft Information-----				
Make/Model	- PIPER PA-28-161	Eng Make/Model	- LYCOMING O-320-D36	ELT Installed/Activated - YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System - NO
Max Gross Wt	- 2150	Engine Type	- RECIPROCATING-CARBURETOR	
No. of Seats	- 4	Rated Power	- 160 HP	
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-----Environment/Operations Information-----				
Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT	
Method	- N/A	SAME AS ACC/INC		
Completeness	- N/A	Destination	Airport Data	
Basic Weather	- VMC	LOCAL	NUT TREE	
Wind Dir/Speed	- 230/005 KTS	ATC/Airspace	Runway Ident - 19	
Visibility	- 40.0 SM	Type of Flight Plan	Runway Lth/Wid - 3800/ 75	
Lowest Sky/Clouds	- CLEAR	Type of Clearance	Runway Surface - ASPHALT	
Lowest Ceiling	- NONE	Type Apch/Lndg	Runway Status - DRY	
Obstructions to Vision	- NONE			
Precipitation	- NONE			
Condition of Light	- DAYLIGHT			
<hr/>				
-----Personnel Information-----				
Pilot-In-Command	Age - 34	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT		
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)		
STUDENT	Current - N/A	Total - 20	Last 24 Hrs - 1	
	Months Since - N/A	Make/Model- 15	Last 30 Days- UNK/NR	
	Aircraft Type - N/A	Instrument- 1	Last 90 Days- 20	
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Instrument Rating(s) - NONE				
<hr/>				
-----Narrative-----				
<p>THE STUDENT PLT INDICATED THAT AFTER HIS THIRD APPROACH, WHILE FLYING SOLO, THE ACFT VEERED TO THE RIGHT AND WENT OFF THE RWY DURING THE LANDING ROLL. HE ATTEMPTED TO CORRECT THE SITUATION, BUT THE ACFT COLLIDED WITH A 5 FT DITCH, LOCATED APRX 38 FT FROM THE RWY EDGE, THEN CAME TO REST IN A 10 FT DEEP DITCH ABOUT 59 FT FROM THE RWY. THE STUDENT INDICATED THAT HE HAD USED A HIGHER APPROACH SPEED FOR TURBULENCE IN THE VICINITY OF THE THRESHOLD. ALSO, HE REPORTED THERE WAS NO MECHANICAL FAILURES OR MALFUNCTIONS PRIOR TO THE ACCIDENT. APRX 26 MI NE AT THE SACRAMENTO METRO AIRPORT, THE WIND WAS FROM 230 DEG AT 5 KTS.</p>				
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Brief of Accident (Continued)

File No. - 1543

7/06/86

VACAVILLE, CA

A/C Reg. No. N8075X

Time (Lcl) - 1130 PDT

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. WEATHER CONDITION - TURBULENCE
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 - DITCH

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1488	7/14/86	HYAMPOM,CA	A/C Reg. No. N6430J	Time (Lcl) - 1943 PDT
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-----Basic Information-----

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

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

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

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

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - TELEPHONE</p> <p>Completeness - FULL</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 310/006 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 SALT LAKE CITY,UT</p> <p>Destination ARCATA,CA</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 - WATER</p> <p>Runway Status - WET</p> <p>WATER - CHOPPY</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</p>	<p>Age - 54</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 3</p> <p>Aircraft Type - C-210</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total - 2505</td> <td>Last 24 Hrs - 5</td> </tr> <tr> <td>Make/Model- 165</td> <td>Last 30 Days- 6</td> </tr> <tr> <td>Instrument- 198</td> <td>Last 90 Days- 23</td> </tr> <tr> <td>Multi-Eng - 45</td> <td></td> </tr> </table>	Total - 2505	Last 24 Hrs - 5	Make/Model- 165	Last 30 Days- 6	Instrument- 198	Last 90 Days- 23	Multi-Eng - 45	
Total - 2505	Last 24 Hrs - 5									
Make/Model- 165	Last 30 Days- 6									
Instrument- 198	Last 90 Days- 23									
Multi-Eng - 45										

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT'S ENGINE QUIT WHEN THE FLIGHT WAS 25 MILES SHORT OF ITS INTENDED DESTINATION AND AN EMERGENCY LANDING WAS ATTEMPTED IN A RIVER. THE PILOT STATED THAT ACCORDING TO HIS CALCULATIONS, THE AIRCRAFT SHOULD HAVE HAD A NO RESERVE ENDURANCE OF 6 HOURS AND 15 MINUTES. THE AIRCRAFT HAD FLOWN A TOTAL OF 5 HOURS AND 16 MINUTES WHEN THE ENGINE QUIT.

Brief of Accident (Continued)

File No. - 1488

7/14/86

HYAMPOM,CA

A/C Reg. No. N6430J

Time (Lcl) - 1943 PDT

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

Finding(s)

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

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

4. TERRAIN CONDITION - NONE SUITABLE
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1495 7/20/86 VACAVILLE, CA A/C Reg. No. N74162 Time (Lcl) - 1333 PDT

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

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

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

Make/Model - GLASFLUGEL ST LIBELLE	Eng Make/Model - N/A	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - N/A	Stall Warning System - UNK/NR
Max Gross Wt - 660	Engine Type - N/A	
No. of Seats - 1	Rated Power - N/A	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	VACAVILLE GLIDERPORT
Wind Dir/Speed- 250/009 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 1020
Lowest Sky/Clouds - 25000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 40	Medical Certificate - NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 770
SE LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO WITNESSES THE SAILPLANE WAS TOO LOW ON THE LANDING APPROACH AND IN AN ATTEMPT TO STRETCH THE GLIDE THE PILOT STALLED THE SAILPLANE AND ENTERED A SPIN PRIOR TO CONTACT WITH THE GROUND.

Brief of Accident (Continued)

File No. - 1495

7/20/86

VACAVILLE, CA

A/C Reg. No. N74162

Time (Lcl) - 1333 PDT

Occurrence #1 UNDERSHOOT
Phase of Operation APPROACH

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
2. PROPER GLIDEPATH - NOT MAINTAINED - PILOT IN COMMAND

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

Finding(s)

3. PULL-UP - EXCESSIVE - PILOT IN COMMAND
4. 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) 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. - 1529 7/30/86 HUNTINGTON BCH,CA A/C Reg. No. N2338B Time (Lcl) - 1424 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 - TEMCO GC-1B	Eng Make/Model - LYCOMING O-360	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-RETRACTABLE MAINS	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1710	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 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	MEADOWLARK
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - 01
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2330/ 36
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - CONCRETE
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 - 59	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1500
SE LAND	Months Since - 8	Make/Model- 1000
	Aircraft Type - GC-1B	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 40
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT HE WAS PUTTING SOME TIME ON THE ENGINE AFTER MAINTENANCE HAD BEEN PERFORMED WHEN THE ENGINE QUIT. HE INITIALLY STATED THAT HE DEPARTED AT 1300 PDT WITH 12 GALLONS OF FUEL ON BOARD. HE LATER STATED THAT HE DEPARTED AT 1400 PDT AND THAT THE ENGINE "SEEMED STARVED FOR GAS." DURING A FORCED LANDING, THE AIRCRAFT COLLIDED WITH AN UNOCCUPIED VEHICLE, DAMAGING BOTH THE VEHICLE AND THE AIRCRAFT. NO FUEL WAS FOUND IN THE AIRCRAFT'S FUEL TANK OR FUEL LINES.

Brief of Accident (Continued)

File No. - 1529

7/30/86

HUNTINGTON BCH,CA

A/C Reg. No. N2338B

Time (Lcl) - 1424 PDT

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

Finding(s)

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

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

4. OBJECT - VEHICLE

-----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. - 1496	8/28/86	FREMONT, CA	A/C Reg. No. N9845E	Time (Lc1) - 1511 PDT
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----Basic Information----

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

----Aircraft Information----

Make/Model - SCHWEIZER SGS 2-32	Eng Make/Model - N/A	ELT Installed/Activated - NO -N/A
Landing Gear - SKI/WHEEL	Number Engines - N/A	Stall Warning System - NO
Max Gross Wt - 1250	Engine Type - N/A	
No. of Seats - 3	Rated Power - N/A	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	SKY SAILING
Wind Dir/Speed- 270/010 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - 1840
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

----Personnel Information----

Pilot-In-Command	Age - 62	Medical Certificate - NO MEDICAL	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL, ATP	Current - YES	Total - UNK/NR	Last 24 Hrs - UNK/NR
ME LAND	Months Since - 10	Make/Model- 1	Last 30 Days- UNK/NR
GLIDER	Aircraft Type - 2-32	Instrument- UNK/NR	Last 90 Days- UNK/NR
		Multi-Eng - 20000	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

----Narrative----

THE GLIDER TOW PILOT STATED THAT HE NOTICED THE GLIDER'S SPOILERS IN THE OPEN POSITION SHORTLY AFTER TAKEOFF. HE BROUGHT THE GLIDER TO THE TRAFFIC PATTERN. THE GLIDER PILOT RELEASED FROM THE TOW AND MADE A SHARP TURN DURING WHICH THE GLIDER PITCHED UP, STALLED AND SPUN TO GROUND IMPACT.

Brief of Accident (Continued)

File No. - 1496

8/28/86

FREMONT, CA

A/C Reg. No. N9845E

Time (Lcl) - 1511 PDT

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

Finding(s)

1. FLT CONTROL SYST, WING SPOILER SYSTEM - DEPLOYED INADVERTENTLY
2. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
3. 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) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1487	9/17/86	EL MONTE, CA	A/C Reg. No. N1455J	Time (Lcl) - 1200 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 -STANDING			0	0
			0	1
			0	1

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	UNK/NR	EL MONTE
Wind Dir/Speed- 190/008 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 7.0 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 - 51	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - NO	Total - 1100
SE LAND	Months Since - 80	Make/Model- 600
	Aircraft Type - 112A	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- 2
		Last 90 Days- 4

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT THE ENGINE WOULD NOT START SO HE SECURED THE LEFT WING AND HAND PROPPED THE ENGINE. WHEN THE ENGINE STARTED, THE AIRCRAFT BEGAN MOVING IN A CIRCULAR PATH TO THE LEFT AND COLLIDED WITH A PARKED AIRCRAFT.

Brief of Accident (Continued)

File No. - 1487

9/17/86

EL MONTE, CA

A/C Reg. No. N1455J

Time (Lcl) - 1200 PDT

Occurrence ON GROUND COLLISION WITH OBJECT
Phase of Operation STANDING - STARTING ENGINE(S)

Finding(s)

1. OBJECT - AIRCRAFT PARKED
 2. STARTING PROCEDURE - INATTENTIVE - PILOT IN COMMAND
 3. AIRCRAFT UNATTENDED/ENGINE(S) RUNNING - INTENTIONAL - 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. - 1551 10/12/86 KING CITY, CA A/C Reg. No. N4823D Time (Lcl) - 1500 PDT

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELETYPE	SALINAS, CA	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	PASO ROBLES, CA	
Wind Dir/Speed- 310/010 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 12.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 33	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 536
SE LAND	Months Since - 8	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 200
		Instrument- 29
		Last 30 Days- UNK/NR
		Last 90 Days- 79

Instrument Rating(s) - NONE

-----Narrative-----

WHILE CRUISING NEAR KING CITY, CA, THE AIRCRAFT LOST POWER AND AN ATTEMPT TO RESTART THE ENGINE WAS UNSUCCESSFUL. THE AIRCRAFT WAS THEN LANDED IN A FIELD, BUT IT COLLIDED WITH A TREE DURING THE LANDING ROLL. AN EXAMINATION OF THE AIRCRAFT REVEALED THAT THE MIXTURE CONTROL CABLE CLAMP HAD SLIPPED CAUSING THE MIXTURE TO MOVE TO THE IDLE CUTOFF POSITION.

Brief of Accident (Continued)

File No. - 1551

10/12/86

KING CITY, CA

A/C Reg. No. N4823D

Time (Lcl) - 1500 PDT

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

Finding(s)

1. MIXTURE CONTROL, CABLE - LOOSE
2. MAINTENANCE, INSTALLATION - IMPROPER - OTHER MAINTENANCE PSNL

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

3. OBJECT - TREE(S)

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1558 10/18/86 FOLSOM, CA A/C Reg. No. N1118L Time (Lcl) - 1545 PDT

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

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

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

Make/Model - LAKE LA4-180	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 - 2400	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	AUBURN, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	FOLSOM, CA	FOLSOM LAKE
Wind Dir/Speed- 310/016 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 60.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - WATER
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - WATER - CHOPPY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 40	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,FLT ENG	Current - YES	Total - 6241
SE LAND,ME LAND,SE SEA	Months Since - 4	Last 24 Hrs - 0
	Aircraft Type - L-4A	Make/Model- 70
		Last 30 Days- 20
		Instrument- 750
		Last 90 Days- 50
		Multi-Eng - 4000
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A LOCAL CROSS COUNTRY PLEASURE FLIGHT, THE PILOT ATTEMPTED A LANDING ON LAKE FOLSOM. UPON TOUCHDOWN THE AIRCRAFT BEGAN SETTLING IN THE WATER THEN NOSED OVER AND SANK. THE PILOT STATED HE FELT THERE WAS AN OBJECT IN THE WATER THAT WAS STRUCK. WITNESSES HOWEVER, STATED THAT THE AIRCRAFT TOUCHED DOWN ONCE BRIEFLY, PULLED UP, THEN ON THE SECOND TOUCHDOWN, IT NOSED OVER. ACCORDING TO ONE WITNESS, THE AIRCRAFT WAS LANDED WITH A QUARTERING TAIL WIND. APRX 12 MI NE, THE SACRAMENTO WIND WAS FROM 310 DEG AT 16 KTS.

Brief of Accident (Continued)

File No. - 1558

10/18/86

FOLSOM, CA

A/C Reg. No. N1118L

Time (Lcl) - 1545 PDT

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

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
 2. WEATHER CONDITION - TAILWIND
 3. TERRAIN CONDITION - WATER, ROUGH
 4. FLARE - IMPROPER - PILOT IN COMMAND
 5. RECOVERY FROM BOUNCED LANDING - NOT ATTAINED - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

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

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

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. - 1550	10/23/86	MADERA, CA	A/C Reg. No. N2853X	Time (Lcl) - 1015 PDT
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-----Basic Information-----

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

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

Make/Model - PIPER PA-28RT-201T	Eng Make/Model - CONTINENTAL TS10-360	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2900	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 200 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	FRESNO, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 170/006 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 8.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 12000 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 25000 FT OVERCAST	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 50	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP,CFI	Current - YES	Total - 16500
SE LAND,ME LAND	Months Since - 1	Make/Model- 25
	Aircraft Type - PA-30	Instrument- 4800
		Multi-Eng - 2500
		Last 24 Hrs - 2
		Last 30 Days- 30
		Last 90 Days- 130

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A DUAL INSTRUCTIONAL FLIGHT, THE PILOTS WERE PRACTICING A SIMULATED ENGINE OUT PROCEDURE. ENGINE POWER HAD BEEN REDUCED TO 15" OF MANIFOLD PRESSURE. WHEN AN ATTEMPT WAS MADE TO ADD POWER AT AN ALTITUDE OF ABOUT 500 FT, THE ENGINE QUIT. THE INSTRUCTOR TRIED TO RESTART THE ENGINE, BUT WAS UNSUCCESSFUL. THE INSTRUCTOR SAID THAT DURING THE ATTEMPTED RESTART, THE "HI" PUMP POSITION WAS SELECTED. ACCORDING TO THE FLIGHT MANUAL, "ACTUATION OF THE HI FUEL PUMP POSITION, WHEN THE ENGINE IS OPERATING NORMALLY, MAY CAUSE ENGINE ROUGHNESS AND/OR POWER LOSS." NO PREIMPACT PART MALFUNCTION OR FAILURE WAS FOUND.

Brief of Accident (Continued)

File No. - 1550

10/23/86

MADERA, CA

A/C Reg. No. N2853X

Time (Lcl) - 1015 PDT

Occurrence #1 LOSS OF POWER
Phase of Operation DESCENT

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)
2. TERRAIN CONDITION - ROUGH/UNEVEN

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1544	11/05/86	SAN DIEGO, CA	A/C Reg. No. N399WM	Time (Lcl) - 2030 PDT
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-----Basic Information-----

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - ACFT RADIO	KINGMAN, AZ	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	SAME AS ACC/INC	MONTGOMERY
Wind Dir/Speed- 310/005 KTS	ATC/Airspace	Runway Ident - 28R
Visibility - .060 SM	Type of Flight Plan - VFR/IFR	Runway Lth/Wid - 3400/ 150
Lowest Sky/Clouds - UNK/NR	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - OBSCURED	Type Apch/Lndg - ILS-COMPLETE	Runway Status - DRY
Obstructions to Vision- FOG	STRAIGHT-IN	
Precipitation - NONE	FULL STOP	
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 75	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 10000
SE LAND, ME LAND, SE SEA	Months Since - 11	Make/Model- 5500
	Aircraft Type - K35	Instrument- 1150
		Multi-Eng - 2500
		Last 24 Hrs - 6
		Last 30 Days- 20
		Last 90 Days- 79

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AT THE END OF A NIGHT CROSS COUNTRY FLIGHT, THE PILOT ATTEMPTED AN INSTRUMENT APPROACH TO THE MONTGOMERY AIRPORT AFTER BEING ADVISED THE WEATHER WAS BELOW BASIC VFR MINIMUMS. HE WAS CLEARED FOR AN ILS APPROACH AND REPORTED THAT HE HAD THE RUNWAY IN SIGHT AT ABOUT 400 FT; HOWEVER, HE LOST SIGHT OF THE RUNWAY DUE TO FOG AS HE CONTINUED. JUST BEFORE THE PILOT INITIATED A MISSED APPROACH, HE WAS ADVISED THAT THE VISIBILITY HAD DROPPED TO 1/16 MILE. DURING THE MISSED APPROACH, THE AIRCRAFT COLLIDED WITH THE RUNWAY WHILE IT WAS STILL DESCENDING.

Brief of Accident (Continued)

File No. - 1544

11/05/86

SAN DIEGO, CA

A/C Reg. No. N399WM

Time (Lc1) - 2030 PDT

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

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. WEATHER CONDITION - FOG
3. WEATHER CONDITION - OBSCURATION

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - MISSED APPROACH (IFR)

Finding(s)

4. IFR PROCEDURE - IMPROPER - PILOT IN COMMAND
5. DECISION HEIGHT - IMPROPER USE OF - PILOT IN COMMAND
6. MISSED APPROACH - NOT FOLLOWED - PILOT IN COMMAND
7. 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) 4,5,6,7

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1549	11/08/86	ELK GROVE, CA	A/C Reg. No. N5360Q	Time (Lcl) - 1830 PST
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----Basic Information----

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

----Aircraft Information----

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	SUNSET SKYRANCH
Wind Dir/Speed- 290/005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2800/ 32
Lowest Sky/Clouds - 25000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DUSK		

----Personnel Information----

Pilot-In-Command	Age - 28	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 114
SE LAND	Months Since - 2	Last 24 Hrs - 4
	Aircraft Type - C-150L	Make/Model- 114
		Last 30 Days- UNK/NR
		Instrument- 1
		Last 90 Days- 61

Instrument Rating(s) - NONE

----Narrative----

AS THE PLT WAS RETURNING FROM A LOCAL FLIGHT, THE ENGINE LOST POWER FOR ABOUT 15 SECONDS, THEN RESTARTED. THE PLT CHECKED THE FUEL GAUGES WHICH INDICATED ONE TANK WAS EMPTY AND THE OTHER WAS 1/4 FULL. AT ABOUT 1-1/2 MILES FROM THE AIRPORT, THE ENGINE LOST POWER AGAIN AND WOULD NOT RESTART. DURING A FORCED LANDING, THE AIRCRAFT COLLIDED WITH A DITCH ABOUT 300 FEET SHORT OF THE RUNWAY. AN EXAM OF THE AIRCRAFT REVEALED BOTH FUEL TANKS WERE EMPTY. REPORTEDLY, THE PLT DID NOT ALLOW FOR UNUSABLE FUEL DURING HIS FUEL CALCULATIONS.

Brief of Accident (Continued)

File No. - 1549

11/08/86

ELK GROVE, CA

A/C Reg. No. N5360Q

Time (Lc1) - 1830 PST

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
2. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND
3. ENGINE INSTRUMENTS, FUEL QUANTITY GAGE - FALSE INDICATION
4. FLUID, FUEL - EXHAUSTION
5. FUEL SUPPLY - MISJUDGED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

6. TERRAIN CONDITION - DITCH

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1547 11/17/86 COLUMBIA, CA A/C Reg. No. N4085N Time (Lcl) - 1145 PST

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

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

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

Make/Model - CESSNA 120	Eng Make/Model - CONTINENTAL C-85-12	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1450	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 85 HP	

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

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	COLUMBIA
Wind Dir/Speed- 190/010 KTS	ATC/Airspace	Runway Ident - 29
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2600/ 100
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 - 33	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 235
SE LAND	Months Since - 15	Make/Model- 38
	Aircraft Type - UNK/NR	Instrument- 4
		Last 24 Hrs - 2
		Last 30 Days- 43
		Last 90 Days- 48

Instrument Rating(s) - NONE

-----Narrative-----

AT THE BEGINNING OF A LOCAL PLEASURE FLIGHT, THE PILOT LOST CONTROL OF THE AIRCRAFT WHILE PRACTICING HIGH SPEED TAXIING FOR DIRECTIONAL CONTROL FOR TAKEOFFS AND LANDINGS. UPON REACHING LIFTOFF SPEED, THE POWER WAS REDUCED TO IDLE. THE AIRCRAFT SWERVED TO THE LEFT AND RIGHT RUDDER WAS APPLIED. THE AIRCRAFT THEN SWERVED TO THE RIGHT AND FULL LEFT RUDDER AND FORWARD STICK WERE APPLIED. SUBSEQUENTLY, THE LEFT WING STRUCK THE GROUND AND THE AIRCRAFT NOSED DOWN.

Brief of Accident (Continued)

File No. - 1547

11/17/86

COLUMBIA,CA

A/C Reg. No. N4085N

Time (Lcl) - 1145 PST

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

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
 2. WEATHER CONDITION - CROSSWIND
 3. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
 4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
 5. RUDDER - EXCESSIVE - PILOT IN COMMAND
 6. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 7. GROUND LOOP/SWERVE - UNCONTROLLED -
-

Occurrence #2 NOSE DOWN
Phase of Operation TAXI

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

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

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. - 1548 11/19/86 CORONA, CA A/C Reg. No. N2731J Time (Lc1) - 1115 PST

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

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

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

Make/Model - CESSNA A150M	Eng Make/Model - CONTINENTAL O-200-A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	RIVERSIDE, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	TEMECULA, CA	
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 15000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 55	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 529
SE LAND	Months Since - 6	Last 24 Hrs - 1
	Aircraft Type - C-172	Make/Model- 38
		Last 30 Days- 28
		Instrument- 1
		Last 90 Days- 58

Instrument Rating(s) - NONE

-----Narrative-----

DURING A LOCAL FLIGHT, THE PILOT WAS PRACTICING A SIMULATED ENGINE OUT PROCEDURE TOWARD AN OPEN FIELD ON ROLLING TERRAIN. HE STATED THAT HE MISJUDGED THE RISING TERRAIN AND GOT TOO LOW AND SLOW TO INITIATE A GO-AROUND. SUBSEQUENTLY, HE WAS FORCED TO LAND. DURING THE ROLL OUT, THE AIRCRAFT NOSED OVER.

Brief of Accident (Continued)

File No. - 1548

11/19/86

CORONA, CA

A/C Reg. No. N2731J

Time (Lc1) - 1115 PST

Occurrence #1 FORCED LANDING
Phase of Operation DESCENT

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. TERRAIN CONDITION - RISING
3. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
4. GO-AROUND - DELAYED - PILOT IN COMMAND

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

Finding(s)

5. TERRAIN CONDITION - ROUGH/UNEVEN

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

-----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. - 1556	11/23/86	MERCED,CA	A/C Reg. No. N8474W	Time (Lcl) - 1655 PST
-----Basic Information-----				
Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries	
		SUBSTANTIAL	Fatal	Serious
Type of Operation	-PERSONAL	Fire	Crew	Minor
Flight Conducted Under	-14 CFR 91	NONE	Pass	None
Accident Occurred During	-LANDING		0	0
			0	0
			1	1
-----Aircraft Information-----				
Make/Model	- PIPER PA-28-180	Eng Make/Model	- LYCOMING O-360-A4A	ELT Installed/Activated - YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System - YES
Max Gross Wt	- 2400	Engine Type	- RECIPROCATING-CARBURETOR	
No. of Seats	- 4	Rated Power	- 180 HP	
-----Environment/Operations Information-----				
Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- FSS	Last Departure Point	OFF AIRPORT/STRIP	
Method	- TELEPHONE	EL MONTE,CA		
Completeness	- WEATHER NOT PERTINENT	Destination	Airport Data	
Basic Weather	- VMC	MERCED,CA		
Wind Dir/Speed	- 330/014 KTS	ATC/Airspace	Runway Ident - N/A	
Visibility	- 30.0 SM	Type of Flight Plan	Runway Lth/Wid - N/A	
Lowest Sky/Clouds	- 15000 FT SCATTERED	Type of Clearance	Runway Surface - N/A	
Lowest Ceiling	- 25000 FT BROKEN	Type Apch/Lndg	Runway Status - N/A	
Obstructions to Vision	- NONE			
Precipitation	- NONE			
Condition of Light	- DUSK			
-----Personnel Information-----				
Pilot-In-Command	Age - 39	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)		
COMMERCIAL,ATP,CFI	Current - YES	Total - 5121	Last 24 Hrs - 4	
SE LAND,ME LAND	Months Since - 12	Make/Model- 36	Last 30 Days- 15	
	Aircraft Type - KC-135	Instrument- 856	Last 90 Days- 49	
		Multi-Eng - 4794	Rotorcraft - UNK/NR	
Instrument Rating(s) - AIRPLANE				
-----Narrative-----				
DURING THE RETURN LEG OF A ROUND ROBIN CROSS COUNTRY, THE AIRCRAFT EXPERIENCED A LOSS OF POWER APPROXIMATELY 10 MILES FROM THE DESTINATION AIRPORT. ABOUT 15 MINUTES EARLIER, THE PILOT HAD DELIBERATELY RUN THE LEFT FUEL TANK DRY. AT THAT TIME, THE RIGHT TANK INDICATED THAT 6 TO 7 GALLONS OF FUEL WAS REMAINING. DURING A FORCED LANDING IN A SOFT FIELD, THE AIRCRAFT HIT A FURROW AND NOSED OVER. AFTER THE ACCIDENT, LESS THAN ONE QUART OF FUEL WAS FOUND REMAINING.				

Brief of Accident (Continued)

File No. - 1556

11/23/86

MERCED, CA

A/C Reg. No. N8474W

Time (Lcl) - 1655 PST

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. ENGINE INSTRUMENTS, FUEL QUANTITY GAGE - FALSE INDICATION
3. FLUID, FUEL - EXHAUSTION
4. FUEL CONSUMPTION CALCULATIONS - MISJUDGED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

5. TERRAIN CONDITION - SOFT
6. TERRAIN CONDITION - ROUGH/UNEVEN

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1593	11/29/86	OCEANO,CA	A/C Reg. No. N66CF	Time (Lc1) - 2000 PST
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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 0	Minor 0	None 0
Flight Conducted Under -14 CFR 91	UNK/NR	Pass 1	0	0	0
Accident Occurred During -DESCENT					

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	OCEANO,CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAN JOSE,CA	Runway Ident - N/A
Wind Dir/Speed- 020/018 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 - UNK/NR	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----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 - 2000
SE LAND	Months Since - 12	Make/Model- 300
	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-----

WITNESSES STATED THAT WHILE THE ACFT WAS CLIMBING AFTER TAKEOFF, IT APPEARED TO BE LOWER THAN NORMAL. ONE WITNESS RPRTD THAT THE ENG SOUNDED AS IF IT WAS RUNNING ROUGH. ANOTHER WITNESS STATED THAT THE ACFT HAD BEGUN MAKING A LEFT TURN WHEN HE SAW FLAMES COMING FROM THE LOWER ENG COMPARTMENT. THE ACFT THEN MADE A SHARP DESCENDING TURN & CRASHED IN IN THE OCEAN. PIECES OF WRECKAGE WERE RECOVERED, BUT THERE WAS NOT ENOUGH TO DETERMINE WHY THE PLANE HAD CRASHED.

Brief of Accident (Continued)

File No. - 1593

11/29/86

OCEANO, CA

A/C Reg. No. N66CF

Time (Lcl) - 2000 PST

Occurrence #1 UNDETERMINED
Phase of Operation CLIMB - TO CRUISE

Finding(s)
1. UNDETERMINED

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

Finding(s)
2. LIGHT CONDITION - DARK NIGHT
3. TERRAIN CONDITION - WATER, ROUGH

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1555	12/06/86	SAN RAFAEL, CA	A/C Reg. No. N759DH	Time (Lcl) - 1500 PST
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-----Basic Information-----

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

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

Make/Model - CESSNA 182Q	Eng Make/Model - CONTINENTAL O-470	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2700	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 230 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	NAPA, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	SMITH RANCH
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 22
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2138/ 30
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 - 73	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
CFI	Current - YES	Total - 29475
SE LAND, ME LAND, SE SEA	Months Since - 9	Make/Model- 5463
	Aircraft Type - C-182	Instrument- 2760
		Multi-Eng - 13986
		Last 24 Hrs - UNK/NR
		Last 30 Days- 60
		Last 90 Days- 180
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING AN INSTRUCTIONAL FLIGHT, THE STUDENT PILOT WAS NOT ALIGNED PROPERLY WITH THE RUNWAY. THE FLIGHT INSTRUCTOR (CFI) TOOK CONTROL OF THE AIRCRAFT ON FINAL, BUT HE STATED THAT IT DID NOT RESPOND WHEN HE APPLIED RUDDER CONTROL. AFTER TOUCHDOWN, THE AIRCRAFT SWERVED TO THE RIGHT, RAN OFF THE RUNWAY AND COLLIDED WITH A FENCE. NO MECHANICAL PROBLEM WAS FOUND WITH THE RUDDER CONTROL. THE CESSNA NAVOMATIC AUTOPILOT WAS FOUND TO BE IN THE "ON" POSITION. IT WAS AN ELECTRIC, SINGLE-AXIS, AILERON CONTROL UNIT THAT DID NOT AFFECT RUDDER CONTROL.

Brief of Accident (Continued)

File No. - 1555

12/06/86

SAN RAFAEL,CA

A/C Reg. No. N759DH

Time (Lcl) - 1500 PST

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

Finding(s)

1. AUTOPILOT/FLIGHT DIRECTOR - ENGAGED
2. CHECKLIST - NOT FOLLOWED -
3. PROPER ALIGNMENT - NOT ATTAINED - DUAL STUDENT
4. REMEDIAL ACTION - NOT ATTAINED - PILOT IN COMMAND(CFI)
5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND(CFI)

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

Finding(s)

6. OBJECT - FENCE

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1554	12/08/86	MICHIGAN BAR, CA	A/C Reg. No. N5808Q	Time (Lcl) - 1730 PST
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-----Basic Information-----				
Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries	
		SUBSTANTIAL		
Type of Operation	-BUSINESS	Fire	Fatal	None
Flight Conducted Under	-14 CFR 91	NONE	Crew 0	1
Accident Occurred During	-LANDING		Pass 0	0
<hr/>				
-----Aircraft Information-----				
Make/Model	- MOONEY M20C	Eng Make/Model	- LYCOMING O-360-A1A	ELT Installed/Activated - YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System - YES
Max Gross Wt	- 2500	Engine Type	- RECIPROCATING-CARBURETOR	
No. of Seats	- 4	Rated Power	- 180 HP	
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-----Environment/Operations Information-----				
Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT	
Method	- N/A	DAVIS, CA		
Completeness	- N/A	Destination	Airport Data	
Basic Weather	- VMC	SAME AS ACC/INC	RANCHO MURIETA	
Wind Dir/Speed	- CALM		Runway Ident - 22	
Visibility	- 60.0 SM	ATC/Airspace	Runway Lth/Wid - 3800/ 75	
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	FULL STOP	
Precipitation	- NONE			
Condition of Light	- DUSK			
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-----Personnel Information-----				
Pilot-In-Command	Age - 38	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT		
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)		
CFI	Current - YES	Total - 1985	Last 24 Hrs - 7	
SE LAND	Months Since - 16	Make/Model - 1150	Last 30 Days - UNK/NR	
	Aircraft Type - M20C	Instrument - 80	Last 90 Days - 175	
		Multi-Eng - 8	Rotorcraft - UNK/NR	
<hr/>				
Instrument Rating(s) - AIRPLANE				
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-----Narrative-----				
DURING THE FLARE, JUST PRIOR TO TOUCHDOWN, A DEER RAN ACROSS THE RUNWAY FROM THE RIGHT AND SUBSEQUENTLY COLLIDED WITH THE LEFT WING OF THE AIRCRAFT. THE PILOT REPORTED THERE WAS NO TIME TO AVOID AN IMPACT.				
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Brief of Accident (Continued)

File No. - 1554

12/08/86

MICHIGAN BAR, CA

A/C Reg. No. N5808Q

Time (Lc1) - 1730 PST

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

Finding(s)

1. LIGHT CONDITION - DUSK
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. - 1443 10/14/86 CARIBBEAN SEA,CB A/C Reg. No. N8147Q Time (Lcl) - 1102 AST

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

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

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

Make/Model - CESSNA U206F	Eng Make/Model - CONTINENTAAAA IO-520-F	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 - 300 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - ACFT RADIO	ST. THOMAS,VI	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	ST.CROIX,VI	Runway Ident - N/A
Wind Dir/Speed- 130/016 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 20.0 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 - NONE	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 47	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1309
SE LAND,ME LAND	Months Since - 1	Make/Model- 641
	Aircraft Type - C-337	Instrument- 12
		Multi-Eng - 416
		Last 24 Hrs - 1
		Last 30 Days- 9
		Last 90 Days- 22

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS DESTROYED UPON DITCHING IN THE OCEAN AFTER SUSTAINING ENG FAILURE SEVERAL MINUTES AFTER TAKEOFF. THE PLT STATED THAT HE CHECKED THE FUEL TANKS WITH A CALIBRATED DIP-STICK AND DETERMINED THERE WAS 20 GALS OF FUEL IN THE LEFT TANK AND 15 GALS IN THE RIGHT TANK. HE STATED THAT HE DRAINED THE ENG FUEL SUMP & THE TWO WING SUMPS DURING HIS PRE-FLIGHT INSPECTION OF THE ACFT BUT DID NOT DRAIN THE TWO UNDER-BELLY SUMPS AS HE DID NOT KNOW OF THEIR EXISTENCE.

Brief of Accident (Continued)

File No. - 1443

10/14/86

CARIBBEAN SEA,CB

A/C Reg. No. N8147Q

Time (Lc1) - 1102 AST

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

Finding(s)

1. UNDETERMINED

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1579 4/12/86 ERIE, CO A/C Reg. No. N42RJ Time (Lcl) - 1100 MST

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

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

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

Make/Model - RJB AVIATION SKYBOLT A-1	Eng Make/Model - LYCOMING AEIO-360-H1A	ELT Installed/Activated - YES/NO/
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1500	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 2	Rated Power - 180 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	BROOMFIELD, CO	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	TRI-COUNTY
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 33
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5400/ 65
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 37	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1100
SE LAND	Months Since - 21	Make/Model- 19
	Aircraft Type - MUSTANG	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 1
		Last 30 Days- 22
		Last 90 Days- 37
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED THAT THE ACFT ENCOUNTERED A RIDGE ON THE RWY DURING THE LANDING ROLL AND SWERVED OFF THE SIDE. HE SAID WEATHER WAS NOT A FACTOR. AN FAA OPS INSPECTOR EXAMINED THE RWY AFTER THE ACDNT AND COULD NOT LOCATE THE REPORTED RIDGE.

Brief of Accident (Continued)

File No. - 1579

4/12/86

ERIE,CO

A/C Reg. No. N42RJ

Time (Lcl) - 1100 MST

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 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. - 1409	8/08/86	CLARK, CO	A/C Reg. No. N1110Z	Time (Lcl) - 1700 MDT
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----Basic Information----

Type Operating Certificate-ON-DEMAND AIR TAXI Name of Carrier -ROBERTS AIRCRAFT COMPANY Type of Operation -NON SCHED, DOMESTIC, PASSENGER 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 1 3	None 0 0
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----Aircraft Information----

Make/Model - HUGHES 369D Landing Gear - HIGH SKID Max Gross Wt - 3000 No. of Seats - 5	Eng Make/Model - ALLISON 250-C20B Number Engines - 1 Engine Type - TURBOSHAFT Rated Power - 375 HP	ELT Installed/Activated - YES/NO Stall Warning System - NO
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----Environment/Operations Information----

Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 320/015 KTS Visibility - 30.0 SM Lowest Sky/Clouds - 1400 FT SCATTERED Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Point CALIFORNIA PARK, CO Destination LOCAL ATC/Airspace Type of Flight Plan - COMPANY (VFR) Type of Clearance - NONE Type Apch/Lndg - STRAIGHT-IN PRECAUTIONARY LANDING	Airport Proximity OFF AIRPORT/STRIP Airport Data Runway Ident - N/A Runway Lth/Wid - N/A Runway Surface - DIRT Runway Status - DRY
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----Personnel Information----

Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL, CFI SE LAND, ME LAND HELICOPTER	Age - 40 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 - 7874 Make/Model- 145 Instrument- 263 Multi-Eng - 770 Last 24 Hrs - 2 Last 30 Days- UNK/NR Last 90 Days- 87 Rotorcraft - 6043
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Instrument Rating(s) - AIRPLANE

----Narrative----

AFTER THE ACCIDENT THE PLT STATED THAT HE WAS DEPARTING FROM A LANDING ZONE THAT WAS SURROUNDED BY TALL TREES. HE ALSO STATED THAT AFTER LIFTOFF, AS THE HELICOPTER CLIMBED ABOVE THE TREES THE WIND EITHER SHIFTED DIRECTION OR STOPPED AND THE HELICOPTER BEGAN TO SETTLE. THE PLT COULD NOT STOP THE DESCENT AND THE ACFT WAS LANDED IN AN OPEN AREA. AFTER TOUCHDOWN THE HELICOPTER STRUCK SEVERAL TREES. THE DENSITY ALTITUDE WAS CALCULATED TO BE 12,180 FEET.

Brief of Accident (Continued)

File No. - 1409

8/08/86

CLARK,CO

A/C Reg. No. N1110Z

Time (Lcl) - 1700 MDT

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

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
2. WEATHER CONDITION - HIGH DENSITY ALTITUDE
3. PERFORMANCE DATA - NOT USED - PILOT IN COMMAND
4. POWER ON LANDING - PERFORMED - PILOT IN COMMAND

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

Finding(s)

5. OBJECT - TREE(S)

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1521	6/03/86	MIDDLETOWN, CT	A/C Reg. No. N31SD	Time (Lcl) - 1550 EDT
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----Basic Information----

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

----Aircraft Information----

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	HYANNIS, CT	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	MERIDEN, CT	
Wind Dir/Speed- 350/016 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - UNK/NR	Type of Flight Plan - VFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

----Personnel Information----

Pilot-In-Command	Age - 30	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
STUDENT	Current - N/A	Total - 29	Last 24 Hrs - 3
	Months Since - N/A	Make/Model- 21	Last 30 Days- UNK/NR
	Aircraft Type - N/A	Instrument- 1	Last 90 Days- 16

Instrument Rating(s) - NONE

----Narrative----

THE STUDENT PILOT WAS ON THE THIRD LEG OF AN APPROVED THREE LEG CROSS COUNTRY SOLO FLIGHT. HE WAS INSTRUCTED TO REFUEL AT THE SECOND STOP. HOWEVER, HE MADE A DECISION NOT TO REFUEL SINCE THE FUEL TANKS INDICATED ABOUT 1/2 FULL. THE AIRCRAFT RAN OUT OF FUEL APPROXIMATELY 15 MILES SHORT OF THE DESTINATION & THE PILOT MADE A FORCED LANDING IN THE CONNECTICUT RIVER.

Brief of Accident (Continued)

File No. - 1521

6/03/86

MIDDLETOWN,CT

A/C Reg. No. N31SD

Time (Lc1) - 1550 EDT

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

Finding(s)

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

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

5. TERRAIN CONDITION - WATER,ROUGH
-

----Probable Cause----

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

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. - 1476 6/27/86 DANBURY,CT A/C Reg. No. N6150Q Time (Lcl) - 1530 EDT

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	DANBURY,CT	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	DANBURY
Wind Dir/Speed- 200/012 KTS	ATC/Airspace	Runway Ident - 26
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4419/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - VFR	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TOUCH AND GO	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - UNK/NR	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 33
	Months Since - N/A	Last 24 Hrs - UNK/NR
	Aircraft Type - N/A	Make/Model- 33
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 3

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT WAS CLEARED FOR CLOSED TRAFFIC TOUCH AND GO LANDINGS; HOWEVER, DURING HIS ACCELERATION FOR TAKEOFF, HE LOST DIRECTIONAL CONTROL AND THE AIRCRAFT VEERED LEFT OFF THE RUNWAY. NOT BEING ABLE TO REGAIN CONTROL, THE TAKEOFF WAS ABORTED. THE AIRCRAFT'S WHEEL CAUGHT IN THE GRASS AND THE AIRCRAFT FLIPPED UPSIDE DOWN.

Brief of Accident (Continued)

File No. - 1476

6/27/86

DANBURY,CT

A/C Reg. No. N6150Q

Time (Lc1) - 1530 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. GROUND LOOP/SWERVE - UNCONTROLLED - 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. - 1413	8/23/86	VERO BEACH, FL	A/C Reg. No. N23266	Time (Lcl) - 1105 EDT
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-----Basic Information-----

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

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

Make/Model - PIPER J3C-65	Eng Make/Model - CONTINENTAL C85-12F	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1220	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 85 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	NEW HIBISCUS
Wind Dir/Speed- 050/007 KTS	ATC/Airspace	Runway Ident - 18
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3300/ 160
Lowest Sky/Clouds - 1500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 57	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 583
SE LAND	Months Since - 18	Make/Model- UNK/NR
	Aircraft Type - J-3	Instrument- 7
		Last 24 Hrs - 1
		Last 30 Days- 2
		Last 90 Days- 4

Instrument Rating(s) - NONE

-----Narrative-----

FLIGHT EXPERIENCED LOSS OF ENGINE POWER WHILE CLIMBING THROUGH 200 FEET SHORTLY AFTER TAKEOFF. WHILE ATTEMPTING TO RETURN TO THE RUNWAY THE AIRCRAFT COLLIDED WITH TREES AND THE GROUND COMING TO REST ADJACENT TO THE RUNWAY. EXAMINATION OF AIRCRAFT RECORDS REVEALED THE WRONG MODEL CARBURETOR FOR THE ENGINE WAS INSTALLED AND THAT THE ENGINE HAD BEEN OPERATING WITH A RICH MIXTURE DUE TO A CARBURETOR PROBLEM. WORK HAD BEEN PERFORMED ON THE CARBURETOR TO CORRECT THE RICH MIXTURE. EXAMINATION OF THE CARBURETOR AFTER THE ACCIDENT REVEALED THE MIXTURE CONTROL ARM WAS WIRED AT THE 40 TO 50 PERCENT OF TRAVEL FROM LEAN TO RICH AND THAT THE FUEL SHUTOFF NEEDLE VALVE WAS WORN EXCESSIVELY CAUSING THE NEEDLE VALVE TO NOT SEAT ON OCCASION. NO OTHER EVIDENCE OF ENGINE MALFUNCTION WAS FOUND.

Brief of Accident (Continued)

File No. - 1413

8/23/86

VERO BEACH, FL

A/C Reg. No. N23266

Time (Lc1) - 1105 EDT

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

Finding(s)

1. FUEL SYSTEM, CARBURETOR - IMPROPER
2. MAINTENANCE, REPLACEMENT - IMPROPER - COMPANY MAINTENANCE PSNL
3. FUEL SYSTEM, CARBURETOR - WORN
4. FUEL SYSTEM, CARBURETOR - UNDETERMINED

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

Finding(s)

5. OBJECT - TREE(S)

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

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1514	8/24/86	FELLSMERE, FL	A/C Reg. No. N49P	Time (Lcl) - 1200 EDT
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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 - MANEUVERING			0	0	0

----Aircraft Information----

Make/Model - RUSSELL POST MONI MOTORGLIDER	Eng Make/Model - KFM TYPE 107	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 560	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 25 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SEBASTIAN, FL	
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 - 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 - 56	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 260	Last 24 Hrs - 1
SE LAND	Months Since - 20	Make/Model- 16	Last 30 Days- 4
	Aircraft Type - UNK/NR	Instrument- UNK/NR	Last 90 Days- 16
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

----Narrative----

WITNESSES REPORTED SEEING THE AIRCRAFT PERFORMING AEROBATIC MANEUVERS AT APPROXIMATELY 1500 FEET. THE AIRCRAFT WAS LATER FOUND WITH THE TAIL SURFACES SEPARATED. THE TAIL SURFACES WERE FOUND 300 AND 400 FEET FROM THE MAIN WRECKAGE. A METALLURGICAL EXAMINATION OF THE ATTACH POINTS FOR THE TAIL SURFACES REVEALED ALL FAILURES TO BE FROM OVERSTRESS. ACCORDING TO AVAILABLE RECORDS, THE PILOT HAD VERY LITTLE AEROBATIC TRAINING AND EXPERIENCE.

Brief of Accident (Continued)

File No. - 1514

8/24/86

FELLSMERE, FL

A/C Reg. No. N49P

Time (Lc1) - 1200 EDT

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

Finding(s)

1. AEROBATICS - PERFORMED - PILOT IN COMMAND
 2. FLIGHT CONTROL, RUDDERVATOR ATTACHMENT - OVERLOAD
 3. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND
 4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
 5. FLIGHT CONTROL, RUDDERVATOR - SEPARATION
-

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1406	8/25/86	FORT PIERCE, FL	A/C Reg. No. N6460W	Time (Lcl) - 1010 EDT
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-----Basic Information-----				
Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		
		SUBSTANTIAL		
Type of Operation	-PERSONAL	Fire	Crew	Fatal
Flight Conducted Under	-14 CFR 91	NONE	Pass	0
Accident Occurred During	-LANDING			0
				0
				0
				1
				1
<hr/>				
-----Aircraft Information-----				
Make/Model	- PIPER PA-28-140	Eng Make/Model	- LYCOMING O-320-E2A	ELT Installed/Activated
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	- YES/YES
Max Gross Wt	- 2150	Engine Type	- RECIPROCATING-CARBURETOR	Stall Warning System
No. of Seats	- 4	Rated Power	- 150 HP	- YES
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-----Environment/Operations Information-----				
Weather Data		Itinerary		Airport Proximity
Wx Briefing - FSS		Last Departure Point		OFF AIRPORT/STRIP
Method - TELEPHONE		POMPANO BEACH, FL		
Completeness - WEATHER NOT PERTINENT		Destination		Airport Data
Basic Weather - VMC		FORT PIERCE, FL		
Wind Dir/Speed- 200/004 KTS		ATC/Airspace		Runway Ident - N/A
Visibility - 5.0 SM		Type of Flight Plan - NONE		Runway Lth/Wid - N/A
Lowest Sky/Clouds - 2500 FT SCATTERED		Type of Clearance - NONE		Runway Surface - N/A
Lowest Ceiling - NONE		Type Apch/Lndg - FORCED LANDING		Runway Status - N/A
Obstructions to Vision- NONE				
Precipitation - NONE				
Condition of Light - DAYLIGHT				
<hr/>				
-----Personnel Information-----				
Pilot-In-Command		Age - 65	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT	
Certificate(s)/Rating(s)		Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL		Current - YES	Total - 641	Last 24 Hrs - 1
SE LAND, ME LAND		Months Since - 11	Make/Model- 185	Last 30 Days- UNK/NR
		Aircraft Type - PA-28	Instrument- 16	Last 90 Days- 4
			Multi-Eng - 32	
<hr/>				
Instrument Rating(s) - NONE				
<hr/>				
-----Narrative-----				
<p>WHILE IN CRUISE FLIGHT THE AIRCRAFT'S ENGINE FAILED AND THE AIRCRAFT WAS DITCHED IN A RIVER. POST CRASH EXAMINATION OF THE ENGINE REVEALED THE NUMBERS 1 AND 2 CONNECTING RODS SEPERATED FROM THE CRANKSHAFT WHEN BOTH BOLTS FAILED ON THE NUMBER 1 ROD AND 1 BOLT FAILED ON THE NUMBER 2 ROD. METALLURGICAL EXAMINATION OF THE FAILED COMPONENTS REVEALED THE BOLTS FROM THE NUMBER 1 ROD HAD A HARDNESS OF 26 ON THE ROCKWELL C SCALE WHEN THEY ARE REQUIRED TO HAVE 42 TO 48. NO EVIDENCE OF OVERHEATING WHICH COULD CAUSE THE BOLTS TO SOFTEN WAS FOUND. THE 26 HARDESS OF THE FAILED BOLTS IS EQUAL TO THE HARDNESS OF THE BOLTS BEFORE THEY ARE TEMPERED AND QUENCHED DURING THE MANUFACTURING PROCESS. THE FAILURE OF THE NUMBER 2 ROD WAS CONSIDERED SECONDARY.</p>				
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Brief of Accident (Continued)

File No. - 1406

8/25/86

FORT PIERCE, FL

A/C Reg. No. N6460W

Time (Lc1) - 1010 EDT

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

Finding(s)

1. ENGINE ASSEMBLY, OTHER - FAILURE, TOTAL
 2. INADEQUATE SURVEILLANCE OF OPERATION - MANUFACTURER
 3. ENGINE ASSEMBLY, CONNECTING ROD - DISCONNECTED
-

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) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1405	8/27/86	CEDAR KEY, FL	A/C Reg. No. N4524J	Time (Lcl) - 1137 EDT
-----Basic Information-----				
Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage SUBSTANTIAL	Injuries	
Type of Operation	-PERSONAL	Fire	Crew	Fatal
Flight Conducted Under	-14 CFR 91	NONE	Pass	Serious
Accident Occurred During	-LANDING			Minor
				None
				1
				0
-----Aircraft Information-----				
Make/Model	- PIPER PA-28-R	Eng Make/Model	- LYCOMING IO-360-B1E	ELT Installed/Activated
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	- UNK/NR
Max Gross Wt	- 2500	Engine Type	- RECIP-FUEL INJECTED	Stall Warning System
No. of Seats	- 4	Rated Power	- 180 HP	- YES
-----Environment/Operations Information-----				
Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP	
Method	- N/A	SELMA, AL		
Completeness	- N/A	Destination	Airport Data	
Basic Weather	- VMC	TAMPA, FL		
Wind Dir/Speed	- CALM	ATC/Airspace	Runway Ident - N/A	
Visibility	- 7.0 SM	Type of Flight Plan	Runway Lth/Wid - N/A	
Lowest Sky/Clouds	- 2400 FT SCATTERED	Type of Clearance	Runway Surface - N/A	
Lowest Ceiling	- NONE	Type Apch/Lndg	Runway Status - N/A	
Obstructions to Vision	- NONE			
Precipitation	- NONE			
Condition of Light	- DAYLIGHT			
-----Personnel Information-----				
Pilot-In-Command	Age - 48	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)		
STUDENT	Current - N/A	Total - 275	Last 24 Hrs - 4	
	Months Since - N/A	Make/Model - 50	Last 30 Days - UNK/NR	
	Aircraft Type - N/A	Instrument - 0	Last 90 Days - 50	
Instrument Rating(s) - NONE				
-----Narrative-----				
THE PLT STATED THAT HE LOST FUEL PRESSURE AND ALL ATTEMPTS TO RESTART THE ACFT WERE TO NO AVAIL. HE TRIED TO MAKE IT TO CEDAR KEY BUT WAS UNABLE AND DITCHED IN THE OCEAN WATERS 6 MILES NORTHWEST OF CEDAR KEY. POST CRASH EXAMINATION OF THE FUEL SYSTEM REVEALED SUFFICIENT FUEL. THERE WAS NO EVIDENCE OF ANY BLOCKAGE AND NO DISCREPANCIES WERE FOUND DURING A BENCH TEST OF THE FUEL INJECTION SERVO. DETERMINATION COULD NOT BE MADE AS TO THE NATURE OF THE MALFUNCTION OF THE FUEL SYSTEM AS DESCRIBED BY THE PILOT.				

Brief of Accident (Continued)

File No. - 1405

8/27/86

CEDAR KEY, FL

A/C Reg. No. N4524J

Time (Lcl) - 1137 EDT

Occurrence #1 LOSS OF POWER
Phase of Operation CRUISE

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1404 8/29/86 LANTANA, FL A/C Reg. No. N1883D Time (Lcl) - 1555 EDT

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

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

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

Make/Model - BEECH G-35	Eng Make/Model - CONTINENTAL E185	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 - 185 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	LANTANA, FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LANTANA, FL	LANTANA
Wind Dir/Speed- 160/014 KTS	ATC/Airspace	Runway Ident - 15
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3485/ 75
Lowest Sky/Clouds - 2800 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE	FULL STOP	
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 63	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1046
SE LAND	Months Since - 15	Make/Model- 52
	Aircraft Type - BE-V35	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 1
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

SHORTLY AFTER TAKEOFF THE CABIN DOOR OPENED. THE PILOT CONTINUED THE SHORT FLIGHT TO HIS HOME AIRFIELD. DURING APPROACH HE STATED THAT DUE TO THE INCREASED NOISE IN THE CABIN HE FORGOT TO LOWER THE LANDING GEAR. THE AIRCRAFT CONTACTED THE RUNWAY WITH THE LANDING GEAR RETRACTED.

Brief of Accident (Continued)

File No. - 1404

8/29/86

LANTANA, FL

A/C Reg. No. N1883D

Time (Lc1) - 1555 EDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. DOOR, PASSENGER - OPEN

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

Finding(s)

2. CHECKLIST - NOT USED - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND
4. 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) 2,4

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1403

9/04/86

PALMETTO, FL

A/C Reg. No. N938SC

Time (Lcl) - 1045 EDT

-----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 -INSTRUCTIONAL

Fire

Crew

0

0

0

2

Flight Conducted Under -14 CFR 91

NONE

Pass

0

0

0

0

Accident Occurred During -DESCENT

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

Make/Model - PIPER PA-38

Eng Make/Model - LYCOMING O-235-L2C

ELT Installed/Activated - YES/NO

Landing Gear - TRICYCLE-FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 1670

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 2

Rated Power - 112 HP

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

Weather Data

Wx Briefing - PATWAS

Method - TELEPHONE

Completeness - WEATHER NOT PERTINENT

Basic Weather - VMC

Wind Dir/Speed- 050/010 KTS

Visibility - 10.0 SM

Lowest Sky/Clouds - 2000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

Airport Proximity

ON AIRSTRIP

Airport Data

MANATEE

Runway Ident - 07

Runway Lth/Wid - 2300 -UNK/NR

Runway Surface - GRASS/TURF

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,CFI

SE LAND,ME LAND

Age - 53

Biennial Flight Review

Current - YES

Months Since - 2

Aircraft Type - PA-38

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 760

Last 24 Hrs - 4

Make/Model- 108

Last 30 Days- 64

Instrument- 67

Last 90 Days- 67

Multi-Eng - 264

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE CFI WAS DEMONSTRATING A SIMULATED SHORT FIELD TAKEOFF ON A GRASS AIRSTRIP TO HIS STUDENT. DURING THE TAKEOFF ROLL, THE PLT STATED THE ACFT WAS PERFORMING NORMALLY, BUT AFTER LIFT-OFF, HE WAS UNABLE TO CLIMB OUT OF GROUND EFFECT. THE ACFT COLLIDED WITH A FENCE AT THE END OF THE RWY. AFTER THE ACCIDENT, THE ACFT WAS DETERMINED TO BE 29 LBS OVER GROSS WEIGHT.

Brief of Accident (Continued)

File No. - 1403

9/04/86

PALMETTO, FL

A/C Reg. No. N938SC

Time (Lcl) - 1045 EDT

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

Finding(s)

1. OBJECT - FENCE
2. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND
3. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
4. PERFORMANCE DATA - MISJUDGED - PILOT IN COMMAND

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1402 9/07/86 JACKSONVILLE, FL A/C Reg. No. N73087 Time (Lcl) - 1115 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	0
Accident Occurred During	-LANDING					1

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

Make/Model	- CESSNA 140	Eng Make/Model	- CONTINENTAL C-85-12	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1500	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
Method	- N/A	SAME AS ACC/INC
Completeness	- N/A	Destination
Basic Weather	- VMC	LOCAL
Wind Dir/Speed	- 350/004 KTS	ATC/Airspace
Visibility	- 6.0 SM	Type of Flight Plan
Lowest Sky/Clouds	- 2000 FT SCATTERED	- NONE
Lowest Ceiling	- 25000 FT BROKEN	Type of Clearance
Obstructions to Vision	- HAZE	- NONE
Precipitation	- NONE	Type Apch/Lndg
Condition of Light	- DAYLIGHT	- TRAFFIC PATTERN

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

Pilot-In-Command	Age - 30	Medical Certificate	- EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - NO	Total - 120	Last 24 Hrs - 1
SE LAND	Months Since - UNK/NR	Make/Model - 93	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 7	Last 90 Days - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACCIDENT OCCURRED WHILE PRACTICING TAKEOFFS AND LANDINGS IN A GRASS AREA ADJACENT TO THE ASPHALT RUNWAY. THE AIRCRAFT CONTACTED SOFT MUD DURING THE LANDING ROLL AND NOSED OVER.

Brief of Accident (Continued)

File No. - 1402

9/07/86

JACKSONVILLE, FL

A/C Reg. No. N73087

Time (Lcl) - 1115 EDT

Occurrence NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

1. TERRAIN 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. - 1421 9/12/86 MIAMI, FL A/C Reg. No. N1421T Time (Lcl) - 2026 EDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

----Aircraft Information----

Make/Model - PIPER PA-34-200
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3600
No. of Seats - 6

Eng Make/Model - LYCOMING IO-360-C1E6
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 200 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 080/007 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 3000 FT SCATTERED
Lowest Ceiling - 25000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

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

ATC/Airspace

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

Airport Proximity
ON AIRSTRIP

Airport Data

BURRS
Runway Ident - 19
Runway Lth/Wid - 2000/ 60
Runway Surface - GRASS/TURF
Runway Status - WET

----Personnel Information----

Pilot-In-Command

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

Age - 43

Biennial Flight Review

Current - YES
Months Since - 16
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	1101	Last 24 Hrs	-	1
Make/Model	-	197	Last 30 Days	-	UNK/NR
Instrument	-	76	Last 90 Days	-	20
Multi-Eng	-	191			

Instrument Rating(s) - AIRPLANE

----Narrative----

THE PLT STATED THAT HIS LANDING APCH WAS HIGH. THE ACFT TOUCHED DOWN TOO FAST AND THE PLT VEERED THE ACFT OFF THE LEFT SIDE OF THE RWY TO AVOID CONTACTING A FENCE AT THE END OF THE RWY. THE ACFT TRAVELED INTO SOFT DIRT AND THE LANDING GEAR COLLAPSED.

Brief of Accident (Continued)

File No. - 1421

9/12/86

MIAMI, FL

A/C Reg. No. N1421T

Time (Lc1) - 2026 EDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. PLANNED APPROACH - MISJUDGED - PILOT IN COMMAND
-

Occurrence #2 GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

2. GROUND LOOP/SWERVE - INTENTIONAL - PILOT IN COMMAND
 3. TERRAIN CONDITION - SOFT
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1422	9/13/86	NEWBERRY, FL	A/C Reg. No. N4892R	Time (Lcl) - 1100 EDT
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-----Basic Information-----

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

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

Make/Model - 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 - 3300	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 1	Rated Power - 300 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 340/006 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 2000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - 2500 FT BROKEN	Type Apch/Lndg - PRECAUTIONARY LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 30	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - UNK/NR	Total - 5600
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 500

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT WHILE SPRAYING A FIELD HE EXPERIENCED AN ENG PROBLEM AND WHILE ATTEMPTING A PRECAUTIONARY LANDING IN A COW PASTURE HIS LEFT MAIN GEAR HIT A HOLE AND COLLAPSED. POST CRASH EXAMINATION OF THE ENG REVEALED THAT THE LINKAGE ON THE THROTTLE BODY CAME LOOSE CAUSING THE PARTIAL LOSS OF POWER EXPERIENCED BY THE PLT.

Brief of Accident (Continued)

File No. - 1422

9/13/86

NEWBERRY, FL

A/C Reg. No. N4892R

Time (Lcl) - 1100 EDT

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

Finding(s)

1. THROTTLE/POWER LEVER, LINKAGE - LOOSE
2. ENGINE ASSEMBLY - FAILURE, PARTIAL

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

3. TERRAIN CONDITION - ROUGH/UNEVEN

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1441	9/23/86	SANFORD, FL	A/C Reg. No. N8200Z	Time (Lcl) - 0807 EDT
-----Basic Information-----				
Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries	
		SUBSTANTIAL	Fatal	Serious Minor None
Type of Operation	-PERSONAL	Fire	Crew 0	0 0 1
Flight Conducted Under	-14 CFR 91	NONE	Pass 0	0 0 1
Accident Occurred During -APPROACH				
-----Aircraft Information-----				
Make/Model	- PIPER PA-28-161	Eng Make/Model	- LYCOMING O-320-D3G	ELT Installed/Activated - YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System - YES
Max Gross Wt	- 2325	Engine Type	- RECIPROCATING-CARBURETOR	
No. of Seats	- 4	Rated Power	- 160 HP	
-----Environment/Operations Information-----				
Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- FSS	Last Departure Point	ON AIRPORT	
Method	- TELEPHONE	PATRICK AFB, FL		
Completeness	- WEATHER NOT PERTINENT	Destination	Airport Data	
Basic Weather	- VMC	SAME AS ACC/INC	SANFORD	
Wind Dir/Speed	- CALM	ATC/Airspace	Runway Ident - 09	
Visibility	- 3.000 SM	Type of Flight Plan	- VFR	
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- NONE	
Lowest Ceiling	- NONE	Type Apch/Lndg	- TRAFFIC PATTERN	
Obstructions to Vision	- FOG			
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 - 831	Last 24 Hrs - 1	
SE LAND	Months Since - 10	Make/Model- 577	Last 30 Days- UNK/NR	
	Aircraft Type - UNK/NR	Instrument- 7	Last 90 Days- 14	
Instrument Rating(s) - NONE				
-----Narrative-----				
WHILE ON APPROACH TO RUNWAY THE PILOTS VISION WAS RESTRICTED BY THE GLARE FROM THE RISING SUN. THE PILOT FAILED TO SEE THE OPERATING APPROACH LIGHT SYSTEM WHICH IS LOCATED IN THE CLOSED FIRST 2000 FEET OF RUNWAY, AND COLLIDED WITH THE APPROACH LIGHT SYSTEM. CONTROL OF THE AIRCRAFT WAS MAINTAINED AND A NORMAL LANDING WAS MADE.				

Brief of Accident (Continued)

File No. - 1441

9/23/86

SANFORD, FL

A/C Reg. No. N8200Z

Time (Lc1) - 0807 EDT

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

Finding(s)

1. OBJECT - APPROACH LIGHT/NAVAID
2. AIRPORT FACILITIES, RUNWAY MARKING - INADEQUATE
3. RUNWAY MAINTENANCE - INADEQUATE - AIRPORT PERSONNEL
4. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
5. PROPER GLIDEPATH - NOT MAINTAINED - PILOT IN COMMAND

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1423 9/24/86 DELTONA, FL A/C Reg. No. N24854 Time (Lcl) - 1100 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	2	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 - 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

Itinerary

Last Departure Point
SANFORD, FL
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

Wind Dir/Speed- 180/003 KTS

Visibility - 15.0 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, ME LAND

Age - 25

Biennial Flight Review

Current - YES

Months Since - 6

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 1200

Make/Model- UNK/NR

Instrument- 64

Multi-Eng - 380

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 170

Rotorcraft - UNK/NR

Instrument Rating(s) - HELICOPTER

-----Narrative-----

THE PILOT STATED THAT WHILE IN CRUISE FLIGHT THE ENGINE FAILED AND HE EXECUTED A FORCED LANDING TO A LAKE AND DITCHED THE AIRCRAFT. THE AIRCRAFT WAS RECOVERED AND EXAMINATION OF THE POWER PLANT AND SYSTEMS FAILED TO REVEAL ANY MALFUNCTION/FAILURE THAT WOULD HAVE CAUSED THE LOSS OF POWER.

Brief of Accident (Continued)

File No. - 1423

9/24/86

DELTONA, FL

A/C Reg. No. N24854

Time (Lcl) - 1100 EDT

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

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 DITCHING
Phase of Operation LANDING - ROLL

Finding(s)
2. 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1424 9/26/86 ARCADIA, FL A/C Reg. No. N56522 Time (Lcl) - 1345 EDT

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

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

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

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

Eng Make/Model - LYCOMING O-320-E3B
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 - FSS
Method - UNK/NR
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 080/010 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 3000 FT SCATTERED
Lowest Ceiling - 25000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
ST.PETERSBURG, FL
Destination
FREEPORT

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

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

Age - 44
Biennial Flight Review
Current - YES
Months Since - 23
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 700 Last 24 Hrs - 5
Make/Model- 350 Last 30 Days- UNK/NR
Instrument- 31 Last 90 Days- 35

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ESTABLISHED IN CURISE FLIGHT THE ENGINE FAILED AND ALL ATTEMPTS TO START IT WERE TO NO AVAIL. THE PILOT EXECUTED A FORCED LANDING TO A SOFT FIELD AND THE AIRCRAFT NOSED OVER. EXAMINATION OF THE ENGINE REVEALED THAT THE #1 ENGINE EXHAUST VALVE HAD FAILED JUST ABOVE THE SKIRT AND HAD BEEN INGESTED INTO THE ENGINE.

Brief of Accident (Continued)

File No. - 1424

9/26/86

ARCADIA, FL

A/C Reg. No. N56522

Time (Lc1) - 1345 EDT

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

Finding(s)
1. ENGINE ASSEMBLY, VALVE - FAILURE, TOTAL

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)
2. TERRAIN CONDITION - SOFT

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1426 9/28/86 CEDAR KEY, FL A/C Reg. No. N40070 Time (Lcl) - 1100 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

Crew
Pass

-----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 - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 6.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

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

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

GEORGE T. LEWIS
Runway Ident - 05
Runway Lth/Wid - 2355/ 100
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 50
Biennial Flight Review
Current - YES
Months Since - 14
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	256	Last 24 Hrs -	1
Make/Model-	37	Last 30 Days-	UNK/NR	
Instrument-	5	Last 90 Days-	75	

Instrument Rating(s) - NONE

-----Narrative-----

DURING TAXI AFTER LANDING THE PILOT TAXIED ON A PARALLEL ROADWAY THAT HAD AIRCRAFT PARKED ON IT. THE LEFT WING OF THE AIRCRAFT STRUCK TWO PARKED AIRCRAFT CAUSING MINOR DAMAGE TO THEM. THE TAXIING AIRCRAFT SUSTAINED SUBSTANTIAL DAMAGE.

Brief of Accident (Continued)

File No. - 1426

9/28/86

CEDAR KEY, FL

A/C Reg. No. N40070

Time (Lc1) - 1100 EDT

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

Finding(s)

1. OBJECT - AIRCRAFT PARKED
2. VISUAL LOOKOUT - IMPROPER - PILOT IN COMMAND
3. 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) 2,3

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

Brief of Accident

File No. - 1442 10/01/86 TITUSVILLE,FL A/C Reg. No. N29HH Time (Lcl) - 1905 EDT

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

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

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

Make/Model - CESSNA T310R	Eng Make/Model - CONTINENTAL TS10-520-BB	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 5200	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 310 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	MELBOURNE,FL	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	COLUMBIA,SC	Runway Ident - N/A
Wind Dir/Speed- 130/010 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 5.0 SM	Type of Flight Plan - IFR	Runway Surface - GRASS/TURF
Lowest Sky/Clouds - 2500 FT SCATTERED	Type of Clearance - IFR	Runway Status - DRY
Lowest Ceiling - 20000 FT BROKEN	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DUSK		

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

Pilot-In-Command	Age - 43	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 546
SE LAND,ME LAND	Months Since - 10	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 200
		Instrument- 103
		Multi-Eng - 220
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT WHILE AT 9,000 FT, APRX 8 MILES NORTH OF TICO ARPT, HE LOST FUEL PRESSURE IN HIS LEFT ENG AND WHILE ATTEMPTING TO RESTART THE ENG AND FIND THE ARPT HE WAS UNABLE TO MAKE IT TO THE RUNWAY. THE ACFT LANDED ABOUT 150 FT SHORT AND COLLIDED WITH A FENCE. POST CRASH EXAMINATION OF THE ACFT REVEALED THAT THE LEFT FUEL SELECTOR WAS IN THE OFF POSITION. THE LEFT ENG WAS RUN AT 1500 RPM FOR APRX 2 MINUTES DURING POST ACCIDENT TESTS. FUEL FLOW, MANIFOLD PRESSURE AND TACHOMETER WORKED NORMALLY, NO OTHER DISCREPANCIES WERE NOTED.

Brief of Accident (Continued)

File No. - 1442

10/01/86

TITUSVILLE, FL

A/C Reg. No. N29HH

Time (Lc1) - 1905 EDT

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

Finding(s)

1. FUEL SYSTEM, SELECTOR VALVE - SWITCHED OFF
 2. EMERGENCY PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND
 3. FUEL TANK SELECTOR POSITION - IMPROPER USE OF - PILOT IN COMMAND
 4. PROPELLER FEATHERING - NOT ATTAINED - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

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

Finding(s)

5. TERRAIN CONDITION - HIGH VEGETATION
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1592 10/07/86 JACKSONVILLE, FL A/C Reg. No. N338NA Time (Lcl) - 0758 EDT

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

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

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

Make/Model	- TED SMITH AEROSTAR 600	Eng Make/Model	- LYCOMING IO-540-K1J5	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 5500	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 2	Rated Power	- 290 HP		

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

Weather Data		Itinerary		Airport Proximity	ON AIRPORT
Wx Briefing	- FSS	Last Departure Point			
Method	- TELEPHONE	GAINESVILLE, FL		Airport Data	
Completeness	- WEATHER NOT PERTINENT	Destination		JACKSONVILLE INTL	
Basic Weather	- IMC	SAME AS ACC/INC		Runway Ident	- 25
Wind Dir/Speed	- 300/006 KTS	ATC/Airspace		Runway Lth/Wid	- 8000/ 150
Visibility	- 1.500 SM	Type of Flight Plan	- IFR	Runway Surface	- CONCRETE
Lowest Sky/Clouds	- 4000 FT SCATTERED	Type of Clearance	- IFR	Runway Status	- DRY
Lowest Ceiling	- 10000 FT BROKEN	Type Apch/Lndg	- ILS-LOCALIZER		
Obstructions to Vision	- FOG		STRAIGHT-IN		
Precipitation	- NONE		FULL STOP		
Condition of Light	- DAYLIGHT				

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

Pilot-In-Command	Age - 47	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 3672	Last 24 Hrs - 1
SE LAND, ME LAND	Months Since - 12	Make/Model - 497	Last 30 Days - UNK/NR
	Aircraft Type - 600	Instrument - 687	Last 90 Days - 156
		Multi-Eng - 2058	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

REPORTEDLY, DURING AN ILS APPROACH TO LAND, THE PILOT DID NOT USE THE COMPANY APPROVED CHECKLIST AND LANDED WITH THE GEAR RETRACTED.

Brief of Accident (Continued)

File No. - 1592

10/07/86

JACKSONVILLE,FL

A/C Reg. No. N338NA

Time (Lcl) - 0758 EDT

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
 4. IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
 5. IMPROPER USE OF PROCEDURE, COMPLACENCY - PILOT IN COMMAND
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1467 10/07/86 LAKELAND, FL A/C Reg. No. N5056S Time (Lcl) - 1247 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	1	0
Accident Occurred During -LANDING			0	0	0	0

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	UNK/NR	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	UNK/NR	
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 2000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - 25000 FT BROKEN	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 0	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1000
SE LAND	Months Since - 8	Make/Model- 400
	Aircraft Type - UNK/NR	Instrument- 0
		Multi-Eng - 40
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THE ACFT LOST POWER AND HE WAS UNABLE TO MAKE IT TO THE ARPT. THE ACFT CRASHED IN A FIELD ABOUT 3/4 OF A MILE FROM THE LAKELAND ARPT. POST CRASH EXAMINATION OF THE ENG REVEALED A COMPLETE FAILURE OF BOTH MAGNETOS, RESULTING IN THE LOSS OF POWER EXPERIENCED BY THE PILOT.

Brief of Accident (Continued)

File No. - 1467

10/07/86

LAKELAND, FL

A/C Reg. No. N5056S

Time (Lc1) - 1247 EDT

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

Finding(s)

1. IGNITION SYSTEM, MAGNETO - FAILURE, TOTAL
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT

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

Finding(s)

2. TERRAIN CONDITION - OPEN FIELD
-

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

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

Brief of Accident

File No. - 1468	10/15/86	KEY WEST, FL	A/C Reg. No. N99Y	Time (Lcl) - 1848 EDT
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-----Basic Information-----

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

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

Make/Model - WACO YMF	Eng Make/Model - JACOBS R-755B2M	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2500	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 3	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	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	KEY WEST INTERNATIONAL
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 27
Visibility - 8.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4800/ 100
Lowest Sky/Clouds - UNK/NR SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 25000 FT BROKEN	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 57	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 8500
SE LAND, ME LAND	Months Since - 4	Make/Model- 38
	Aircraft Type - BE-18	Instrument- 2300
		Multi-Eng - 6000
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 89

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT NOSED OVER DURING LANDING ROLL. THE PROFESSIONAL PLT STATED THAT HE WAS CERTAIN THE BRAKES WERE OFF PRIOR TO TAKEOFF AND THAT HE WAS SURE HE WAS NOT "RIDING" THE BRAKED ON LANDING. THE PLT STATED THAT HE THOUGHT THE PARKING BRAKE MAY HAVE COME ON DURING FLT. THE BRAKES APPEARED TO FUNCTION NORMALLY AFTER THE ACCIDENT. THE REASON FOR THE NOSE OVER COULD NOT BE DETERMINED.

Brief of Accident (Continued)

File No. - 1468

10/15/86

KEY WEST, FL

A/C Reg. No. N99Y

Time (Lcl) - 1848 EDT

Occurrence NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)
1. UNDETERMINED

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1444	10/15/86	KISSIMMEE, FL	A/C Reg. No. N7395E	Time (Lcl) - 1300 EDT
<hr/>				
----Basic Information----				
Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage SUBSTANTIAL	Injuries	
Type of Operation	-PERSONAL	Fire	Fatal	Serious
Flight Conducted Under	-14 CFR 91	NONE	Crew	Minor
Accident Occurred During	-LANDING		Pass	None
			0	0
			0	0
			0	1
			0	1
<hr/>				
----Aircraft Information----				
Make/Model	- CESSNA 210	Eng Make/Model	- CONTINENTAL IO-470-E	ELT Installed/Activated - YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System - YES
Max Gross Wt	- 2900	Engine Type	- RECIP-FUEL INJECTED	
No. of Seats	- 4	Rated Power	- 260 HP	
<hr/>				
----Environment/Operations Information----				
Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT	
Method	- N/A	DAYTONA BEACH, FL		
Completeness	- N/A	Destination	Airport Data	
Basic Weather	- VMC	SAME AS ACC/INC	KISSIMMEE	
Wind Dir/Speed	- 320/006 KTS	ATC/Airspace	Runway Ident - 06	
Visibility	- 7.0 SM	Type of Flight Plan	Runway Lth/Wid - 5000/ 100	
Lowest Sky/Clouds	- 2800 FT SCATTERED	Type of Clearance	Runway Surface - ASPHALT	
Lowest Ceiling	- 25000 FT OVERCAST	Type Apch/Lndg	Runway Status - DRY	
Obstructions to Vision	- NONE			
Precipitation	- NONE			
Condition of Light	- DAYLIGHT			
<hr/>				
----Personnel Information----				
Pilot-In-Command	Age - 64	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT		
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)		
NONE	Current - N/A	Total	- 1318	Last 24 Hrs - 4
	Months Since - N/A	Make/Model	- 52	Last 30 Days- UNK/NR
	Aircraft Type - N/A	Instrument	- 0	Last 90 Days- 29
<hr/>				
Instrument Rating(s) - NONE				
<hr/>				
----Narrative----				
THE PLT STATED THAT HE FORGOT TO LOWER THE GEAR AND THAT THE ACCIDENT COULD HAVE BEEN PREVENTED IF A TOWER HAD TOLD HIM TO LOWER THE GEAR. THERE IS NO TOWER AT THE ARPT. AFTER THE ACCIDENT, THE PLT PRODUCED A CAA COMMERCIAL PLT CERTIFICATE WHICH WAS ISSUED IN 1943 AND HAD EXPIRED IN 1945.				
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Brief of Accident (Continued)

File No. - 1444

10/15/86

KISSIMMEE, FL

A/C Reg. No. N7395E

Time (Lcl) - 1300 EDT

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - POOR - 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) 1,3

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1482	10/16/86	BELLEVIEW, FL	A/C Reg. No. N320Y	Time (Lcl) - 1430 EDT
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-----Basic Information-----				
Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage SUBSTANTIAL	Injuries	
Type of Operation	-PERSONAL	Fire	Fatal	Serious
Flight Conducted Under	-14 CFR 91	NONE	Crew 0	0
Accident Occurred During	-LANDING		Pass 0	0
				Minor 0
				None 1
				0
<hr/>				
-----Aircraft Information-----				
Make/Model	- BUHL LA-1	Eng Make/Model	- CONTINENTAL A-65-8	ELT Installed/Activated
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	- NO -N/A
Max Gross Wt	- 842	Engine Type	- RECIPROCATING-CARBURETOR	Stall Warning System
No. of Seats	- 1	Rated Power	- 65 HP	- NO
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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	LOCAL	LEEWARD	
Wind Dir/Speed	- 360/006 KTS	ATC/Airspace	Runway Ident	- 36
Visibility	- 10.0 SM	Type of Flight Plan	Runway Lth/Wid	- 6200/ 150
Lowest Sky/Clouds	- 25000 FT SCATTERED	Type of Clearance	Runway Surface	- GRASS/TURF
Lowest Ceiling	- NONE	Type Apch/Lndg	Runway Status	- DRY
Obstructions to Vision	- NONE			
Precipitation	- NONE			
Condition of Light	- DAYLIGHT			
<hr/>				
-----Personnel Information-----				
Pilot-In-Command	Age - 46	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT		
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)		
COMMERCIAL	Current - YES	Total	- 1816	Last 24 Hrs - 1
SE LAND, ME LAND, SE SEA	Months Since - 16	Make/Model	- 21	Last 30 Days - 15
	Aircraft Type - C-310	Instrument	- 101	Last 90 Days - 33
		Multi-Eng	- 194	
<hr/>				
Instrument Rating(s) - NONE				
<hr/>				
-----Narrative-----				
<p>THE PLT STATED THAT HE HAD REACHED AN ALT OF ABOUT 50 FT WHEN THE ENG QUIT. HE STATED THAT WHILE HE WAS ATTEMPTING TO DETERMINE THE CAUSE OF THE PROBLEM, HE STOPPED FLYING THE ACFT & PERMITTED A HIGH SINK RATE TO DEVELOP WHICH WAS NOT ARRESTED PRIOR TO THE ACFT HITTING THE RWY IN A HARD LANDING. THE OWNER OF THE ACFT STATED THAT THE ACFT HELD ABOUT 10 GALS OF FUEL & THAT ONLY ABOUT 2 GALS WERE IN THE ACFT AT TAKEOFF. HE STATED THE PLT PULLED THE ACFT UP VERY STEEPLY AFTER TAKEOFF WHICH RESULTED IN FUEL STARVATION DUE TO FUEL "UNPORTING".</p>				
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Brief of Accident (Continued)

File No. - 1482

10/16/86

BELLEVUE, FL

A/C Reg. No. N320Y

Time (Lcl) - 1430 EDT

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

Finding(s)

1. FLUID, FUEL - STARVATION
2. PULL-UP - EXCESSIVE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 HARD LANDING
Phase of Operation LANDING - ROLL

Finding(s)

3. AIRSPEED - 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. - 1447	10/28/86	POMPANO BEACH, FL	A/C Reg. No. N63328	Time (Lcl) - 1640 EST
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-----Basic Information-----

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

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

Make/Model - CESSNA 172P	Eng Make/Model - LYCOMING O-320-D2J	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2150	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 160 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	FT. LAUDERDALE, FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	POMPANO AIRPARK
Wind Dir/Speed- 080/004 KTS		Runway Ident - 10
Visibility - 15.0 SM	ATC/Airspace	Runway Lth/Wid - 3500/ 100
Lowest Sky/Clouds - 1500 FT SCATTERED	Type of Flight Plan - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 10000 FT BROKEN	Type of Clearance - NONE	Runway Status - DRY
Obstructions to Vision- NONE	Type Apch/Lndg - TRAFFIC PATTERN	
Precipitation - NONE	TOUCH AND GO	
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)	
STUDENT	Current - N/A	Total - 42	Last 24 Hrs - UNK/NR
	Months Since - N/A	Make/Model- 34	Last 30 Days- UNK/NR
	Aircraft Type - N/A	Instrument- 0	Last 90 Days- 39

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT DURING TOUCH-&-GO LANDING PRACTICE ON HIS FINAL LANDING, HE LANDED HARD, THE NOSE GEAR COLLAPSED AND THE ACFT SLID TO A STOP ON THE RUNWAY.

Brief of Accident (Continued)

File No. - 1447

10/28/86

POMPANO BEACH, FL

A/C Reg. No. N63328

Time (Lcl) - 1640 EST

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

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

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

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

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

Brief of Accident

File No. - 1448 10/30/86 MELBOURNE, FL A/C Reg. No. N242FT Time (Lcl) - 0935 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation -INSTRUCTIONAL	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 - PIPER PA-28	Eng Make/Model - LYCOMING O-320-D3G	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2325	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 160 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - ACFT RADIO	SAME AS ACC/INC	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	LOCAL	MELBOURNE
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 04
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3002/ 100
Lowest Sky/Clouds - 800 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 8000 FT BROKEN	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	TOUCH AND GO	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 18	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 13
	Months Since - N/A	Last 24 Hrs - 1
	Aircraft Type - N/A	Make/Model- 13
		Last 30 Days- UNK/NR
		Instrument- 3
		Last 90 Days- 13

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS MAKING HER 1ST SOLO LDG WHEN THE ACFT BEGAN TO BALLOON & PORPOISE. THE ACFT HIT THE RWY ON THE NOSE & PROP THEN CAME TO REST BESIDE THE RWY. A WITNESS STATED THAT THE ACFT HAD "GOT AWAY FROM HER". THE PLT STATED THE ACCIDENT COULD HAVE BEEN AVOIDED IF SHE HAD FOLLOWED HER 1ST REACTION & HAD GONE AROUND INSTEAD OF TRYING TO SALVAGE THE LDG.

Brief of Accident (Continued)

File No. - 1448

10/30/86

MELBOURNE, FL

A/C Reg. No. N242FT

Time (Lcl) - 0935 EST

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

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND
 2. REMEDIAL ACTION - NOT PERFORMED - PILOT IN COMMAND
 3. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
-

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

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

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

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

Brief of Accident

File No. - 1446 10/30/86 BOCA RATON, FL A/C Reg. No. N93588 Time (Lcl) - 1420 EST

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - 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	BOCA RATON
Wind Dir/Speed- 130/009 KTS	ATC/Airspace	Runway Ident - 05
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5200/ 150
Lowest Sky/Clouds - UNK/NR SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	TOUCH AND GO	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 37	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 47
	Months Since - N/A	Last 24 Hrs - 1
	Aircraft Type - N/A	Make/Model- 47
		Last 30 Days- UNK/NR
		Instrument- 2
		Last 90 Days- 16

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT HE WAS ABOUT TO CONDUCT HIS FIRST TOUCH-&-GO LDG AFTER A LOCAL SOLO TRAINING FLT. ON THE FIRST LDG, HE SAID HE MADE A "SLIGHT BOUNCE" & HE LEVELED THE ACFT & SET UP FOR ANOTHER FLARE. HE SAID THE ACFT TOUCHED DOWN AGAIN ON THE MAINS BUT WHEN THE NOSE GEAR CAME DOWN, IT COLLAPSED. THERE ARE NO KNOWN WITNESSES TO THE ACCIDENT. THE SURFACE WINDS AT THE TIME OF THE ACCIDENT WERE LISTED AS 130 DEGS AT 9 KTS, OR A 50 DEG RIGHT X-WIND. A POST ACCIDENT EXAM OF THE NOSE GEAR ASSY REVEALED NO EVIDENCE OF ANY PREIMPACT MALFUNCTION OR FAILURE & INSPECTION REVEALED DAMAGE TO THE NOSE WHEEL WAS CONSISTENT WITH A LANDING ON THE NOSE WHEEL. THE STUDENT PLT HAD A TOTAL OF ABOUT 47 HRS.

Brief of Accident (Continued)

File No. - 1446

10/30/86

BOCA RATON, FL

A/C Reg. No. N93588

Time (Lc1) - 1420 EST

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 3. REMEDIAL ACTION - NOT UNDERSTOOD - PILOT IN COMMAND
 4. FLARE - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation LANDING

Finding(s)

5. LANDING GEAR, NOSE GEAR ASSEMBLY - FAILURE, TOTAL
 6. LANDING GEAR, NOSE GEAR ASSEMBLY - OVERLOAD
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1449	10/31/86	FT. PIERCE, FL	A/C Reg. No. N8969C	Time (Lcl) - 1225 EST
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----Basic Information----

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

----Aircraft Information----

Make/Model - PIPER PA-28-181	Eng Make/Model - LYCOMING O-360-A4M	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2450	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	STUART, FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	ST. LUCIE COUNTY
Wind Dir/Speed- 080/010 KTS	ATC/Airspace	Runway Ident - 04
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5000/ 200
Lowest Sky/Clouds - 1200 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 20000 FT BROKEN	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

----Personnel Information----

Pilot-In-Command	Age - 54	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 - 20	Make/Model- 800
	Aircraft Type - UNK/NR	Instrument- 15
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 68

Instrument Rating(s) - NONE

----Narrative----

A USCG HELICOPTER HAD LANDED ON RWY 4 MOMENTS BEFORE THE ACCIDENT AND HAD CLEARED THE RWY. THE HELICOPTER HAD ADVISED THE ACFT ON UNICOM FREQUENCY OF HIS INTENT TO LAND. THE ACFT ADVISED THE HELICOPTER THAT HE HAD HIM IN SIGHT AND WOULD FOLLOW HIM IN. THE HELICOPTER OFFERED TO "SIDE STEP" AND ALLOW THE ACFT TO LAND FIRST. THE OFFER WAS DECLINED. THE ACFT PILOT STATED THAT HE SAW THE HELICOPTER OVER THE RWY ABOUT 1/2 MI AHEAD OF HIM & HAD CONSIDERED GOING AROUND, BUT DECIDED AGAINST IT SINCE HE, THE PILOT, WAS IN "SMOOTH AIR". DURING THE FLARE, THE PILOT STATED THAT HE LOST CONTROL OF THE ACFT.

Brief of Accident (Continued)

File No. - 1449

10/31/86

FT. PIERCE, FL

A/C Reg. No. N8969C

Time (Lcl) - 1225 EST

Occurrence #1 VORTEX TURBULENCE ENCOUNTERED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
 2. JUDGEMENT - POOR - PILOT IN COMMAND
 3. DISTANCE - INADEQUATE - PILOT IN COMMAND
 4. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
-

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1470 7/26/86 RINGGOLD,GA A/C Reg. No. N71713 Time (Lcl) - 1050 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - LUSCOMBE 8A
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1260
No. of Seats - 2

Eng Make/Model - CONTINENTAL A-65-8F
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 65 HP

ELT Installed/Activated - YES-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- 130/007 KTS
Visibility - 6.0 SM
Lowest Sky/Clouds - 25000 FT THIN OVC
Lowest Ceiling - NONE
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
MARIETTA,GA
Destination
SALEM,IL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

CHATTANOOGA
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 - 28

Biennial Flight Review

Current - NO
Months Since - 1
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 200	Last 24 Hrs - UNK/NR
Make/Model- 100	Last 30 Days- UNK/NR
Instrument- 1	Last 90 Days- 15

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED HE ATTEMPTED TO MAKE A 180 DEGREE TURN BECAUSE HE REALIZED HE WAS GETTING TOO CLOSE TO AN AIRPORT WHILE ON A CROSS COUNTRY FLIGHT. A HIGHWAY PATROLMAN SAID THE PILOT TOLD HIM HE BECAME DISORIENTED DURING THE TURN, CUT THE POWER TO LAND, AND DID NOT HAVE CONTROL OF THE AIRPLANE. DURING THE TURN IN HAZY VISIBILITY THE PILOT BECAME SPATIALLY DISORIENTED, ALLOWED THE WING ON THE INSIDE OF THE TURN TO STALL, AND FAILED TO RECOVER FROM THE INDUCED SPIRAL.

Brief of Accident (Continued)

File No. - 1470

7/26/86

RINGGOLD, GA

A/C Reg. No. N71713

Time (Lc1) - 1050 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

1. WEATHER CONDITION - HAZE
 2. ELEVATOR TRIM - IMPROPER USE OF - PILOT IN COMMAND
 3. STALL - INADVERTENT - PILOT IN COMMAND
 4. SPIRAL - UNCONTROLLED - PILOT IN COMMAND
 5. REMEDIAL ACTION - NOT PERFORMED - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

6. OBJECT - VEHICLE
-

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

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

Brief of Accident

File No. - 1503	8/02/86	CUMMING,GA	A/C Reg. No. N56616	Time (Lcl) - 1800 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 0	Minor 0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0
Accident Occurred During -LANDING				None 1

----Aircraft Information----

Make/Model - MAULE M-7-235	Eng Make/Model - LYCOMING IO-540-W1A5D	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2500	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 5	Rated Power - 235 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	MATHIS FIELD
Wind Dir/Speed- VARIABLE/010 KTS	ATC/Airspace	Runway Ident - 03
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 1550/ 20
Lowest Sky/Clouds - 5500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

----Personnel Information----

Pilot-In-Command	Age - 40	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 930
SE LAND,ME LAND	Months Since - 13	Make/Model- 17
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 31
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

----Narrative----

THE PLT REPORTED THAT HE MADE 3 ATTEMPTS TO LAND ON A SHORT NARROW RWY IN WINDY CONDITIONS. AFTER THE 1ST ATTEMPT, HE CHANGED RWYS, BASED ON THE UNICOM ANNOUNCEMENT THAT THE WIND FAVORED RWY 3. ON THE LAST APCH, THE PLT LANDED ABOUT 1/3 TO 1/2 OF THE WAY DOWN THE 1550 FT RWY. DURING THE LANDING ROLL, THE RGT WHEEL DROPPED OFF THE PAVEMENT. AFTER GUIDING THE RGT WHEEL BACK ONTO THE HARD SURFACE, INSUFFICIENT RWY REMAINED TO STOP THE ACFT. RATHER THAN ROLL OFF THE RWY & DOWN AN EMBANKMENT, THE PLT GROUND LOOPED THE AIRPLANE WHICH RESULTED IN THE COLLAPSE OF THE RGT MAIN LANDING GEAR. REPORTEDLY, THE WIND WAS VARIABLE & GUSTY & THERE WAS LOW LEVEL TURBULENCE & WIND SHEAR.

Brief of Accident (Continued)

File No. - 1503

8/02/86

CUMMING,GA

A/C Reg. No. N56616

Time (Lcl) - 1800 EDT

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

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
2. WEATHER CONDITION - GUSTS
3. FLIGHT TO ALTERNATE DESTINATION - NOT PERFORMED - PILOT IN COMMAND
4. ALL AVAILABLE RUNWAY - NOT USED - PILOT IN COMMAND
5. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
6. IMPROPER USE OF PROCEDURE,LACK OF TOTAL EXPERIENCE IN KIND OF AIRCRAFT - PILOT IN COMMAND
7. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND

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

Finding(s)

8. 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) 5,7

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

Brief of Accident

File No. - 1533 8/27/86 SHELLMAN,GA A/C Reg. No. N5042X Time (Lcl) - 1615 EDT

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

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

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

Make/Model - ROCKWELL INTL S-2R	Eng Make/Model - P&W R-1340-AN1	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 7000	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 600 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	PVT AIRSTRIP
Wind Dir/Speed- 230/007 KTS	ATC/Airspace	Runway Ident - 09
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2400-N/A
Lowest Sky/Clouds - 4000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 28	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 4418
SE LAND,ME LAND	Months Since - 2	Make/Model- 1500
	Aircraft Type - UNK/NR	Instrument- 130
		Multi-Eng - 60
		Last 24 Hrs - 11
		Last 30 Days- UNK/NR
		Last 90 Days- 285

Instrument Rating(s) - AIRPLANE

-----Narrative-----

JUST AFTER LIFTOFF, THE PLT NOTED SMOKE AND ATTRIBUTED IT TO AN OVERHAULED PROP WHICH HAD JUST BEEN INSTALLED. HE THEN HEARD A LOUD SQUEAL FROM THE ENG AND NOTED A LOSS OF POWER. A FORCED LANDING WAS MADE IN A ROUGH CORN FIELD, WHERE THE ACFT WAS DAMAGED. AN INVESTIGATION REVEALED THAT AN IMPELLER DRIVE SHAFT BEARING SUPPORT HAD FAILED, CAUSING FURTHER DAMAGE TO THE ENGINE.

Brief of Accident (Continued)

File No. - 1533

8/27/86

SHELLMAN,GA

A/C Reg. No. N5042X

Time (Lc1) - 1615 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION

Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. ENGINE ASSEMBLY,BEARING - FAILURE,TOTAL
2. ENGINE ASSEMBLY,BLOWER/IMPELLER - FAILURE,TOTAL

Occurrence #2 FORCED LANDING

Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. TERRAIN CONDITION - CROP
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

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. - 1530 5/06/86 AGANA,GM A/C Reg. No. N2996W Time (Lcl) - 1430 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

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

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

Fire
NONE

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

Make/Model - BELL 47G-5A
Landing Gear - SKID
Max Gross Wt - 2850
No. of Seats - 3

Eng Make/Model - LYCOMING VO-435-B1A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 265 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- UNK/NR
Visibility - UNK/NR
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE,ATP
SE LAND
HELICOPTER

Age - 49

Biennial Flight Review

Current - YES
Months Since - 11
Aircraft Type - UNK/NR

Medical Certificate - EXPIRED

Flight Time (Hours)

Total	-	7575	Last 24 Hrs	-	8
Make/Model	-	3327	Last 30 Days	-	UNK/NR
Instrument	-	84	Last 90 Days	-	270
Multi-Eng	-	96	Rotorcraft	-	5624

Instrument Rating(s) - NONE

-----Narrative-----

THE HELICOPTER CRASHED INTO THE OCEAN WHEN THE PLT ATTEMPTED TO LIFT OFF FROM A TUNA BOAT. REPORTEDLY, ONLY THREE OF THE FOUR TIEDOWN ROPES, WHICH HAD SECURED THE HELICOPTER TO THE BOAT, HAD BEEN RELEASED. THE PLT'S MEDICAL CERTIFICATE WAS DATED 1/18/84.

Brief of Accident (Continued)

File No. - 1530

5/06/86

AGANA,GM

A/C Reg. No. N2996W

Time (Lcl) - 1430 PDT

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

Finding(s)

1. MISC EQPT/FURNISHINGS - NOT REMOVED
2. AIRCRAFT PREFLIGHT - IMPROPER - PILOT IN COMMAND
3. LANDING GEAR,SKID ASSEMBLY - MOVEMENT RESTRICTED
4. AIRCRAFT HANDLING - NOT POSSIBLE -

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

Finding(s)

5. 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) 5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1483 8/05/86 GULF OF MEXICO, GM A/C Reg. No. N32724 Time (Lcl) - 1400 CDT

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

Type Operating Certificate	AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage		Injuries			
Name of Carrier	-CONTINENTAL AIRLINES INC.	NONE		Fatal	Serious	Minor	None
Type of Operation	-SCHEDULED, DOMESTIC, PASSENGER	Fire	Crew	0	0	0	7
Flight Conducted Under	-14 CFR 121	NONE	Pass	0	1	0	95
Accident Occurred During	-CLIMB						

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

Make/Model	- BOEING 727-224	Eng Make/Model	- P&W JT-8-15	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 3	Stall Warning System	- YES
Max Gross Wt	- 142000	Engine Type	- TURBOJET		
No. of Seats	- 134	Rated Power	- 15000 LBS THRUST		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	HOUSTON, TX	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	FT. LAUDERDALE, FL	Runway Ident - N/A
Wind Dir/Speed- 130/005 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 10.0 SM	Type of Flight Plan - IFR	Runway Surface - N/A
Lowest Sky/Clouds - 10000 FT SCATTERED	Type of Clearance - IFR	Runway Status - N/A
Lowest Ceiling - 25000 FT OVERCAST	Type Apch/Lndg - FULL STOP	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 46	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 16000
ME LAND	Months Since - UNK/NR	Make/Model- 9000
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 5
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE COMMERCIAL AIR CARRIER DOMESTIC FLIGHT WAS OPERATING IN AN AREA OF KNOWN THUNDERSTORM ACTIVITY AND ENCOUNTERED A JOLT OF TURBULENCE. THE PASSENGER WHO WAS INJURED DISREGARDED THE ILLUMINATED SEAT BELT SIGN AND TWO ANNOUNCEMENTS TO REMAIN SEATED BY THE FLIGHT ATTENDANTS.

Brief of Accident (Continued)

File No. - 1483

8/05/86

GULF OF MEXICO,GM

A/C Reg. No. N32724

Time (Lcl) - 1400 CDT

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

Finding(s)

1. INSTRUCTIONS,WRITTEN/VERBAL - NOT FOLLOWED - PASSENGER
-

Occurrence #2 ALTITUDE DEVIATION,UNCONTROLLED
Phase of Operation CLIMB - TO CRUISE

Finding(s)

2. WEATHER CONDITION - TURBULENCE
 3. WEATHER EVALUATION - IMPROPER - PILOT IN COMMAND
-

----Probable Cause----

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

Brief of Accident

File No. - 1531 1/13/86 KALAUPAPA, HI A/C Reg. No. N53SA Time (Lcl) - 0935 HST

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

Type Operating Certificate-ON-DEMAND AIR TAXI

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

Make/Model - CESSNA 402B
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 6300
No. of Seats - 10

Eng Make/Model - CONTINENTAL TS10-520-E
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 300 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed - 030/010 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision - NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
KAUNAKAKAI, HI

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

KALAUPAPA
Runway Ident - 05
Runway Lth/Wid - 2760
Runway Surface - ASPHALT
Runway Status - ROUGH

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

Pilot-In-Command

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

Age - 30
Biennial Flight Review
Current - YES
Months Since - 10
Aircraft Type - C-500

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total	3500
Make/Model	400
Instrument	160
Multi-Eng	500
Last 24 Hrs	8
Last 30 Days	90
Last 90 Days	280

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT SAID THAT WHEN HE DEPARTED RWY 5, THE ACFT "BECAME AIRBORNE PREMATURELY DUE TO A HUMP AND ROUGH NATURE OF THE RUNWAY." HE FURTHER SAID THAT "AFTER WALLOWING MOMENTARILY BEHIND THE POWER CURVE," THE ACFT BEGAN A NORMAL CLIMB AND ACCELERATION PROFILE. HOWEVER, HE SAID THAT JUST OFF THE BEACH, THE LEFT WING TIP STRUCK A LARGE (OCEAN) WAVE "AT AN APPROXIMATE ALTITUDE OF 70 FT." THE ACFT CONTINUED FLYING, BUT THE LEFT WING WAS SUBSTANTIALLY DAMAGED. THE 2760 FT RWY WAS LOCATED IN CLOSE PROXIMITY TO THE BEACH. RPRDLY, LARGE OCEAN WAVES IN THE RANGE OF 30 FT DO OCCUR ALONG THE BEACH, JUST OFF THE ARPT. ACCORDING TO THE OWNER'S MANUAL, THE NO WIND TAKEOFF DISTANCE TO CLEAR A 50 FT OBSTACLE SHOULD HAVE BEEN APRX 1600 FT ON A NORMAL TAKEOFF PROFILE.

Brief of Accident (Continued)

File No. - 1531

1/13/86

KALAUPAPA, HI

A/C Reg. No. N53SA

Time (Lc1) - 0935 HST

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

Finding(s)

1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - ROUGH/UNEVEN
2. LIFT-OFF - PREMATURE - PILOT IN COMMAND
3. REMEDIAL ACTION - INADEQUATE - PILOT IN COMMAND
4. PROPER CLIMB RATE - NOT ATTAINED - PILOT IN COMMAND
5. TERRAIN CONDITION - WATER, ROUGH

----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. - 1560	1/15/86	WAIMEA, HI	A/C Reg. No. N3179X	Time (Lcl) - 1545 HST
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----Basic Information----

Type Operating Certificate-ON-DEMAND AIR TAXI Name of Carrier -KENAI AIR HAWAII Type of Operation -NON SCHED, 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 1 0 4
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----Aircraft Information----

Make/Model - BELL 206B-3 Landing Gear - SKID Max Gross Wt - 3000 No. of Seats - 5	Eng Make/Model - ALLISON 250-C20B Number Engines - 1 Engine Type - TURBOSHAFT Rated Power - 370 HP	ELT Installed/Activated - YES/NO Stall Warning System - NO
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----Environment/Operations Information----

Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 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 KAMUELA, HI Destination LOCAL ATC/Airspace Type of Flight Plan - COMPANY (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
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----Personnel Information----

Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL HELICOPTER	Age - 36 Biennial Flight Review Current - YES Months Since - 6 Aircraft Type - 206B-3	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Flight Time (Hours) Total - 4918 Make/Model- 2750 Instrument- 53 Multi-Eng - UNK/NR Last 24 Hrs - 2 Last 30 Days- 48 Last 90 Days- 112 Rotorcraft - 4918
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Instrument Rating(s) - NONE

----Narrative----

WHILE ON A LOCAL FLT, THE PLT DESCENDED TO APRX 500 FT AGL AND FLEW THE HELICOPTER ALONG A COASTAL AREA. HE REPORTED THE HELICOPTER SUDDENLY LOST POWER AND HE INITIATED AN AUTOROTATIVE LANDING TO THE BEACH WHERE THE HELICOPTER "HAD A HARD LANDING." AN EXAM REVEALED A CRACKED AND BROKEN PNEUMATIC LINE AT THE FUEL CONTROLLER.

Brief of Accident (Continued)

File No. - 1560

1/15/86

WAIMEA, HI

A/C Reg. No. N3179X

Time (Lcl) - 1545 HST

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

Finding(s)

1. PNEUMATIC SYSTEM - CRACKED
 2. FUEL SYSTEM, FUEL CONTROL - INOPERATIVE
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

3. AUTOROTATION - PERFORMED - PILOT IN COMMAND
-

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

Finding(s)

4. FLARE - MISJUDGED - PILOT IN COMMAND
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1466	7/31/86	LIHUE, HI	A/C Reg. No. N700EC	Time (Lcl) - 0900 HST
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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	2
Accident Occurred During -DESCENT				None 0

----Aircraft Information----

Make/Model - BELL 47G-3B1	Eng Make/Model - LYCOMING TVO-435-B1	ELT Installed/Activated - YES/YES
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 - PATWAS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	LIHUE, HI	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	LIHUE, HI	
Wind Dir/Speed- 080/018 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 2000 FT	Type of Clearance - VFR	Runway Surface - N/A
Lowest Ceiling - 2000 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 - 31	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - YES	Total - 1200
SE LAND, ME LAND	Months Since - 5	Make/Model- 80
HELICOPTER	Aircraft Type - 47G	Instrument- 1108
		Multi-Eng - 120
		Last 24 Hrs - 1
		Last 30 Days- 75
		Last 90 Days- 175

Instrument Rating(s) - AIRPLANE

----Narrative----

THE HELICOPTER CRASHED INTO TREES WHILE ON A LOCAL PLEASURE FLIGHT. THE PILOT INDICATED THAT WHILE HOVERING OUT OF GROUND EFFECT THE MAIN ROTOR AND ENGINE RPM WERE DROPPING BELOW THE MINIMUM OPERATING LIMITS. THE PILOT LOWERED THE COLLECTIVE TO REGAIN RPM BUT WAS NOT SUCCESSFUL. THE MAIN ROTOR BLADES STRUCK SEVERAL TREES AND THE HELICOPTER WENT STRAIGHT DOWN. THE PILOT AND ONE PASSENGER, ALSO A PILOT, STATED THERE WAS NOTHING MECHANICALLY WRONG WITH THE AIRCRAFT. THE ACCIDENT SITE ELEVATION WAS 3,500 FT MSL AND THE TEMPERATURE WAS 81 DEGS (F). DENSITY ALTITUDE WAS APRX 5,300 FT MSL.

Brief of Accident (Continued)

File No. - 1466

7/31/86

LIHUE, HI

A/C Reg. No. N700EC

Time (Lcl) - 0900 HST

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

Finding(s)

1. TERRAIN CONDITION - MOUNTAINOUS/HILLY
2. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
3. OBJECT - TREE(S)
4. WEATHER CONDITION - HIGH DENSITY ALTITUDE
5. AIRCRAFT PERFORMANCE - EXCEEDED
6. PERFORMANCE DATA - MISJUDGED - PILOT IN COMMAND
7. ROTOR RPM - 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) 4,5,6

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1412 8/11/86 DIXON,IA A/C Reg. No. N5575Y Time (Lcl) - 1945 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 103	NONE	Pass 0	0	0	1
Accident Occurred During -TAKEOFF					

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

Make/Model - TERATORN TIERRA 2	Eng Make/Model - ROTAX 503	ELT Installed/Activated - NO	-N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - 750	Engine Type - RECIPROCATING-CARBURETOR		
No. of Seats - 2	Rated Power - 53 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- 310/008 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 3000 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 - 40	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 328
SE LAND, ME LAND	Months Since - 17	Last 24 Hrs - 2
	Aircraft Type - C-172	Make/Model- 14
		Instrument- 35
		Multi-Eng - 14
		Last 30 Days- UNK/NR
		Last 90 Days- 13
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE EXPERIMENTAL ACFT WAS LOADED NEAR MAX GROSS WT ON TAKEOFF FROM THE PVT SOD AIRTRIP. THE PLT STATED THE ACFT PERFORMED SLUGGISHLY DURING THE CLIMBOUT FROM THE FIELD. THE PLT STATED THAT ON THE CLIMBOUT THAT HE WAS OVERFLYING A CORN FIELD BORDERING THE STRIP WHEN THE ACFT DESCENDED TOWARD THE CORN DESPITE FULL PWR FROM THE ENG. THE PLT STATED HE INTENTIONALLY STALLED THE ACFT JUST ABOVE THE CORN AND IMPACTED THE GROUND BENEATH THE CORN WHERE IT SUSTAINED SUBSTANTIAL DAMAGE. THE PLT STATED HE FELT THAT THE AIR WAS LESS DENSE AS HE OVERFLEW THE CORN AND THIS ROBBED THE ENG OF PWR AND THE WINGS OF SOME LIFT. THE DENSITY ALTITUDE MEASUREMENT WAS SLIGHTLY ABOVE THAT OF FIELD ELEVATION OF 750 FEET.

Brief of Accident (Continued)

File No. - 1412

8/11/86

DIXON,IA

A/C Reg. No. N5575Y

Time (Lc1) - 1945 CDT

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

Finding(s)

1. PLANNING-DECISION - INADEQUATE - PILOT IN COMMAND
2. WEATHER CONDITION - HIGH DENSITY ALTITUDE
3. DESCENT - UNCONTROLLED -
4. STALL - INTENTIONAL - PILOT IN COMMAND

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

Finding(s)

5. TERRAIN CONDITION - GROUND

----Probable Cause----

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

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. - 1586	8/10/86	PRESTON, ID	A/C Reg. No. N5576F	Time (Lcl) - 0745 MDT
-----Basic Information-----				
Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage SUBSTANTIAL	Injuries	
Type of Operation	-PERSONAL	Fire	Crew	Fatal
Flight Conducted Under	-14 CFR 91	NONE	Pass	0
Accident Occurred During	-TAKEOFF			0
-----Aircraft Information-----				
Make/Model	- PIPER PA-28-140	Eng Make/Model	- LYCOMING O-320-E2A	ELT Installed/Activated
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	- YES/YES
Max Gross Wt	- 2150	Engine Type	- RECIPROCATING-CARBURETOR	Stall Warning System
No. of Seats	- 4	Rated Power	- 150 HP	- YES
-----Environment/Operations Information-----				
Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP	
Method	- N/A	SAME AS ACC/INC		
Completeness	- N/A	Destination	Airport Data	
Basic Weather	- VMC	UNK/NR		
Wind Dir/Speed	- 070/005 KTS	ATC/Airspace	Runway Ident - N/A	
Visibility	- 35.0 SM	Type of Flight Plan	Runway Lth/Wid - N/A	
Lowest Sky/Clouds	- CLEAR	Type of Clearance	Runway Surface - N/A	
Lowest Ceiling	- NONE	Type Apch/Lndg	Runway Status - N/A	
Obstructions to Vision	- NONE			
Precipitation	- NONE			
Condition of Light	- DAYLIGHT			
-----Personnel Information-----				
Pilot-In-Command	Age - 24	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)		
PRIVATE	Current	Total	Last 24 Hrs - UNK/NR	
SE LAND	Months Since	Make/Model	Last 30 Days- UNK/NR	
	Aircraft Type	Instrument	Last 90 Days- UNK/NR	
		Multi-Eng	Rotorcraft - UNK/NR	
Instrument Rating(s) - NONE				
-----Narrative-----				
THE JACKSON COUNTY SHERIFF REPORTED THAT THE PILOT WAS ATTEMPTING TO TAKE OFF FROM A FARMER'S FIELD AND FAILED TO CLEAR A DIKE. SUBSEQUENTLY, THE ACFT CARTWHEELED INTO A COUNTY LANDFILL AND WAS DAMAGED.				

Brief of Accident (Continued)

File No. - 1586

8/10/86

PRESTON, ID

A/C Reg. No. N5576F

Time (Lcl) - 0745 MDT

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

Finding(s)

1. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
2. TERRAIN CONDITION - DIRT BANK
3. CLEARANCE - 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) 1,3

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1587 8/10/86 GRANGEVILLE, ID A/C Reg. No. N1083Z Time (Lcl) - 2400 MDT

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

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-MINUTEMAN AVIATION	DESTROYED		Fatal	Injuries		
Type of Operation	-NON SCHED, DOMESTIC, PASSENGER	Fire	Crew	0	Serious	Minor	None
Flight Conducted Under	-14 CFR 135	ON GROUND	Pass	0	0	3	0
Accident Occurred During	-TAKEOFF				0	2	0

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

Make/Model	- BELL 206L-1	Eng Make/Model	- ALLISON 250-C-28B	ELT Installed/Activated	- YES/YES
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 4150	Engine Type	- TURBOPROP		
No. of Seats	- 5	Rated Power	- 435 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	GRANGEVILLE, ID	Runway Ident
Wind Dir/Speed	- VARIABLE		- N/A
Visibility	- 5.0 SM	ATC/Airspace	Runway Lth/Wid
Lowest Sky/Clouds	- 10000 FT SCATTERED	Type of Flight Plan	- N/A
Lowest Ceiling	- NONE	Type of Clearance	- N/A
Obstructions to Vision	- NONE	Type Apch/Lndg	- N/A
Precipitation	- NONE		
Condition of Light	- NIGHT(DARK)		

-----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	- 4270
SE LAND	Months Since - 8	Make/Model	- 197
HELICOPTER	Aircraft Type - 206	Instrument	- 339
		Multi-Eng	- 49
		Last 24 Hrs	- 3
		Last 30 Days	- UNK/NR
		Last 90 Days	- 118
		Rotorcraft	- 3900

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE HELICOPTER PLT WAS ON AN EMERGENCY MEDICAL SERVICE (EMS/MEDIVAC) FLT TO TRANSPORT SURVIVORS FROM AN AIRPLANE ACCIDENT. HE LANDED AT NIGHT ON A RIDGE ABOUT 1/4 MI FROM THE AIRPLANE CRASH SITE. AT ABOUT 2400 MDT, THE PLT ATTEMPTED TO TAKEOFF FROM THE REMOTE, CONFINED LANDING AREA WITH 2 EMERGENCY MEDICAL TECHNICIANS (EMT'S), A SHERIFF & A BURN VICTIM ABOARD. THE PLT STARTED A STRAIGHT AHEAD CLIMB OVER A RIDGE, BUT PAUSED, THEN DID A RUDDER TURN. AS HE STARTED TO TAKEOFF DOWNWIND IN LIGHT & VARIABLE WINDS, HE LOST VISUAL REFERENCE WITH THE GROUND. SUBSEQUENTLY, THE HELICOPTER BEGAN MOVING BACKWARDS & THE TAIL ROTOR CONTACTED A TREE. THE HELICOPTER THEN CRASHED ON DOWNSLOPING TERRAIN & LODGED AGAINST A TREE.

Brief of Accident (Continued)

File No. - 1587

8/10/86

GRANGEVILLE, ID

A/C Reg. No. N1083Z

Time (Lc1) - 2400 MDT

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

Finding(s)

1. TERRAIN CONDITION - MOUNTAINOUS/HILLY
2. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
3. LIGHT CONDITION - DARK NIGHT
4. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
6. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - PILOT IN COMMAND
7. OBJECT - TREE(S)

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) 4,6

Factor(s) relating to this accident is/are finding(s) 1,2,3,5,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1597 8/24/86 CALDWELL, ID A/C Reg. No. N4077X Time (Lcl) - 1000 MDT

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

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

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

Make/Model - AYRES S2R-600	Eng Make/Model - P&W R-1340-AN2	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	CALDWELL, ID	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 60.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - BROKEN	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 34	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 8200
SE LAND, ME LAND	Months Since - 5	Make/Model- 2000
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - 600
		Last 24 Hrs - 5
		Last 30 Days- UNK/NR
		Last 90 Days- 455
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING AN AERIAL APPLICATION FLIGHT, THE PLT ENTERED A RIGHT TURN DURING A "BORDER PASS." WHILE IN THE RIGHT TURN, THE RIGHT WING STRUCK THE GROUND AND THE AIRCRAFT CARTWHEELED & CRASHED.

Brief of Accident (Continued)

File No. - 1597

8/24/86

CALDWELL, ID

A/C Reg. No. N4077X

Time (Lcl) - 1000 MDT

Occurrence #2 DRAGGED WING, ROTOR, POD, OR FLOAT
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. 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) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1590	11/12/86	CORRAL, ID	A/C Reg. No. N12870	Time (Lcl) - 1600 MST
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-----Basic Information-----				
Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries	
		SUBSTANTIAL		
Type of Operation	-PERSONAL	Fire	Fatal	None
Flight Conducted Under	-14 CFR 91	NONE	Crew 0	Serious 0
Accident Occurred During	-MANEUVERING		Pass 0	Minor 1
				None 0
				1
<hr/>				
-----Aircraft Information-----				
Make/Model	- CESSNA 172M	Eng Make/Model	- LYCOMING O-320-E2D	ELT Installed/Activated - YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System - YES
Max Gross Wt	- 2300	Engine Type	- RECIPROCATING-CARBURETOR	
No. of Seats	- 4	Rated Power	- 150 HP	
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-----Environment/Operations Information-----				
Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP	
Method	- N/A	FAIRFIELD, ID		
Completeness	- N/A	Destination	Airport Data	
Basic Weather	- VMC	LOCAL		
Wind Dir/Speed	- 110/008 KTS	ATC/Airspace	Runway Ident	- N/A
Visibility	- 30.0 SM	Type of Flight Plan	Runway Lth/Wid	- N/A
Lowest Sky/Clouds	- 5000 FT SCATTERED	Type of Clearance	Runway Surface	- N/A
Lowest Ceiling	- 25000 FT OVERCAST	Type Apch/Lndg	Runway Status	- N/A
Obstructions to Vision	- NONE			
Precipitation	- NONE			
Condition of Light	- DAYLIGHT			
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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 - 400	Last 24 Hrs - 2	
SE LAND	Months Since - 1	Make/Model - UNK/NR	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				
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-----Narrative-----				
THE PLT WAS SCOUTING FOR ELK IN RUGGED RISING TERRAIN. THE ENG BEGAN LOSING POWER, SO HE APPLIED CARBURETOR HEAT. HOWEVER, THE RPM DROPPED FURTHER & THE ACFT CRASHED ON WOODED TERRAIN. NO MECHANICAL DIFFICULTIES WERE FOUND. COUNTY AUTHORITIES STATED THAT THERE WERE LOW CLOUDS IN THE AREA.				

Brief of Accident (Continued)

File No. - 1590

11/12/86

CORRAL, ID

A/C Reg. No. N12870

Time (Lc1) - 1600 MST

Occurrence #1 LOSS OF POWER
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)
1. UNDETERMINED

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

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

Finding(s)
2. TERRAIN CONDITION - MOUNTAINOUS/HILLY
3. OBJECT - TREE(S)
4. TERRAIN CONDITION - RISING

----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. - 1573	7/28/86	MATTOON, IL	A/C Reg. No. N65901	Time (Lcl) - 1135 CDT
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-----Basic Information-----

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

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

Make/Model - SCHWEIZER SGS 2-33A	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 - 1040	Engine Type - N/A	
No. of Seats - 2	Rated Power - N/A	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	COLES COUNTY MEMORIAL
Wind Dir/Speed- 300/013 KTS	ATC/Airspace	Runway Ident - 17
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 1450/ 250
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 70	Medical Certificate - UNK/NR	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 600	Last 24 Hrs - 1
SE LAND	Months Since - 1	Make/Model- 93	Last 30 Days- UNK/NR
GLIDER	Aircraft Type - UNK/NR	Instrument- 1	Last 90 Days- 11
		Multi-Eng - 24	

Instrument Rating(s) - NONE

-----Narrative-----

THE GLIDER WAS BEING TOWED FOR TAKEOFF BEHIND A TOW PLANE. ACCORDING TO THE GLIDER INSTRUCTOR, THE INITIAL ACCELERATION APPEARED NORMAL. AS THE TOW PLANE AND THE GLIDER NEARED THE END OF THE RUNWAY, THE GLIDER INSTRUCTOR BELIEVED THE TOW PLANE WAS EXPERIENCING A PROBLEM ACCELERATING TO TAKEOFF SPEED, SO HE RELEASED THE TOW LINE AT AN ALTITUDE OF APRX 5 FT. HE THEN TURNED FOR AN AREA FOR LANDING AND THE GLIDER TOUCHED DOWN IN A "NOSE DOWN PANCAKE LANDING." LATER, THE INSTRUCTOR LEARNED THAT THE SPEED BRAKES AND SPOILERS WERE FULLY DEPLOYED DURING THE ENTIRE TAKEOFF RUN & SUBSEQUENT SHORT FLIGHT.

Brief of Accident (Continued)

File No. - 1573

7/28/86

MATTOON, IL

A/C Reg. No. N65901

Time (Lc1) - 1135 CDT

Occurrence #1 MISCELLANEOUS/OTHER
Phase of Operation TAKEOFF

Finding(s)

1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
2. SPOILER EXTENSION - INADVERTENT - PILOT IN COMMAND
3. SPEED BRAKES - INADVERTENT USE - PILOT IN COMMAND
4. AIRSPEED - NOT ATTAINED -
5. PROPER CLIMB RATE - NOT POSSIBLE -

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

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

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1571 7/29/86 MORRIS,IL A/C Reg. No. N81753 Time (Lcl) - 1218 CDT

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

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

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

Make/Model - PIPER PA-32R-301T	Eng Make/Model - LYCOMING TIO-540-S1AD	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3600	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 7	Rated Power - 300 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	SPRINGFIELD,MO	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	CHICAGO,IL	Runway Ident - N/A
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - IFR	Runway Surface - N/A
Lowest Sky/Clouds - 3500 FT SCATTERED	Type of Clearance - IFR	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 - 41	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 536
SE LAND	Months Since - 4	Last 24 Hrs - 5
	Aircraft Type - UNK/NR	Make/Model- 191
		Instrument- 74
		Last 30 Days- UNK/NR
		Last 90 Days- 28

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING CRUISE FLIGHT, THE ENGINE STOPPED AND THE PILOT ATTEMPTED TO GLIDE TO AN AIRPORT, BUT WAS FORCED TO LAND IN A CORNFIELD, APRX ONE MILE SHORT OF THE AIRFIELD. A POST-CRASH INSPECTION REVEALED THE FLANGE OF THE LEFT INTERMEDIATE EXHAUST PIPE (PN LW-15811) HAD CRACKED AND BECOME LOOSE. THIS ALLOWED HOT GASSES TO MELT AND SHORT OUT WIRING TO BOTH MAGNETOS. THERE WAS EVIDENCE THAT AN EXHAUST CLAMP (PN LW-12093-5) WAS IMPROPERLY INSTALLED. SUBSEQUENTLY, THE EXHAUST FLANGE FAILED.

Brief of Accident (Continued)

File No. - 1571

7/29/86

MORRIS, IL

A/C Reg. No. N81753

Time (Lcl) - 1218 CDT

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

Finding(s)

1. EXHAUST SYSTEM, CLAMP - OTHER
2. MAINTENANCE, INSTALLATION - IMPROPER - OTHER MAINTENANCE PSNL
3. EXHAUST SYSTEM, MANIFOLD - BRITTLE FRACTURE
4. EXHAUST SYSTEM, MANIFOLD - LEAK

Occurrence #2 FIRE
Phase of Operation CRUISE - NORMAL

Finding(s)

5. IGNITION SYSTEM, HIGH TENSION WIRING - BURNED
6. IGNITION SYSTEM, HIGH TENSION WIRING - SHORTED

Occurrence #3 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation CRUISE

Occurrence #4 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

7. TERRAIN CONDITION - NONE SUITABLE

Occurrence #5 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING

Finding(s)

8. TERRAIN CONDITION - CROP

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1431	8/17/86	GALESBURG, IL	A/C Reg. No. N8787C	Time (Lcl) - 0500 CDT
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----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	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 - FSS</p> <p>Method - UNK/NR</p> <p>Completeness - UNK/NR</p> <p>Basic Weather - IMC</p> <p>Wind Dir/Speed- 310/004 KTS</p> <p>Visibility - 1.000 SM</p> <p>Lowest Sky/Clouds - 400 FT SCATTERED</p> <p>Lowest Ceiling - 8000 FT BROKEN</p> <p>Obstructions to Vision- HAZE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAWN</p>	<p>Itinerary</p> <p>Last Departure Point KNOXVILLE, IA</p> <p>Destination GALESBURG, IL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - STRAIGHT-IN</p>	<p>Airport Proximity ON AIRSTRIP</p> <p>Airport Data GALESBURG</p> <p>Runway Ident - 02</p> <p>Runway Lth/Wid - 5794/ 150</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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----Personnel Information----

Pilot-In-Command	Age - 51	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 289	Last 24 Hrs - UNK/NR
SE LAND	Months Since - 1	Make/Model- 9	Last 30 Days- UNK/NR
	Aircraft Type - PA-28	Instrument- 0	Last 90 Days- 3

Instrument Rating(s) - NONE

----Narrative----

THE NON-INSTRUMENT RATED PILOT, LANDING IN IFR CONDITIONS, FLARED TOO HIGH RESULTING IN A HARD LANDING, NOSE GEAR FAILURE AND BUCKLING OF THE ENGINE MOUNTS.

Brief of Accident (Continued)

File No. - 1431

8/17/86

GALESBURG,IL

A/C Reg. No. N8787C

Time (Lcl) - 0500 CDT

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

Finding(s)

1. WEATHER CONDITION - HAZE
2. FLARE - PREMATURE - PILOT IN COMMAND

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

Finding(s)

3. ENGINE ASSEMBLY, MOUNT - BUCKLED
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) 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. - 1563 10/31/86 HARRISBURG, IL A/C Reg. No. N3066T Time (Lcl) - 1200 CST

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

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

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

Make/Model - PIPER PA-28-236	Eng Make/Model - LYCOMING O-540-J3A5D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3000	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 235 HP	

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

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point DIXON, IL	
Method - N/A	Destination SAME AS ACC/INC	Airport Data HARRISBURG
Completeness - N/A		Runway Ident - 32
Basic Weather - VMC	ATC/Airspace	Runway Lth/Wid - 2700/ 75
Wind Dir/Speed- VARIABLE	Type of Flight Plan - NONE	Runway Surface - ASPHALT
Visibility - 10.0 SM	Type of Clearance - NONE	Runway Status - DRY
Lowest Sky/Clouds - CLEAR	Type Apch/Lndg - TRAFFIC PATTERN	
Lowest Ceiling - NONE		
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 64	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 2000
SE LAND	Months Since - 8	Make/Model- 475
	Aircraft Type - UNK/NR	Instrument- 44
		Multi-Eng - UNK/NR
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 25
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE PLT, THE WINDS AT THE DESTINATION ARPT WERE VARIABLE AND GUSTY. DURING AN APPROACH TO LAND, THE ACFT WAS HIGH. REPORTEDLY, THE WIND SHIFTED TO A TAIL WIND AS THE PLT WAS LANDING & THE ACFT CONTINUED OFF THE END OF THE RWY & WENT THRU A FENCE.

Brief of Accident (Continued)

File No. - 1563

10/31/86

HARRISBURG,IL

A/C Reg. No. N3066T

Time (Lcl) - 1200 CST

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. WEATHER CONDITION - UNFAVORABLE WIND
3. WEATHER CONDITION - TAILWIND
4. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND

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

Finding(s)

5. OBJECT - FENCE

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

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

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. - 1417 4/17/86 WESTVILLE, IN A/C Reg. No. N4491J Time (Lcl) - 1826 CST

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	VALPARAISO, IN	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 340/006 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 25000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DUSK		

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

Pilot-In-Command	Age - 30	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 133
SE LAND	Months Since - 9	Last 24 Hrs - 1
	Aircraft Type - C-172	Make/Model- 19
		Instrument- 0
		Last 30 Days- 2
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS TAKING A FRIEND AND TWO OF HER ACQUAINTANCES ON A SIGHTSEEING RIDE WHEN THE ACFT CRASHED INTO A PLOWED FARM FIELD. THE ACFT'S WEIGHT WAS ESTIMATED TO BE 60 LBS UNDER MAX ALLOWABLE GROSS WEIGHT AT THE TIME OF THE CRASH. A WITNESS NEAR THE CRASH STATED THAT THE AIRCRAFT WAS FLYING LOW, CLEARING A POWERLINE JUST BEFORE THE CRASH. SHE SAID THE ACFT WAS NOSE LOW AND TRAVELING AT A HIGH RATE OF SPEED. INVESTIGATION REVEALED NO PREIMPACT PART FAILURE OR MALFUNCTION. A CHECK OF THE PLT'S LOGBOOK REVEALED THAT THE PLT HAD 133.4 HOURS WITH 5.6 HOURS LOGGED IN THE PREVIOUS 12 MONTHS.

Brief of Accident (Continued)

File No. - 1417

4/17/86

WESTVILLE, IN

A/C Reg. No. N4491J

Time (Lcl) - 1826 CST

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

Finding(s)
1. UNDETERMINED

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1578	6/19/86	GARY, IN	A/C Reg. No. N20735	Time (Lcl) - 1515 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 -LANDING			0	0
			0	0

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - 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	GARY MUNICIPAL
Wind Dir/Speed- VARIABLE/008 KTS	ATC/Airspace	Runway Ident - 12
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 7000/ 150
Lowest Sky/Clouds - UNK/NR	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 - 73	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 264
	Months Since - N/A	Make/Model- 264
	Aircraft Type - N/A	Instrument- 4
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 21

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT WAS ON A SUPERVISED SOLO FLIGHT. ACCORDING TO HIM, HE CLOSED THE THROTTLE OVER THE THRESHOLD DUE TO EXCESSIVE SPEED AND THE PLANE FLOATED FOR SOME DISTANCE AS HE BROUGHT THE CONTROL COLUMN BACK. THE NOSE OF THE AIRCRAFT THEN DROPPED AND THE PROP STRUCK THE RUNWAY. THE STUDENT MADE A GO-AROUND AND SUBSEQUENTLY LANDED SAFETY. HIS INSTRUCTOR, WHO OBSERVED THE ACCIDENT, BELIEVED THAT A THERMAL CAUSED THE PLANE TO FLOAT. THE INSTRUCTOR STATED THAT AFTER TOUCHING DOWN, NOSE WHEEL FIRST, THE AIRCRAFT BEGAN TO PORPOISE, THEN THE STUDENT MADE A GO-AROUND. AFTER THE FLIGHT, AN EXAM REVEALED THE LOWER FIREWALL WAS DAMAGED. THE STUDENT RPRTD THAT THE WIND WAS VARIABLE AT 8 GUSTING 15 KTS.

Brief of Accident (Continued)

File No. - 1578

6/19/86

GARY, IN

A/C Reg. No. N20735

Time (Lcl) - 1515 CDT

Occurrence HARD LANDING

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
 2. WEATHER CONDITION - GUSTS
 3. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
 4. FLARE - IMPROPER - PILOT IN COMMAND
 5. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
 6. GO-AROUND - DELAYED - PILOT IN COMMAND
-

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1465	11/10/86	WINAMAC, IN	A/C Reg. No. N75363	Time (Lcl) - 1910 EST
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-----Basic Information-----

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

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

Make/Model - PIPER PA-32R-300	Eng Make/Model - LYCOMING IO-540-K1A5D	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3600	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 7	Rated Power - 300 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	WINAMAC, IN	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SOUTH BEND, IN	WINAMAC
Wind Dir/Speed- 180/003 KTS	ATC/Airspace	Runway Ident - 27
Visibility - 8.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2800/ 60
Lowest Sky/Clouds - 10000 FT	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 10000 FT OVERCAST	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 55	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 7181
SE LAND, ME LAND	Months Since - 23	Make/Model- 1150
	Aircraft Type - UNK/NR	Instrument- 2200
		Multi-Eng - 2381
		Last 24 Hrs - 4
		Last 30 Days- UNK/NR
		Last 90 Days- 140

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER NOTICING A VAGUE SHAPE OFF THE RIGHT SIDE OF THE AIRCRAFT, DURING TAKEOFF RUN AT NIGHT, THE PILOT CONTINUED DOWN THE RUNWAY UNTIL THE AIRCRAFT COLLIDED WITH A 180 POUND DEER.

Brief of Accident (Continued)

File No. - 1465

11/10/86

WINAMAC, IN

A/C Reg. No. N75363

Time (Lcl) - 1910 EST

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

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. OBJECT - ANIMAL(S)
3. IMPROPER USE OF PROCEDURE, VISUAL/AURAL PERCEPTION - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1401	5/20/86	WINONA, KS	A/C Reg. No. N6680Q	Time (Lcl) - 1730 CDT
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-----Basic Information-----

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

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

Make/Model - GRUMMAN-SCHWEIZER G-164A	Eng Make/Model - P&W R-985-AN1	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 6075	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	ON AIRSTRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	
Wind Dir/Speed- 150/016 KTS	ATC/Airspace	Runway Ident - 09
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2600/ 25
Lowest Sky/Clouds - 25000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	GO AROUND	
Precipitation - NONE	STOP AND GO	
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 20	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 260
SE LAND	Months Since - 1	Make/Model- 11
	Aircraft Type - C-172	Instrument- 11
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 3

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT HE BORROWED THE AIRPLANE FROM HIS FATHER TO PRACTICE TAKEOFFS AND LANDINGS AT HIS FATHER'S PRIVATE, CROP DUSTING AIRSTRIP. THERE WERE NO CHEMICALS ONBOARD, ACCORDING TO THE PILOT. HE FURTHER STATED THAT ON A GO-AROUND MANEUVER, AND AS HE TRIED TO GO OVER A BUILDING, THE ENGINE LOST POWER AND HE WAS FORCED TO LAND THE AIRCRAFT IN A OPEN FIELD. THE AIRCRAFT STALLED, TOUCHED DOWN HARD, BOUNCED, THEN NOSED OVER. WINDS WERE FROM THE SOUTHEAST AT 16 KNOTS AND THE PILOT WAS USING RUNWAY 09. DENSITY ALTITUDE WAS DETERMINED TO 5,600 FEET. CAUSE OF THE REPORTED LOSS OF POWER WAS NOT DETERMINED.

Brief of Accident (Continued)

File No. - 1401

5/20/86

WINONA,KS

A/C Reg. No. N66800

Time (Lcl) - 1730 CDT

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

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation APPROACH - GO-AROUND (VFR)

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

Finding(s)
2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
3. WEATHER CONDITION - HIGH DENSITY ALTITUDE
4. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #4 NOSE OVER
Phase of Operation LANDING

Finding(s)
5. RECOVERY FROM BOUNCED LANDING - NOT PERFORMED - PILOT IN COMMAND
6. IMPROPER DECISION, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1461 12/20/86 LOUISVILLE, KY A/C Reg. No. N217SD Time (Lcl) - 1701 EST

-----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 -TAXI

Fire
NONE

Crew
Pass

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

Make/Model - BEECH D-17-S
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 4250
No. of Seats - 5

Eng Make/Model - P&W R-985
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 450 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 6.0 SM
Lowest Sky/Clouds - UNK/NR SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

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

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

BOWMAN
Runway Ident - 06
Runway Lth/Wid - 4500 -UNK/NR
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 44
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 710
Make/Model- 21
Instrument- 0
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- 40

Instrument Rating(s) - NONE

-----Narrative-----

FOLLOWING A NORMAL LANDING ON RUNWAY 06 AT BOWMAN FIELD, THE ACFT NOSED OVER WHILE CLEARING THE RWY. THE PLT REPORTED APPLYING BRAKES AND RECALLED FEELING THE TAILWHEEL LIFT OFF THE GROUND. THE PLT DID NOT REPORT ANY SYSTEM MALFUNCTION, AND THE INVESTIGATION ALSO FAILED TO DISCLOSE ANY MALFUNCTION.

Brief of Accident (Continued)

File No. - 1461

12/20/86

LOUISVILLE, KY

A/C Reg. No. N217SD

Time (Lcl) - 1701 EST

Occurrence

NOSE OVER

Phase of Operation

TAXI - FROM LANDING

Finding(s)

1. THROTTLE/POWER CONTROL - EXCESSIVE - PILOT IN COMMAND
 2. BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND
 3. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
-

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1480 6/17/86 ABBEVILLE, LA A/C Reg. No. N48592 Time (Lcl) - 1420 CDT

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

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

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

Make/Model	- GRUMMAN G-164B	Eng Make/Model	- P&W 1340-AN1	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 4500	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 1	Rated Power	- 650 HP		

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 090/010 KTS</p> <p>Visibility - 15.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>ABBEVILLE, LA</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 - FORCED LANDING</p>	<p>Airport Proximity</p> <p>OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

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 - 1384
SE LAND	Months Since - 6	Make/Model- 1234
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED HE MADE A SUCCESSFUL FORCED LANDING, DUE TO LOSS OF POWER, AND THEN HAD TO FLIP THE AIRCRAFT TO PREVENT COLLIDING WITH A LATERAL (ABOVE GROUND IRRIGATION SYSTEM) WITH A WATER DEPTH OF ABOUT FOUR FEET. SUBSEQUENT ENGINE EXAMINATION REVEALED THAT AN ENGINE VALVE PUSH ROD HAD BROKEN AND RESULTED IN THE LOSS OF POWER.

Brief of Accident (Continued)

File No. - 1480

6/17/86

ABBEVILLE, LA

A/C Reg. No. N48592

Time (Lc1) - 1420 CDT

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

Finding(s)

1. ENGINE ASSEMBLY, PUSH ROD - FAILURE, TOTAL
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

2. TERRAIN CONDITION - NONE SUITABLE
 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

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. - 1481 7/11/86 ABBEVILLE, LA A/C Reg. No. N4842B Time (Lcl) - 1800 CDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries
Serious
0
0

Minor
0
0

None
1
0

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

Make/Model - GRUMMAN G-164A
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 4500
No. of Seats - 1

Eng Make/Model - P&W 1340-AN1
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 650 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 - 6.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
ABBEVILL, LA
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

Age - 43
Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)
Total - 18000 Last 24 Hrs - 8
Make/Model- 10000 Last 30 Days- UNK/NR
Instrument- 0 Last 90 Days- 250

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED HE EXPERIENCED A LOSS OF ENGINE POWER AND MADE A FORCED LANDING IN A WET PASTURE WHERE THE AIRCRAFT FLIPPED INVERTED BEFORE COMING TO A STOP. SUBSEQUENT ENGINE EXAMINATION FAILED TO REVEAL A REASON FOR THE POWER LOSS. THE OWNER REPORTED THAT HE SUSPECTED MOISTURE IN THE IGNITION HARNESS SINCE THE AIRCRAFT HAD BEEN SITTING IN THE RAIN FOR SEVERAL DAYS PRIOR TO THE ACCIDENT.

Brief of Accident (Continued)

File No. - 1481

7/11/86

ABBEVILLE, LA

A/C Reg. No. N4842B

Time (Lc1) - 1800 CDT

Occurrence #1 LOSS OF POWER
Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

2. TERRAIN CONDITION - NONE SUITABLE
3. TERRAIN CONDITION - SOFT

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1433	10/06/86	GILBERT, LA	A/C Reg. No. N53137	Time (Lc1) - 1630 CDT
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----Basic Information----

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

----Aircraft Information----

Make/Model - CESSNA A188B	Eng Make/Model - CONTINENTAL IO-520-D23	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 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	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	GILBERT, LA	HOLCOMB FLYING SERV. STRIP
Wind Dir/Speed- 360/004 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

----Personnel Information----

Pilot-In-Command	Age - 51	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - UNK/NR	Total - 13160
SE LAND, ME LAND, SE SEA	Months Since - UNK/NR	Make/Model- 2000
	Aircraft Type - UNK/NR	Instrument- 170
		Multi-Eng - 400
		Last 24 Hrs - 1
		Last 30 Days- 60
		Last 90 Days- 200
		Rotorcraft - 60

Instrument Rating(s) - AIRPLANE

----Narrative----

THE ACFT WAS CONDUCTING AERIAL APPLICATION OPERATIONS WHEN A DECREASE IN FUEL PRESSURE AND ENGINE SURGING OCCURRED. EXAMINATION FAILED TO REVEAL A REASON FOR THE LOSS OF FUEL PRESSURE AND THE SUBSEQUENT SURGING OF THE ENGINE. THE EMERGENCY LANDING HAD TO BE MADE ACROSS COTTON ROWS WHICH CAUSED THE ACFT TO FLIP INVERTED DURING THE LANDING ROLL.

Brief of Accident (Continued)

File No. - 1433

10/06/86

GILBERT, LA

A/C Reg. No. N53137

Time (Lcl) - 1630 CDT

Occurrence #1 LOSS OF POWER
Phase of Operation CLIMB

Finding(s)

1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

2. TERRAIN CONDITION - ROUGH/UNEVEN
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. - 1474 6/15/86 PALMER, MA A/C Reg. No. N1866T Time (Lcl) - 1100 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

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

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

Fire
ON GROUND

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

Make/Model - PIPER PA-28-140
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2050
No. of Seats - 2

Eng Make/Model - LYCOMING O-320-E2A
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- 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
PALMER, MA
Destination
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

METROPOLITAN
Runway Ident - 22
Runway Lth/Wid - 2500/ 55
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 43
Biennial Flight Review
Current - NO
Months Since - UNK/NR
Aircraft Type - UNK/NR

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

Total - 85	Last 24 Hrs - 0
Make/Model- 13	Last 30 Days- UNK/NR
Instrument- 2	Last 90 Days- 16

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CLIMBED IN AN EXCESSIVELY NOSE HIGH ATTITUDE UPON ROTATION AT 60 MPH. IT THEN VEERED LEFT AND SETTLED TO THE LEFT SIDE OF THE RWY. THE PLT REDUCED THE POWER TO IDLE AND APPLIED BRAKED. THE ACFT CONTINUED TO SLIDE AND COLLIDED WITH TREES. THE ACFT WAS THEN DESTROYED BY POST CRASH FIRE.

Brief of Accident (Continued)

File No. - 1474

6/15/86

PALMER, MA

A/C Reg. No. N1866T

Time (Lcl) - 1100 EDT

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

Finding(s)

1. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
2. ELEVATOR - IMPROPER USE OF - PILOT IN COMMAND

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

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

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1524	6/09/86	PRESQUE ISLE, ME	A/C Reg. No. N8384Q	Time (Lcl) - 0840 EDT
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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

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

Make/Model - CESSNA U206	Eng Make/Model - CONTINENTAL TSI0-520-C	ELT Installed/Activated - YES/YES
Landing Gear - FLOAT	Number Engines - 1	Stall Warning System - NO
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	PORTAGE LANE, ME	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	
Wind Dir/Speed- 300/035 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - 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 - UNK/NR	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - 3610
SE LAND, ME LAND, SE SEA	Months Since - UNK/NR	Make/Model- 56
	Aircraft Type - UNK/NR	Instrument- 925
		Multi-Eng - 2100
		Last 24 Hrs - 6
		Last 30 Days- UNK/NR
		Last 90 Days- 50

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACCORDING TO THE PLT, THE ENG LOST POWER ABOUT 10 MIN AFTER HE TOOK OFF WHILE FLYING AT LOW ALTITUDE. HE LANDED IN A FIELD THAT WAS SURROUNDED BY TREES. DRG THE LANDING, THE RGT FLOAT, RGT WING & RGT SIDE OF THE EMPENNAGE WERE DAMAGED. NO REASON WAS FOUND FOR THE LOSS OF POWER. ACCORDING TO THE PLT, THE WINDS WERE FROM THE NW AT 35 TO 45 MPH.

Brief of Accident (Continued)

File No. - 1524

6/09/86

PRESQUE ISLE, ME

A/C Reg. No. N8384Q

Time (Lcl) - 0840 EDT

Occurrence #1 LOSS OF POWER
Phase of Operation CRUISE

Finding(s)

1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

2. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
3. WEATHER CONDITION - UNFAVORABLE WIND

-----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. - 1599	8/30/86	WILTON, ME	A/C Reg. No. N4641H	Time (Lcl) - 1450 EDT
-----Basic Information-----				
Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		Injuries
		DESTROYED		Fatal Serious Minor None
Type of Operation -PERSONAL		Fire	Crew	1 0 0 0
Flight Conducted Under -14 CFR 91		NONE	Pass	1 0 0 0
Accident Occurred During -APPROACH				
-----Aircraft Information-----				
Make/Model - PIPER PA-18	Eng Make/Model - CONTINENTAL A-65-8F	ELT Installed/Activated - YES/NO		
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO		
Max Gross Wt - 1150	Engine Type - RECIPROCATING-CARBURETOR			
No. of Seats - 2	Rated Power - 65 HP			
-----Environment/Operations Information-----				
Weather Data	Itinerary	Airport Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP		
Method - N/A	SAME AS ACC/INC			
Completeness - N/A	Destination	Airport Data		
Basic Weather - VMC	LOCAL	MESERVE FIELD		
Wind Dir/Speed- 220/015 KTS	ATC/Airspace	Runway Ident - N/A		
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A		
Lowest Sky/Clouds - UNK/NR SCATTERED	Type of Clearance - NONE	Runway Surface - N/A		
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A		
Obstructions to Vision- NONE				
Precipitation - NONE				
Condition of Light - DAYLIGHT				
-----Personnel Information-----				
Pilot-In-Command	Age - 41	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT		
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)		
PRIVATE	Current - YES	Total - 354	Last 24 Hrs - 0	
SE LAND, SE SEA	Months Since - 5	Make/Model- 50	Last 30 Days- UNK/NR	
	Aircraft Type - C-172	Instrument- UNK/NR	Last 90 Days- 50	
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR	
Instrument Rating(s) - NONE				
-----Narrative-----				
WITNESSES SAW THE ACFT GO INTO A NOSE DOWN ATTITUDE PRIOR TO CRASHING INTO A WOODED AREA NEAR THE ARPT. RPRTDLY, THE PROP WAS TURNING, BUT NO SOUND WAS HEARD FROM THE ENG. SUBSEQUENTLY, THE ACFT IMPACTED THE GND IN A NOSE LOW, INVERTED ATTITUDE. NO PREIMPACT MECHANICAL PROBLEMS WERE FOUND DURING THE INVESTIGATION. ABOUT 32 MILES NW AT AUGUSTA, ME, THE TEMP & DEW POINT WERE 72 & 46 DEG, RESPECTIVELY. WITH THIS CONDITION, SERIOUS CARB ICING WAS POSSIBLE; HOWEVER, THE CARB HEAT WAS FOUND IN THE HEAT POSITION, BOTH IN THE COCKPIT & AT THE CARB AIR BOX. THE AMOUNT OF FUEL ON BOARD THE ACFT AT THE TIME OF THE ACCIDENT WAS NOT DETERMINED, ALTHOUGH, IT WAS SERVICED WITH 5.5 GAL OF FUEL PRIOR TO THE FLT. THE PRIMER WAS FOUND UNLOCKED AND THE MAGNETO SWITCH WAS FOUND IN THE OFF POSITION.				

Brief of Accident (Continued)

File No. - 1599

8/30/86

WILTON, ME

A/C Reg. No. N4641H

Time (Lcl) - 1450 EDT

Occurrence #1 LOSS OF POWER
Phase of Operation UNKNOWN

Finding(s)

1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

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

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

Finding(s)

4. OBJECT - TREE(S)

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) 1,2,3

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1439	4/23/86	GREGORY, MI	A/C Reg. No. N16047	Time (Lcl) - 1420 EST
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-----Basic Information-----

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

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

Make/Model - CESSNA 150	Eng Make/Model - CONTINENTAL O-200-A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1385	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	GREGORY, MI	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	GREGORY, MI	SMITH FARM
Wind Dir/Speed- 190/005 KTS	ATC/Airspace	Runway Ident - 23
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2140
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 64	Medical Certificate - UNK/NR	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL, CFI	Current - YES	Total - 8000	Last 24 Hrs - UNK/NR
SE LAND, ME LAND	Months Since - 12	Make/Model- 530	Last 30 Days- UNK/NR
GLIDER	Aircraft Type - UNK/NR	Instrument- 1425	Last 90 Days- 90
		Multi-Eng - 1500	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE CFI STATED THAT THE PURPOSE OF THE FLIGHT WAS TO LOOK AT PROPERTY AND GIVE A BFR TO HIS DUAL STUDENT. THE AIRCRAFT STRUCK WIRES WHILE ON APPROACH TO RUNWAY 23 AT THE SMITH FARM AIRPORT. THE CFI STATED THIS ACCIDENT COULD HAVE BEEN PREVENTED HAD HE USED A STEEPER APPROACH AND IF THE WIRES WERE IDENTIFIED WITH A RED BALL OR STREAMER.

Brief of Accident (Continued)

File No. - 1439

4/23/86

GREGORY,MI

A/C Reg. No. N16047

Time (Lcl) - 1420 EST

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

Finding(s)

1. AIRPORT FACILITIES, OBSTRUCTION MARKING - INADEQUATE
2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND(CFI)
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, COMPLACENCY - PILOT IN COMMAND(CFI)
4. OBJECT - WIRE, TRANSMISSION
5. PLANNED APPROACH - POOR - DUAL STUDENT
6. CLEARANCE - NOT MAINTAINED - DUAL STUDENT
7. PROPER GLIDEPATH - NOT SELECTED - DUAL STUDENT
8. REMEDIAL ACTION - NOT PERFORMED - PILOT IN COMMAND(CFI)

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

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

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1430 5/30/86 PORT HURON, MI A/C Reg. No. N4745G Time (Lcl) - 1815 EDT

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

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

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

Make/Model - CESSNA 195	Eng Make/Model - JACOBS R-755A2	ELT Installed/Activated - YES/NO
Landing Gear - FLOAT	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3350	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - UNK/NR	Rated Power - 300 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	NEW BALTIMORE, MI	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 250/010 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 8.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 4000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - WATER
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - WATER-CALM
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 41	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2037
SE LAND, ME LAND, SE SEA	Months Since - 0	Last 24 Hrs - 3
	Aircraft Type - UNK/NR	Make/Model- 30
		Instrument- 64
		Multi-Eng - 28
		Last 30 Days- UNK/NR
		Last 90 Days- 66

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE FLIGHT WAS TO BE A CURRENCY FLIGHT FOR THE PLT WHO INDICATED THE ACFT HAD SAT UNUSED FOR OVER 8 MONTHS. AFTER 10-15 MINUTES OF FLIGHT THE ENGINE STOPPED. A HARD LANDING WAS MADE ON LAKE ST. CLAIR AND THE ACFT WAS SUBSTANTIALLY DAMAGED. WHEN INTERVIEWED THE PLT STATED "I'M SURE IT'S WATER IF I HAD IT TO DO OVER AGAIN I WOULD DRAIN THE TANKS COMPLETELY."

Brief of Accident (Continued)

File No. - 1430

5/30/86

PORT HURON, MI

A/C Reg. No. N4745G

Time (Lcl) - 1815 EDT

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

Finding(s)

1. FUEL SYSTEM - CONTAMINATION
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

3. FLARE - MISJUDGED - PILOT IN COMMAND
4. IMPROPER USE OF PROCEDURE, LACK OF RECENT EXPERIENCE - PILOT IN COMMAND

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

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

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. - 1570 7/26/86 TRAVERSE CITY, MI A/C Reg. No. N2185B Time (Lc1) - 2138 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

Make/Model - PIPER PA-28-181
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2450
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A4M
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

ELT Installed/Activated - YES/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 - 20.0 SM
Lowest Sky/Clouds - 25000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DUSK

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

CHERRY CAPITOL
Runway Ident - 10
Runway Lth/Wid - 6500/ 150
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 33
Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 105 Last 24 Hrs - 1
Make/Model- 105 Last 30 Days- UNK/NR
Instrument- UNK/NR Last 90 Days- 4
Multi-Eng - UNK/NR Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WHILE FLARING TO LAND, THE AIRCRAFT HAD EXCESSIVE SPEED AND BALLOONED. SUBSEQUENTLY, IT BOUNCED TWICE, THEN BEGAN TO VEER TO THE LEFT. THE PILOT PERFORMED A GO-AROUND. DURING THE INITIAL PORTION OF THE GO-AROUND, THE LEFT WING STRUCK A RUNWAY EDGE IDENTIFIER LIGHT. THE LIGHT TORE A HOLE IN THE BOTTOM OF THE WING AND DAMAGED AT LEAST ONE WING RIB. HOWEVER, THE AIRCRAFT CONTINUED FLYING AND THE PILOT MADE AN UNEVENTFUL EMERGENCY LANDING.

Brief of Accident (Continued)

File No. - 1570

7/26/86

TRAVERSE CITY, MI

A/C Reg. No. N2185B

Time (Lc1) - 2138 EDT

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

Finding(s)

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

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

Finding(s)

4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
6. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND
7. GO-AROUND - INITIATED -

Occurrence #3 DRAGGED WING, ROTOR, POD, OR FLOAT
Phase of Operation LANDING

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1574 8/20/86 KEEGO HARBOR, MI A/C Reg. No. N113G Time (Lcl) - 0845 EDT

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

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

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

Make/Model - REPUBLIC RC-3	Eng Make/Model - LYCOMING GO-490-G2D6	ELT Installed/Activated - YES/NO
Landing Gear - AMPHIBIAN	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 2980	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 295 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	PONTIAC, MI	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 040/006 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - TOUCH AND GO	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 69	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 4775
SE LAND, ME LAND, SE SEA, ME SEA	Months Since - 4	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Make/Model- 350
		Instrument- 1000
		Multi-Eng - 2585

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE PILOT, AS HE WAS PREPARING TO LAND ON A LAKE AND WAS AT AN ALTITUDE OF APPROXIMATELY 100 FEET, HE NOTICED THAT HE DID NOT HAVE FULL FLAPS DOWN. HE THEN REACHED DOWN, AND BY ERROR, LOWERED THE LANDING GEAR INSTEAD OF THE FLAPS. DURING TOUCHDOWN, THE AIRCRAFT IMMEDIATELY FLIPPED OVER, SUSTAINING SUBSTANTIAL DAMAGE TO THE WINGS AND HULL.

Brief of Accident (Continued)

File No. - 1574

8/20/86

KEEGO HARBOR, MI

A/C Reg. No. N113G

Time (Lcl) - 0845 EDT

Occurrence

NOSE OVER

Phase of Operation

LANDING - FLARE/TOUCHDOWN

Finding(s)

1. GEAR EXTENSION - INADVERTENT - PILOT IN COMMAND

2. WHEELS DOWN LANDING IN WATER - INADVERTENT - PILOT IN COMMAND

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1457	8/23/86	MUSKEGON, MI	A/C Reg. No. N9275B	Time (Lcl) - 1830 EDT
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----Basic Information----

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

----Aircraft Information----

Make/Model - CESSNA 175	Eng Make/Model - CONTINENTAL G0-300A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 2350	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 175 HP	

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 310/008 KTS</p> <p>Visibility - 20.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point SAME AS ACC/INC</p> <p>Destination SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - STRAIGHT-IN FORCED LANDING</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data</p> <p>NORTHSIDE MUSKEGON</p> <p>Runway Ident - 34</p> <p>Runway Lth/Wid - 2400/ 100</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - HIGH VEGETATION</p>
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----Personnel Information----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s) STUDENT</p>	<p>Age - 32</p> <p>Biennial Flight Review Current - N/A</p> <p>Months Since - N/A</p> <p>Aircraft Type - N/A</p>	<p>Medical Certificate - EXPIRED</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total - 303</td> <td>Last 24 Hrs - 1</td> </tr> <tr> <td>Make/Model- 1</td> <td>Last 30 Days- UNK/NR</td> </tr> <tr> <td>Instrument- 2</td> <td>Last 90 Days- 1</td> </tr> </table>	Total - 303	Last 24 Hrs - 1	Make/Model- 1	Last 30 Days- UNK/NR	Instrument- 2	Last 90 Days- 1
Total - 303	Last 24 Hrs - 1							
Make/Model- 1	Last 30 Days- UNK/NR							
Instrument- 2	Last 90 Days- 1							

Instrument Rating(s) - NONE

----Narrative----

JUST PRIOR TO APPLYING TAKEOFF POWER THE PILOT SWITCHED TO THE LEFT FUEL TANK. FUEL FROM THIS TANK HAD NEVER BEEN USED BY THIS PILOT SINCE HE PURCHASED THE AIRCRAFT TWO WEEKS EARLIER. SHORTLY AFTER BREAKING GROUND THE ENGINE QUIT. ALTHOUGH THE PILOT SWITCHED BACK TO THE RIGHT TANK, THE ENGINE DID NOT RECOVER BEFORE AN EMERGENCY LANDING WAS MADE. DURING THE EMERGENCY LANDING THE AIRCRAFT FLIPPED OVER ON ITS BACK. THE AIRCRAFT HAD LAST BEEN INSPECTED EIGHTEEN MONTHS PRIOR TO THE ACCIDENT. THE PILOT'S STUDENT CERTIFICATE HAD EXPIRED ON AUGUST 31, 1985.

Brief of Accident (Continued)

File No. - 1457

8/23/86

MUSKEGON, MI

A/C Reg. No. N9275B

Time (Lc1) - 1830 EDT

Occurrence #1 LOSS OF POWER

Phase of Operation TAKEOFF - INITIAL CLIMB

1. FLUID, FUEL - STARVATION

2. FUEL TANK SELECTOR POSITION - ATTEMPTED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING

Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER

Phase of Operation LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - NONE SUITABLE

----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. - 1566 8/24/86 MILFORD, MI A/C Reg. No. N8765S Time (Lcl) - 1330 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

SUBSTANTIAL

Fire
ON GROUND

Crew
Pass

Fatal
0
0

Injuries
Serious Minor
0 1
0 0

None
0
0

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

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

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 270/015 KTS

Visibility - 20.0 SM

Lowest Sky/Clouds - UNK/NR

Lowest Ceiling - 10000 FT OVERCAST

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

PRIVATE STRIP

Runway Ident - N/A

Runway Lth/Wid - 1100

Runway Surface - GRASS/TURF

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 51

Biennial Flight Review

Current - YES

Months Since - 18

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 406

Make/Model- 406

Instrument- 18

Last 24 Hrs - 1

Last 30 Days- UNK/NR

Last 90 Days- 6

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT USED FULL POWER AND 10 DEGREES OF FLAPS TO PERFORM A SHORT FIELD TAKEOFF FROM A SOD STRIP. HE ROTATED FOR TAKEOFF LESS THAN HALFWAY DOWN THE 1100 FT RUNWAY, THEN KEPT THE ACFT LOW TO ACCELERATE TO 80 KTS. HE THEN PULLED UP TO CLEAR A ROW OF 40 FT TREES. FOLLOWING THIS, HE LOWERED THE AIRCRAFT'S NOSE TO BUILD UP MORE AIRSPEED. DURING THIS MANEUVER, HIS LEFT WING HIT THE TOP OF A TREE IN A SECOND ROW OF TREES AND THE AIRCRAFT THEN FELL TO THE GROUND. THE PILOT REPORTED THAT THE WINDS WERE FROM THE WEST AT 15 GUSTING 20 KTS.

Brief of Accident (Continued)

File No. - 1566

8/24/86

MILFORD, MI

A/C Reg. No. N8765S

Time (Lcl) - 1330 EDT

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

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
 2. WEATHER CONDITION - GUSTS
 3. OBJECT - TREE(S)
 4. PROPER CLIMB RATE - 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) 1,4

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. - 1432 10/19/86 GALESBURG, MI A/C Reg. No. N69223 Time (Lcl) - 1635 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

SUBSTANTIAL

Fire

NONE

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-L2C

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 110 HP

ELT Installed/Activated - YES/NO

Stall Warning System - YES

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 290/005 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

GRAND HAVEN, MI

Destination

COLDWATER, MI

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)

STUDENT

Age - 38

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 60

Make/Model- 57

Instrument- 1

Last 24 Hrs - 4

Last 30 Days- UNK/NR

Last 90 Days- 4

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT REPORTED BECOMING ILL WHICH RESULTED IN HER GETTING OFF COURSE BETWEEN FLINT, MI, AND GRAND HAVEN, MI, DURING A THREE LEG X-COUNTRY. THE ACFT WAS NOT REFUELED UPON REACHING GRAND HAVEN AND FUEL EXHAUSTION OCCURRED EN ROUTE TO COLDWATER. THE ACFT WAS SUBSTANTIALLY DAMAGED DURING THE FORCED LANDING.

Brief of Accident (Continued)

File No. - 1432

10/19/86

GALESBURG,MI

A/C Reg. No. N69223

Time (Lc1) - 1635 EST

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

Finding(s)

1. FLUID,FUEL - EXHAUSTION
2. PLANNING-DECISION - POOR - PILOT IN COMMAND
3. BECAME LOST/DISORIENTED
4. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
5. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND
6. 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) 1,2,4,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1464	10/28/86	GRAND LEDGE, MI	A/C Reg. No. N1803Q	Time (Lcl) - 1300 EST
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-----Basic Information-----

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

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

Make/Model - CESSNA U206F	Eng Make/Model - CONTINENTAL IO-520-F	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3500	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	GRAND LEDGE, MI	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	KALAMAZOO, MI	CRIPPEN FIELD
Wind Dir/Speed- 190/014 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 2500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling -	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 - 47	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 4090
SE LAND	Months Since - 6	Make/Model- 1402
	Aircraft Type - UNK/NR	Instrument- 111
		Multi-Eng - 210
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 105

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT EXPERIENCED ENGINE FAILURE DURING TAKEOFF AND NOSED OVER IN AN OPEN FIELD. THE PILOT STATED THAT HE DID HIS RUNUP ON THE RIGHT FUEL TANK AND TOOK OFF ON THE LEFT FUEL TANK. INSPECTION OF THE AIRCRAFT FOUND WATER IN THE LEFT FUEL TANK. THE PILOT STATED HE DRAINED FUEL FROM THE RIGHT TANK DURING PREFLIGHT BUT COULD NOT RECALL CHECKING THE LEFT TANK.

Brief of Accident (Continued)

File No. - 1464

10/28/86

GRAND LEDGE, MI

A/C Reg. No. N1803Q

Time (Lcl) - 1300 EST

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

Finding(s)

1. FLUID, FUEL - WATER
2. FUEL TANK SELECTOR POSITION - IMPROPER USE OF - PILOT IN COMMAND
3. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1567 11/15/86 GREGORY,MI A/C Reg. No. N58287 Time (Lcl) - 1155 EST

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

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

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

Make/Model - BURKHART GROB 109B	Eng Make/Model - GROB 2500E	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 775	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 80 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - UNK/NR	YPSILANTI,MI	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	IONIA,MI	RICHMOND FIELD
Wind Dir/Speed- 230/012 KTS	ATC/Airspace	Runway Ident - 36
Visibility - 6.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2300/ 75
Lowest Sky/Clouds - 6000 FT	Type of Clearance - VFR	Runway Surface - GRASS/TURF
Lowest Ceiling - 6000 FT OVERCAST	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 59	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 2726
SE LAND	Months Since - 2	Make/Model- 10
GLIDER	Aircraft Type - 109B	Instrument- 10
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 52

Instrument Rating(s) - NONE

-----Narrative-----

WHILE LANDING, THE AIRCRAFT BOUNCED TWICE, SO THE PILOT DECIDED TO GO AROUND AND MAKE A SECOND ATTEMPT. ON CLIMB OUT, THE LANDING GEAR STRUCK 65 FT TALL TREES AT THE END OF THE RUNWAY. THE AIRCRAFT THEN STALLED AND COLLIDED WITH THE TERRAIN. REPORTEDLY, THE PILOT LANDED WITH A TAIL WIND AND DID NOT CHANGE THE PROPELLER PITCH POSITION FROM A CRUISE TO A CLIMB SETTING. THE RUNWAY HAD A DISPLACED THRESHOLD GIVING IT ONLY 1800 FEET OF USABLE SPACE FOR THE LANDING AND GO-AROUND.

Brief of Accident (Continued)

File No. - 1567

11/15/86

GREGORY, MI

A/C Reg. No. N58287

Time (Lc1) - 1155 EST

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

Finding(s)

1. WEATHER CONDITION - TAILWIND
 2. WEATHER CONDITION - CROSSWIND
 3. RECOVERY FROM BOUNCED LANDING - INITIATED - PILOT IN COMMAND
 4. CHECKLIST - NOT FOLLOWED - PILOT IN COMMAND
 5. POWERPLANT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
 6. OBJECT - TREE(S)
 7. PROPER CLIMB RATE - NOT ATTAINED - PILOT IN COMMAND
-

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

----Probable Cause----

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

Factor(s) relating to this accident is/are finding(s) 1,2,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1562	11/12/86	MINNEAPOLIS, MN	A/C Reg. No. N7668Y	Time (Lcl) - 1938 CST
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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	1
Accident Occurred During -LANDING			0	0	2

-----Aircraft Information-----

Make/Model - PIPER PA-30	Eng Make/Model - LYCOMING IO-320-B1A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 3600	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 160 HP	

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - UNK/NR</p> <p>Completeness - WEATHER NOT PERTINENT</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 290/014 KTS</p> <p>Visibility - 20.0 SM</p> <p>Lowest Sky/Clouds - 23000 FT SCATTERED</p> <p>Lowest Ceiling - NONE</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 MUSKEGON, MI</p> <p>Destination SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - IFR</p> <p>Type of Clearance - VFR</p> <p>Type Apch/Lndg - UNK/NR</p>	<p>Airport Proximity ON AIRSTRIP</p> <p>Airport Data</p> <p>MINNEAPOLIS - ST PAUL</p> <p>Runway Ident - 29R</p> <p>Runway Lth/Wid - 8200/ 150</p> <p>Runway Surface - CONCRETE</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND, ME LAND</p>	<p>Age - 61</p> <p>Biennial Flight Review</p> <p>Current - UNK/NR</p> <p>Months Since - UNK/NR</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 7599</p> <p>Make/Model- 6703</p> <p>Instrument- 1198</p> <p>Multi-Eng - 6703</p> <p>Last 24 Hrs - 4</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 19</p> <p>Rotorcraft - UNK/NR</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT FLEW FOR AN HOUR TRYING TO GET THE GEAR EXTENDED, BUT WAS UNABLE. AFTER MAKING A GEAR UP LANDING, AN EXAM REVEALED THE CENTERING CAM ON THE LEFT SIDE OF THE NOSE GEAR WAS BENT AND BROKEN. THIS COULD HAVE CAUSED THE GEAR TO JAM AND NOT EXTEND.

Brief of Accident (Continued)

File No. - 1562

11/12/86

MINNEAPOLIS,MN

A/C Reg. No. N7668Y

Time (Lcl) - 1938 CST

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. LANDING GEAR,NOSE GEAR - BENT
2. LANDING GEAR,NOSE GEAR - JAMMED
3. GEAR EXTENSION - NOT POSSIBLE -
4. WHEELS UP LANDING - PERFORMED -

-----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. - 1415	5/11/86	INDEPENDENCE, MO	A/C Reg. No. N24491	Time (Lcl) - 1645 CDT
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-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries		
Type of Operation - PERSONAL	Fire	Crew 0	Serious	Minor	None
Flight Conducted Under -14 CFR 103	NONE	Pass 0	1	0	0
Accident Occurred During -DESCENT			1	0	0

-----Aircraft Information-----

Make/Model - TAYLORCRAFT BL-65	Eng Make/Model - CONTINENTAL O-170-3	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 - 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- 070/005 KTS</p> <p>Visibility - 10.0 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 INDEPENDENCE, MO</p> <p>Destination STILWELL, KS</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>INDEPENDENCE MEM.</p> <p>Runway Ident - 36</p> <p>Runway Lth/Wid - 2570/ 50</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s) COMMERCIAL, CFI SE LAND, ME LAND</p>	<p>Age - 52</p> <p>Biennial Flight Review Current - YES Months Since - 19 Aircraft Type - C-120</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total - 2708</td> <td>Last 24 Hrs - UNK/NR</td> </tr> <tr> <td>Make/Model- 55</td> <td>Last 30 Days- UNK/NR</td> </tr> <tr> <td>Instrument- 161</td> <td>Last 90 Days- 47</td> </tr> <tr> <td>Multi-Eng - 60</td> <td></td> </tr> </table>	Total - 2708	Last 24 Hrs - UNK/NR	Make/Model- 55	Last 30 Days- UNK/NR	Instrument- 161	Last 90 Days- 47	Multi-Eng - 60	
Total - 2708	Last 24 Hrs - UNK/NR									
Make/Model- 55	Last 30 Days- UNK/NR									
Instrument- 161	Last 90 Days- 47									
Multi-Eng - 60										

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT THEY TOOK OFF TO THE NORTH WITH AN INTENDED SOUTHWEST BOUND DEPARTURE. AFTER A LEFT TURN, WHILE ON THE CROSSWIND LEG, AND CLIMBING THROUGH 800 FEET, A BLAST OF COLD AIR AND WIND SHEAR HIT THE AIRCRAFT, AND THE BOTTOM FELL OUT, ACCORDING TO THE PILOT. A WITNESS OBSERVED THAT, ON CLIMBOUT, THE AIRCRAFT WAS MOVING AT A SLOW SPEED AND A HIGH NOSE ANGLE. AS THE AIRCRAFT WAS BANKING IN A LEFT TURN, IT SUDDENLY DROPPED STRAIGHT DOWN, ACCORDING TO THE WITNESS. NATIONAL WEATHER SERVICE RECORDS AND REPORTS FROM THE NATIONAL SEVERE STORMS FORECASTING CENTER, (NSSFC), KANSAS CITY, MO, INDICATE VISUAL METEOROLOGICAL CONDITIONS PREVAILED FROM 1000 C.D.T. TO 2300 C.D.T., WITH NO RECORD OF WIND SHEAR, STRONG WINDS OR A COLD FRONT REPORTED IN THE AREA OF INDEPENDENCE MEMORIAL AIRPORT, MISSOURI.

Brief of Accident (Continued)

File No. - 1415

5/11/86

INDEPENDENCE, MO

A/C Reg. No. N24491

Time (Lc1) - 1645 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
2. AIRCRAFT PERFORMANCE - EXCEEDED
3. MANEUVER - INITIATED - PILOT IN COMMAND
4. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
5. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

6. TERRAIN CONDITION - RISING
7. REMEDIAL ACTION - NOT POSSIBLE - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5

Factor(s) relating to this accident is/are finding(s) 1,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1458	6/15/86	LIBERTY, MO	A/C Reg. No. N68729	Time (Lcl) - 1530 CDT
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----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation - INSTRUCTIONAL	Fire	Crew	Serious	Minor	None
Flight Conducted Under - 14 CFR 91	NONE	Pass	0	0	2
Accident Occurred During - LANDING			0	0	0

----Aircraft Information----

Make/Model - 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 - UNK/NR	Rated Power - 110 HP	

----Environment/Operations Information----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 180/009 KTS</p> <p>Visibility - 7.0 SM</p> <p>Lowest Sky/Clouds - 25000 FT THIN OVC</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point SAME AS ACC/INC</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN GO AROUND</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data</p> <p>ROOSTERVILLE</p> <p>Runway Ident - 19</p> <p>Runway Lth/Wid - 2780/ 20</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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----Personnel Information----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL</p> <p>SE LAND, ME LAND</p>	<p>Age - 33</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 1</p> <p>Aircraft Type - PA-28R</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 389</p> <p>Make/Model- 8</p> <p>Instrument- 74</p> <p>Multi-Eng - 17</p> <p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 28</p> <p>Rotorcraft - UNK/NR</p>
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Instrument Rating(s) - AIRPLANE

----Narrative----

THE INSTRUCTOR STATED THAT THE STUDENT HAD DONE WELL DURING THIS DUAL SESSION, AND HE FELT THAT TRAFFIC PATTERN AIRWORK WOULD BE APPROPRIATE. TRAFFIC PATTERN ENTRY AND LETDOWN WERE NORMAL, BUT THE STUDENT GOT TOO LOW AND SLOW ON THE FULL FLAP FINAL APPROACH. HE FURTHER STATED THAT AT THIS POINT HE TOOK CONTROL OF THE AIRCRAFT AND TRIED TO ARREST THE DESCENT WHILE MAINTAINING AIRSPEED. WHILE INITIATING A GO-AROUND, HE RETRACTED THE FLAPS AND THE AIRCRAFT LANDED HARD ON THE RUNWAY IN AN UNSTABLE ATTITUDE. THE RIGHT WING CONTACTED THE GROUND FIRST, THEN THE NOSE GEAR WAS SHEARED OFF AS THE AIRPLANE SKIDDED TO A STOP.

Brief of Accident (Continued)

File No. - 1458

6/15/86

LIBERTY,MO

A/C Reg. No. N68729

Time (Lc1) - 1530 CDT

Occurrence #1 UNDERSHOOT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. PROPER GLIDEPATH - NOT MAINTAINED - DUAL STUDENT
2. IMPROPER USE OF PROCEDURE, INATTENTIVE - PILOT IN COMMAND(CFI)
3. ABORTED LANDING - MISJUDGED - PILOT IN COMMAND(CFI)
4. RAISING OF FLAPS - PREMATURE - PILOT IN COMMAND(CFI)
5. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND(CFI)

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) 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. - 1459 9/12/86 ROLLA, MO A/C Reg. No. N9161X 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	1	0
Flight Conducted Under	-14 CFR 91	ON GROUND	Pass	0	0	0	0
Accident Occurred During	-TAKEOFF						

-----Aircraft Information-----

Make/Model - CESSNA 182	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 - 2650	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 230 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	ROLLA, MO	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 290/004 KTS	ATC/Airspace	Runway Ident - 27
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2560/ 100
Lowest Sky/Clouds - 5000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
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 - 78	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 2750
SE LAND	Months Since - 16	Make/Model- 270
	Aircraft Type - C-182	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT HAD TAXIED HIS ACFT TO THE UPWIND END OF HIS PVT STRIP AFTER LANDING AND COMMENCED HIS TAKEOFF ROLL DOWNWIND. SHORTLY AFTER BECOMING AIRBORNE, THE ACFT STALLED AND DESCENDED OUT OF CONTROL TO THE RWY. AFTER THE IMPACT THE ACFT WAS DESTROYED BY A POST CRASH FIRE. A WITNESS STATED THAT THE PLT HAD FORGOTTEN TO RESET THE ELEVATOR TRIP FOR TAKEOFF AFTER THE ACFT CAME IN FOR A LANDING.

Brief of Accident (Continued)

File No. - 1459

9/12/86

ROLLA, MO

A/C Reg. No. N9161X

Time (Lcl) - 1500 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. CHECKLIST - NOT FOLLOWED - PILOT IN COMMAND
2. ELEVATOR TRIM - IMPROPER USE OF - PILOT IN COMMAND
3. WEATHER CONDITION - TAILWIND
4. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
5. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
6. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

7. TERRAIN CONDITION - RUNWAY

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,6

Factor(s) relating to this accident is/are finding(s) 1,2,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1511	9/28/86	LEXINGTON, MO	A/C Reg. No. N6175B	Time (Lcl) - 1915 CDT
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----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation - UNAUTHORIZED	Fire	Crew	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	1
Accident Occurred During -TAXI			0	0	0

----Aircraft Information----

Make/Model - CESSNA 182A	Eng Make/Model - CONTINENTAL O-470	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2650	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 230 HP	

----Environment/Operations Information----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 180/013 KTS</p> <p>Visibility - 20.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DUSK</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>LEXINGTON MUNI</p> <p>Runway Ident - 17</p> <p>Runway Lth/Wid - 2270/ 100</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - SOFT WET</p>
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----Personnel Information----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s) 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 - 20</td> <td>Last 24 Hrs - UNK/NR</td> </tr> <tr> <td>Make/Model- 8</td> <td>Last 30 Days- UNK/NR</td> </tr> <tr> <td>Instrument- 2</td> <td>Last 90 Days- UNK/NR</td> </tr> </table>	Total - 20	Last 24 Hrs - UNK/NR	Make/Model- 8	Last 30 Days- UNK/NR	Instrument- 2	Last 90 Days- UNK/NR
Total - 20	Last 24 Hrs - UNK/NR							
Make/Model- 8	Last 30 Days- UNK/NR							
Instrument- 2	Last 90 Days- UNK/NR							

Instrument Rating(s) - NONE

----Narrative----

THE STUDENT PLT HAD TAKEN THE ACFT WITHOUT THE OWNER'S PERMISSION & TAXIED ONTO A SOD RWY. HE RPRTD THAT THE ACFT ALMOST BECAME MIRED IN MUD ON THE SOD RWY, SO HE ADDED FULL POWER. THE ACFT ACCELERATED FORWARD RAPIDLY AND THE STUDENT LOST CONTROL. THE ACFT VEERED OFF TO THE SIDE OF THE RWY WHERE THE NOSE WHEEL COLLAPSED AFTER ENCOUNTERING ROUGH AND UNEVEN TERRAIN. THE ACFT NOSED DOWN MOMENTARILY, THEN A GUST OF WIND BLEW IT OVER TO AN INVERTED POSITION. THE WIND WAS REPORTED GUSTING TO 18 KNOTS.

Brief of Accident (Continued)

File No. - 1511

9/28/86

LEXINGTON, MO

A/C Reg. No. N6175B

Time (Lc1) - 1915 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAXI - TO TAKEOFF

Finding(s)

1. STOLEN AIRCRAFT/UNAUTHORIZED USE - PERFORMED - PILOT IN COMMAND
2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

Occurrence #2 NOSE OVER
Phase of Operation TAXI - TO TAKEOFF

Finding(s)

5. TERRAIN CONDITION - ROUGH/UNEVEN
6. WEATHER CONDITION - UNFAVORABLE WIND
7. WEATHER CONDITION - GUSTS

-----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) 2,4,5,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1427 10/30/86 MEMPHIS, MO A/C Reg. No. N6608Q Time (Lcl) - 1300 CST

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage					
	DESTROYED		Fatal	0	0	0
Type of Operation -AERIAL APPLICATION	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 137	IN FLIGHT	Pass	0	0	0	0
Accident Occurred During -LANDING						

-----Aircraft Information-----

Make/Model - GRUMMAN G164B	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 - UNK/NR
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 - VMC	LOCAL	
Wind Dir/Speed- 135/005 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 - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - PRECAUTIONARY LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 56	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 10000
SE LAND	Months Since - 16	Make/Model- 7000
	Aircraft Type - G-164B	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 4
		Last 30 Days- UNK/NR
		Last 90 Days- 300
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE AERIAL APPLICATION ACFT WAS EN ROUTE TO SEED A WHEAT FIELD WHEN SMOKE CAME INTO THE COCKPIT. THE PLT MADE A PRECAUTIONARY LANDING ON A BLACKTOP ROAD. THE ROAD WAS THE BEST AVAILABLE, BUT WAS NOT ADEQUATE AND ACFT FLIPPED FORWARD TO THE INVERTED POSITION. POST-ACCIDENT INSPECTION INDICATED POSITIVE BATTERY CABLE SHORTED AGAINST METAL BATTERY CASE. THE CABLE BURNED AND BATTERY CASE AND BATTERY MELTED.

Brief of Accident (Continued)

File No: - 1427

10/30/86

MEMPHIS, MO

A/C Reg. No. N6608Q

Time (Lcl) - 1300 CST

Occurrence #1 FIRE
Phase of Operation CRUISE

Finding(s)

1. ELECTRICAL SYSTEM, BATTERY - SHORTED
 2. MAINTENANCE - INADEQUATE - OTHER MAINTENANCE PSNL
 3. ELECTRICAL SYSTEM - SMOKE
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

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

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1407	8/24/86	DUBLIN, MS	A/C Reg. No. N55290	Time (Lcl) - 1555 EDT
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-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	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 -DESCENT		Pass 0	0	1
				None 0

-----Aircraft Information-----

Make/Model - BOEING PT-17	Eng Make/Model - CONTINENTAL W670-6A	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 3200	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 220 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	CLARKSDALE, MS	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 340/005 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 5000 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 24	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 350	Last 24 Hrs - 1
SE LAND	Months Since - 8	Make/Model- 49	Last 30 Days- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 11	Last 90 Days- 16

Instrument Rating(s) - NONE

-----Narrative-----

WHILE BUZZING AT A LOW ALTITUDE THE AIRCRAFT STRUCK A WIRE CAUSING THE PILOT TO LOOSE CONTROL AT WHICH TIME THE AIRCRAFT CRASHED TO THE GROUND.

Brief of Accident (Continued)

File No. - 1407

8/24/86

DUBLIN,MS

A/C Reg. No. N55290

Time (Lc1) - 1555 EDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)

1. OBJECT - WIRE, STATIC
 2. JUDGEMENT - POOR - PILOT IN COMMAND
 3. BUZZING - PERFORMED - PILOT IN COMMAND
 4. VISUAL LOOKOUT - POOR - PILOT IN COMMAND
 5. PROPER ALTITUDE - 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) 2,3,4,5

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1591	10/16/86	HATTIESBURG, MS	A/C Reg. No. N24485	Time (Lcl) - 1145 CDT
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-----Basic Information-----				
Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage SUBSTANTIAL	Injuries	
Type of Operation	-INSTRUCTIONAL	Fire	Fatal	Serious
Flight Conducted Under	-14 CFR 91	NONE	Crew	Minor
Accident Occurred During	-LANDING		Pass	None
			0	1
			0	0
			0	0
			0	0
<hr/>				
-----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	
<hr/>				
-----Environment/Operations Information-----				
Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT	
Method	- N/A	SAME AS ACC/INC		
Completeness	- N/A	Destination	Airport Data	
Basic Weather	- VMC	LOCAL	HATTIESBURG MUNI	
Wind Dir/Speed	- UNK/NR	ATC/Airspace	Runway Ident - 31	
Visibility	- 7.0 SM	Type of Flight Plan	Runway Lth/Wid - 6219/ 150	
Lowest Sky/Clouds	- CLEAR	Type of Clearance	Runway Surface - ASPHALT	
Lowest Ceiling	- NONE	Type Apch/Lndg	Runway Status - DRY	
Obstructions to Vision	- NONE			
Precipitation	- NONE			
Condition of Light	- DAYLIGHT			
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-----Personnel Information-----				
Pilot-In-Command	Age - 45	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT		
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)		
STUDENT	Current - N/A	Total	- 30	Last 24 Hrs - 1
	Months Since - N/A	Make/Model	- 15	Last 30 Days- UNK/NR
	Aircraft Type - N/A	Instrument	- 0	Last 90 Days- 19
<hr/>				
Instrument Rating(s) - NONE				
<hr/>				
-----Narrative-----				
<p>THE STUDENT PLT WAS ON A SUPERVISED SOLO FLT. HE STATED THAT HE HAD ALWAYS BEEN "SCARED" OF LANDINGS & WHEN HE RETURNED TO THE AIRPORT TO LAND, THE WIND SOCK WAS STANDING "STRAIGHT OUT." HE LATER STATED THAT HE INTENDED TO CONTINUE FLYING AND THOUGHT THAT HE NEEDED MORE CROSSWIND LANDING TRAINING. HE INITIATED A CROSSWIND LANDING ON RWY 31 AND TOUCHED DOWN WITH FULL FLAPS. ACCORDING TO A WITNESS, THE AIRCRAFT LANDED HARD, BOUNCED AN ESTIMATED 70 FT IN THE AIR, FELL OFF ON ONE WING & CRASHED TO THE GROUND. APRX 28 MI NORTH AT THE PINE BELT REGIONAL ARPT, THE WIND WAS FROM 010 DEG AT 5 KTS. THE ACFT HANDBOOK STATED THAT ONLY MINIMAL FLAP SETTINGS SHOULD BE USED WHEN LANDING IN A CROSSWIND WHILE CONSIDERING THE RWY LENGTH.</p>				
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Brief of Accident (Continued)

File No. - 1591

10/16/86

HATTIESBURG, MS

A/C Reg. No. N24485

Time (Lc1) - 1145 CDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. LOWERING OF FLAPS - IMPROPER - PILOT IN COMMAND
3. FLARE - IMPROPER - PILOT IN COMMAND
4. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING

Finding(s)

5. GO-AROUND - ATTEMPTED - PILOT IN COMMAND
6. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
7. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,6,7

Factor(s) relating to this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1445 10/22/86 GLEN ALLAN, MS A/C Reg. No. N4011S Time (Lcl) - 1700 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	NONE	Pass	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - AYRES SR-2-600	Eng Make/Model - P&W 1340-AN1	ELT Installed/Activated - NO	-N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - 6000	Engine Type - RECIPROCATING-CARBURETOR		
No. of Seats - 1	Rated Power - 600 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 160/010 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 12.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 12000 FT	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 12000 FT BROKEN	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - UNK/NR	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - UNK/NR
SE LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

SHORTLY AFTER TAKEOFF THE PILOT STATED THE ENGINE FAILED AND HE EXECUTED A FORCED LANDING. POST ACCIDENT EXAMINATION REVEALED NO FUEL IN THE AIRCRAFT FUEL SYSTEM.

Brief of Accident (Continued)

File No. - 1445

10/22/86

GLEN ALLAN,MS

A/C Reg. No. N4011S

Time (Lc1) - 1700 CDT

Occurrence #1 LOSS OF POWER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FLUID,FUEL - EXHAUSTION
2. PREFLIGHT PLANNING/PREPARATION - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. OBJECT - RESIDENCE
4. OBJECT - WIRE,TRANSMISSION

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1450 11/10/86 POLARVILLE, MS A/C Reg. No. N89543 Time (Lcl) - 1545 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -INSTRUCTIONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Aircraft Damage
SUBSTANTIAL
Fire NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew		0	0	0	1
Pass		0	0	0	0

-----Aircraft Information-----

Make/Model - 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- 090/008 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 3000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
PICAYUNE, MS
Destination
POPLARVILLE, MS

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

POPLARVILLE PEARL
Runway Ident - 16
Runway Lth/Wid - 4000/ 100
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
STUDENT

Age - 19
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 - 28 Last 24 Hrs - 2
Make/Model- 28 Last 30 Days- UNK/NR
Instrument- 0 Last 90 Days- 28

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT HE HAD JUST COMPLETED A TOUCH-&-GO LDG AND WAS ATTEMPTING TO TAKE OFF AGAIN. AS HE ADDED POWER, THE ACFT BEGAN TO DRIFT TO THE LEFT. THE ACFT CONTINUED LEFT HITTING A DITCH ALONG SIDE THE RWY AND FLIPPING OVER. THE PLT STATED THAT THE ACFT HAD BEEN PERFORMING NORMALLY PRIOR TO THE ACCIDENT AND HE THINKS THAT AS HE APPLIED POWER FOR TAKEOFF, "P-FACTOR MUST HAVE GOTTEN ME".

Brief of Accident (Continued)

File No. - 1450

11/10/86

POLARVILLE, MS

A/C Reg. No. N89543

Time (Lc1) - 1545 CST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 2. ABORT - NOT PERFORMED - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

3. OBJECT - OBJECT
-

----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. - 1419	7/04/86	ASHLAND, MT	A/C Reg. No. N40660	Time (Lcl) - 0610 MDT
<hr/>				
-----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 0 1
Flight Conducted Under	-14 CFR 137	NONE	Pass 0	0 0 0
Accident Occurred During	-LANDING			
<hr/>				
-----Aircraft Information-----				
Make/Model	- PIPER J-3	Eng Make/Model	- CONTINENTAL C-85-8	ELT Installed/Activated - NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System - NO
Max Gross Wt	- 1220	Engine Type	- RECIPROCATING-CARBURETOR	
No. of Seats	- 2	Rated Power	- 85 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	ASHLAND, MT		
Completeness	- N/A	Destination	Airport Data	
Basic Weather	- VMC	LOCAL		
Wind Dir/Speed	- CALM	ATC/Airspace	Runway Ident	- N/A
Visibility	- 50.0 SM	Type of Flight Plan	Runway Lth/Wid	- N/A
Lowest Sky/Clouds	- CLEAR	Type of Clearance	Runway Surface	- GRASS/TURF
Lowest Ceiling	- NONE	Type Apch/Lndg	Runway Status	- ROUGH
Obstructions to Vision	- NONE			
Precipitation	- NONE			
Condition of Light	- DAYLIGHT			
<hr/>				
-----Personnel Information-----				
Pilot-In-Command	Age - UNK/NR	Medical Certificate - NO MEDICAL		
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)		
NONE	Current - N/A	Total - 480	Last 24 Hrs -	1
	Months Since - N/A	Make/Model- 480	Last 30 Days-	UNK/NR
	Aircraft Type - N/A	Instrument- 0	Last 90 Days-	25
<hr/>				
Instrument Rating(s) - NONE				
<hr/>				
-----Narrative-----				
<p>PLT DID NOT POSSESS A PLT CERTIFICATE OR MEDICAL CERTIFICATE. THE PLT STATED THAT HE FUELED THE ACFT WITH THE "LAST GAS IN THE STORAGE TANK." THE PLT PREFLIGHTED THE ACFT AND TOOK OFF. SHORTLY AFTER TAKEOFF THE ENGINE LOST POWER. THE PLT EXECUTED A LANDING IN AN ALFALFA FIELD AND STRUCK AN IRREGATION DITCH. AFTER THE ACCIDENT THE PLT STATED IN THE NTSB ACCIDENT REPORT THAT "THIS ACCIDENT COULD HAVE BEEN PREVENTED BY CHANGING FILTER ON BULK TANK AND LETTING WATER SETTLE IN TANK BEFORE DRAINING SUMP AND GASCOLATOR".</p>				
<hr/>				

Brief of Accident (Continued)

File No. - 1419

7/04/86

ASHLAND, MT

A/C Reg. No. N40660

Time (Lcl) - 0610 MDT

Occurrence #1 LOSS OF POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. FLUID, FUEL - WATER
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
3. REMEDIAL ACTION - ATTEMPTED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - UNCONTROLLED

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING

Finding(s)

4. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - DITCH
5. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
6. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,5

Factor(s) relating to this accident is/are finding(s) 6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1505 7/21/86 TOPSAIL BEACH, NC A/C Reg. No. N7059R Time (Lcl) - 1400 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries				
Fatal	Serious	Minor	None	
Crew 0	0	1	0	
Pass 0	0	2	0	

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - PIPER PA-28-140
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2150
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E2A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - UNK/NR
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 110/006 KTS
Visibility - 3.000 SM
Lowest Sky/Clouds - 25000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
POUGHKEEPSIE, NY
Destination
WILMINGTON, NC

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 - PRECAUTIONARY LANDING

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

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 - 3000	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 WAS ON A X-COUNTRY FLT FROM NEW YORK STATE TO FLORIDA WITH A PLANNED REFUELING STOP AT WILMINGTON, NC. HE REPORTED THAT HE BECAME DISORIENTED WHEN THE ACFT'S VOR NEEDLE BEGAN WAVERING, ABOUT 28 MILES NORTH OF WILMINGTON. ALSO, HE STATED THAT HE NO LONGER FELT COMFORTABLE IN THE AIR AND DECIDED TO LAND. A PRECAUTIONARY LANDING WAS MADE ON A DESOLATE SECTION OF THE BEACH WHERE THE ACFT ENCOUNTERED SOFT SAND & FLIPPED INVERTED. NO MECHANICAL PROBLEM OF THE ACFT WAS VERIFIED. AT THE TIME OF THE ACCIDENT, THE VISIBILITY WAS ESTIMATED TO BE 3 MILES DUE TO HAZE.

Brief of Accident (Continued)

File No. - 1505

7/21/86

TOPSAIL BEACH, NC

A/C Reg. No. N7059R

Time (Lc1) - 1400 EDT

Occurrence #1 MISCELLANEOUS/OTHER
Phase of Operation CRUISE

Finding(s)

1. COMM/NAV EQUIPMENT - ERRATIC
2. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

3. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
4. TERRAIN CONDITION - SOFT
5. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,5

Factor(s) relating to this accident is/are finding(s) 1,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1416	2/06/86	BISMARCK,ND	A/C Reg. No. N55654	Time (Lcl) - 1137 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 0	Minor 0	None 0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -DESCENT					

----Aircraft Information----

Make/Model - PIPER PA-34-200	Eng Make/Model - LYCOMING IO-360-C1E6	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 4200	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	OFF AIRPORT/STRIP
Method - TELEPHONE	BISMARCK,ND	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	FARGO,ND	BISMARCK MUNICIPAL
Wind Dir/Speed- 290/005 KTS	ATC/Airspace	Runway Ident - 31
Visibility - 1.000 SM	Type of Flight Plan - VFR/IFR	Runway Lth/Wid - 8788/ 150
Lowest Sky/Clouds - 400 FT PART OBS	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - 400 FT OVERCAST	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- FOG		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

----Personnel Information----

Pilot-In-Command	Age - 28	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 488
SE LAND,ME LAND	Months Since - 7	Last 24 Hrs - UNK/NR
	Aircraft Type - PA-34	Make/Model- 124
		Last 30 Days- 2
		Instrument- 199
		Last 90 Days- 6
		Multi-Eng - 161

Instrument Rating(s) - AIRPLANE

----Narrative----

THE ACFT WAS OBSERVED DESCENDING OUT OF A LOW CEILING WHEN IT SUDDENLY MADE AN ABRUPT LEFT TURN. ENGINE NOISE SEEMED TO INCREASE MOMENTARILY AND THEN THE NOSE OF THE ACFT DROPPED TO A NEAR VERTICAL POSITION. THE TWIN ENGINE ACFT CRASHED INTO A VACANT HOUSE TRAILER DESTROYING THE ACFT. SUBSEQUENT EXAMINATION OF THE WRECKAGE REVEALED 2 FUEL INJECTOR NOZZLES OF THE LEFT ENGINE WERE CLOGGED WITH FOREIGN MATERIAL AND CONTAMINATION WAS FOUND IN THE FUEL CONTROL UNIT OF THE SAME ENGINE.

Brief of Accident (Continued)

File No. - 1416

2/06/86

BISMARCK,ND

A/C Reg. No. N55654

Time (Lc1) - 1137 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FUEL SYSTEM,INJECTOR - BLOCKED(PARTIAL)
2. FUEL SYSTEM,INJECTOR - CONTAMINATION
3. FUEL SYSTEM,INJECTOR - CORRODED
4. FUEL SYSTEM,FUEL CONTROL - CORRODED
5. MAINTENANCE - INADEQUATE - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

6. WEATHER CONDITION - LOW CEILING
7. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5,7

Factor(s) relating to this accident is/are finding(s) 6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1577	6/04/86	PORTAL,ND	A/C Reg. No. N59495	Time (Lcl) - 1615 CDT
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----Basic Information----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage SUBSTANTIAL	Injuries	Fatal	Serious	Minor	None
Type of Operation -AERIAL APPLICATION	Fire		0	0	1	0
Flight Conducted Under -14 CFR 137	NONE	Crew	0	0	0	0
Accident Occurred During -MANEUVERING		Pass	0	0	0	0

----Aircraft Information----

Make/Model - BELL 206B	Eng Make/Model - ALLISON 250-C20B	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 3200	Engine Type - TURBOSHAFT	
No. of Seats - 5	Rated Power - 400 HP	

----Environment/Operations Information----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 25.0 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 - 64	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 41000
SE LAND,ME LAND,SE SEA	Months Since - 2	Make/Model- 2000
HELICOPTER	Aircraft Type - C-172	Instrument- UNK/NR
		Multi-Eng - 7000
		Last 24 Hrs - 14
		Last 30 Days- UNK/NR
		Last 90 Days- 75
		Rotorcraft - 6000

Instrument Rating(s) - AIRPLANE

----Narrative----

THE PLT REPORTED THAT THE ACFT HIT WIRES AT THE END OF A SWATH RUN. THE PITCH CHANGE LINK BROKE WHEN THE MAIN ROTOR CONTACTED THE WIRES AND THE PLT ATTEMPTED TO LAND. AFTER TOUCHDOWN, THE HELICOPTER ROLLED ONTO ITS SIDE.

Brief of Accident (Continued)

File No. - 1577

6/04/86

PORTAL,ND

A/C Reg. No. N59495

Time (Lcl) - 1615 CDT

Occurrence #1 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
 3. ROTORCRAFT FLIGHT CONTROL, COLLECTIVE CONTROL - DISABLED
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING

Occurrence #3 ROLL OVER
Phase of Operation LANDING

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1408	9/19/86	FARGO,ND	A/C Reg. No. N9025V	Time (Lc1) - 1200 MDT
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----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries	
Type of Operation -BUSINESS	Fire	Crew	Fatal	0
Flight Conducted Under -14 CFR 91	NONE	Pass	Serious	0
Accident Occurred During -LANDING			Minor	0
			None	1
				0

----Aircraft Information----

Make/Model - BEECH B58	Eng Make/Model - CONTINENTAL IO-520-C	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 5400	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 285 HP	

----Environment/Operations Information----

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - TELEPHONE</p> <p>Completeness - UNK/NR</p> <p>Basic Weather - IMC</p> <p>Wind Dir/Speed- 040/009 KTS</p> <p>Visibility - 5.0 SM</p> <p>Lowest Sky/Clouds - 700 FT</p> <p>Lowest Ceiling - 700 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 BISMARCK,ND</p> <p>Destination SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - IFR</p> <p>Type of Clearance - IFR</p> <p>Type Apch/Lndg - ILS-COMPLETE FULL STOP</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data</p> <p>HECTOR</p> <p>Runway Ident - 35</p> <p>Runway Lth/Wid - 9546/ 150</p> <p>Runway Surface - CONCRETE</p> <p>Runway Status - WET</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</p>	<p>Age - 45</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 17</p> <p>Aircraft Type - BE-58</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total - 5300</td> <td>Last 24 Hrs - 2</td> </tr> <tr> <td>Make/Model- 700</td> <td>Last 30 Days- UNK/NR</td> </tr> <tr> <td>Instrument- 360</td> <td>Last 90 Days- 20</td> </tr> <tr> <td>Multi-Eng - 3500</td> <td></td> </tr> </table>	Total - 5300	Last 24 Hrs - 2	Make/Model- 700	Last 30 Days- UNK/NR	Instrument- 360	Last 90 Days- 20	Multi-Eng - 3500	
Total - 5300	Last 24 Hrs - 2									
Make/Model- 700	Last 30 Days- UNK/NR									
Instrument- 360	Last 90 Days- 20									
Multi-Eng - 3500										

Instrument Rating(s) - AIRPLANE

----Narrative----

THE PILOT STATED THAT DURING THE LANDING ROLL HE INADERTENTLY RETRACTED THE LANDING GEAR ALONG WITH THE FLAPS.

Brief of Accident (Continued)

File No. - 1408

9/19/86

FARGO,ND

A/C Reg. No. N9025V

Time (Lc1) - 1200 MDT

Occurrence ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

1. GEAR RETRACTION - INADVERTENT - PILOT IN COMMAND
 2. IMPROPER USE OF PROCEDURE, COMPLACENCY - 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. - 1460	8/10/86	GRAND ISLAND, NE	A/C Reg. No. N39202	Time (Lc1) - 1907 CDT
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----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew 0	0	1	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

----Aircraft Information----

Make/Model - AMATEUR BUILT QUICKIE Q2	Eng Make/Model - REVMaster 2100-DQ	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1100	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 63 HP	

----Environment/Operations Information----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 350/008 KTS</p> <p>Visibility - 10.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point SAME AS ACC/INC</p> <p>Destination SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN FORCED LANDING</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data</p> <p>CENTRAL NEBRASKA REGIONAL</p> <p>Runway Ident - 35</p> <p>Runway Lth/Wid - 7001/ 150</p> <p>Runway Surface - MACADAM</p> <p>Runway Status - DRY</p>
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----Personnel Information----

Pilot-In-Command	Age - 47	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 337
SE LAND	Months Since - 1	Make/Model- 7
	Aircraft Type - PA-18	Instrument- 1
		Last 24 Hrs - 2
		Last 30 Days- 2
		Last 90 Days- 2

Instrument Rating(s) - NONE

----Narrative----

THE ACFT ENGINE DEVELOPED SEVERE ROUGHNESS DURING CRUISE AND THE PLT DECIDED TO MAKE AN EMERGENCY LANDING. DURING APPROACH, THE ENGINE QUIT AND THE PLT ATTEMPTED A TIGHT TURN TO THE RUNWAY. DURING THE TURN, THE AIRCRAFT HIT THE ASPHALT RAMP IN A LEFT WING DOWN, NOSE LOW ATTITUDE. NO RECORD OF AN ANNUAL INSPECTION WAS FOUND. INSPECTION OF ENGINE FOUND DETERIORATION OF VALVES AND SPARK PLUGS.

Brief of Accident (Continued)

File No. - 1460

8/10/86

GRAND ISLAND, NE

A/C Reg. No. N39202

Time (Lc1) - 1907 CDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CRUISE

Finding(s)

1. ENGINE ASSEMBLY - DISABLED
 2. ENGINE ASSEMBLY, VALVE - DETERIORATED
 3. IGNITION SYSTEM, SPARK PLUG - DETERIORATED
 4. MAINTENANCE, ANNUAL INSPECTION - NOT PERFORMED - PILOT IN COMMAND
 5. MAINTENANCE, SERVICE OF AIRCRAFT - 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

Finding(s)

6. TERRAIN CONDITION - RUNWAY
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,5

Factor(s) relating to this accident is/are finding(s) 1,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1410 8/29/86 BAYARD, NE A/C Reg. No. N7364 Time (Lcl) - 1830 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation - AERIAL APPLICATION	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 137	NONE	Pass	0	0	0
Accident Occurred During -DESCENT			0	0	0
					None
					1

-----Aircraft Information-----

Make/Model - GRUMMAN G-164A	Eng Make/Model - P&W R-985-AN1	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 6000	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	SCOTTSBLUFF, NE	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 170/009 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 25.0 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 - 25000 FT BROKEN	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 44	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 5023
SE LAND	Months Since - 3	Make/Model- 2100
	Aircraft Type - PA-18	Instrument- 46
		Last 24 Hrs - 8
		Last 30 Days- UNK/NR
		Last 90 Days- 256

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED HE ENCOUNTERED DOWNDRAFTS NEAR TREES HE WAS GOING TO OVERFLY WHILE IN A TURNAROUND MANEUVER TO SPRAY CROPS. INSTEAD OF FLYING OVER THE TREES, THE PLT STATED THAT THE ACFT DESCENDED INTO THE GROUND NEAR THE TREES WHILE IN THE TURN. WIND CONDITIONS REPORTED BY A FSS IN THE AREA SHOWED THAT THE WINDS WERE FROM THE SOUTH AT 7 TO 9 KNOTS. THE PLT STATED THAT HE HAD NO MECHANICAL PROBLEM WITH THE ENGINE OR ACFT DURING THE MANEUVER.

Brief of Accident (Continued)

File No. - 1410

8/29/86

BAYARD, NE

A/C Reg. No. N7364

Time (Lc1) - 1830 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. AIRSPEED - INADEQUATE - PILOT IN COMMAND
 2. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

3. TERRAIN CONDITION - GROUND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1510	8/30/86	HAYES CENTER, NE	A/C Reg. No. N75571	Time (Lcl) - 0800 CDT
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----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	2
Accident Occurred During -LANDING					

----Aircraft Information----

Make/Model - CESSNA 172	Eng Make/Model - LYCOMING O-320-H2AD	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2550	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 160 HP	

----Environment/Operations Information----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	HASTINGS, NE	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	DENVER, CO	
Wind Dir/Speed- 180/002 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 1.000 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 500 FT	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 500 FT OVERCAST	Type Apch/Lndg - PRECAUTIONARY LANDING	Runway Status - N/A
Obstructions to Vision- FOG		
Precipitation - NONE		
Condition of Light - DUSK		

----Personnel Information----

Pilot-In-Command	Age - 28	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 195
SE LAND	Months Since - 1	Last 24 Hrs - 5
	Aircraft Type - C-172	Make/Model- 51
		Last 30 Days- UNK/NR
		Instrument- 6
		Last 90 Days- 12

Instrument Rating(s) - NONE

----Narrative----

WHILE EN ROUTE, THE PLT ENCOUNTERED DETERIORATING WX CONDITIONS. HE STATED THAT HE FOUND HIMSELF ABOVE AN OVERCAST WITH VISIBILITIES DECREASING. HE SAW A HOLE IN THE CLOUD LAYER AND DESCENDED THRU IT. HE STATED THAT WX CONDITIONS WERE BAD BELOW THE CLOUD LAYER WITH THE VISIBILITY ABOUT 1 MILE IN FOG. THE PLT ELECTED TO MAKE A PRECAUTIONARY LANDING IN AN OPEN FIELD. AFTER TOUCHING DOWN, HE NOTICED THAT HE HAD SELECTED A RECENTLY PLOWED, SOFT FIELD. THE ACFT ROLLED A SHORT DISTANCE, THEN PULLED SIDEWAYS AND NOSED DOWN, CAUSING DAMAGE TO THE NOSE COWLING AND RIGHT WING.

Brief of Accident (Continued)

File No. - 1510

8/30/86

HAYES CENTER, NE

A/C Reg. No. N75571

Time (Lc1) - 0800 CDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. WEATHER EVALUATION - POOR - PILOT IN COMMAND
2. WEATHER CONDITION - CLOUDS
3. WEATHER CONDITION - LOW CEILING
4. WEATHER CONDITION - FOG
5. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
6. VFR FLIGHT INTO IMC - INADVERTENT - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING

Finding(s)

7. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
8. TERRAIN CONDITION - SOFT
9. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND

Occurrence #3 NOSE DOWN
Phase of Operation LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,6,9

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1509 6/28/86 SOUTH SUTTON,NH A/C Reg. No. N5474E Time (Lcl) - 1830 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	DESTROYED		Fatal	0	0	0
Type of Operation -PERSONAL	Fire	Crew	0	0	1	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During -LANDING						

-----Aircraft Information-----

Make/Model - ALON A2	Eng Make/Model - CONTINENTAL C-90	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1450	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 90 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	JOLLY FARM
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - UNK/NR
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - UNK/NR	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 60	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1810
SE LAND,SE SEA	Months Since - 18	Make/Model- 1600
	Aircraft Type - UNK/NR	Instrument- 0
		Multi-Eng - 30
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 24

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT RPRTD THAT DURING A LANDING, THE FLIGHT ENCOUNTERED A SEVERE DOWNDRAFT AND IMPACTED THE GROUND HARD, COLLAPSING THE NOSE GEAR AND INCURRING OTHER DAMAGE TO THE AIRCRAFT.

Brief of Accident (Continued)

File No. - 1509

6/28/86

SOUTH SUTTON,NH

A/C Reg. No. N5474E

Time (Lcl) - 1830 EDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. WEATHER CONDITION - DOWNDRAFT

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
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) 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. - 1508 1/13/86 CALDWELL, NJ A/C Reg. No. N68214 Time (Lcl) - 1405 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries			
Type of Operation -INSTRUCTIONAL	Fire	Crew	0	2	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During -MANEUVERING						

-----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 - 1620	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	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	ESSEX COUNTY
Wind Dir/Speed- 310/012 KTS	ATC/Airspace	Runway Ident - 27
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3720/ 75
Lowest Sky/Clouds - 500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 8000 FT	Type Apch/Lndg - TOUCH AND GO	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 27	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE, COMMERCIAL, CFI	Current - YES	Total - 747
SE LAND	Months Since - 7	Make/Model- 341
	Aircraft Type - UNK/NR	Instrument- 57
		Multi-Eng - 14
		Last 24 Hrs - 4
		Last 30 Days- UNK/NR
		Last 90 Days- 321

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE STUDENT AND INSTRUCTOR (CFI) WERE PERFORMING TOUCH-AND-GO LANDINGS. ON THE THIRD TOUCH-AND-GO, THE STUDENT ROTATED THE ACFT AND INITIATED HIS CLIMB. THE CFI STATED "I REALIZED THE ACFT WAS NOT CLIMBING AND THAT THE FLAPS WERE NOT RETRACTED EVEN THOUGH THE FLAP INDICATOR SWITCH WAS IN THE FLAP UP (ZERO DEGREE) POSITION." HE STATED THAT HE LOWERED THE NOSE AND RECYCLED THE FLAPS, BUT THEY REMAINED DOWN. THERE WAS A MUNICIPAL COMPLEX, A SCHOOL & A BUSY STREET AHEAD, SO THE CFI MADE A TURN BACK TOWARD THE ARPT. DURING THE TURN, THE ACFT COLLIDED WITH THE GROUND AND CRASHED. NO PREIMPACT MECHANICAL PROBLEM OF THE ACFT WAS VERIFIED DURING THE POST ACNT INVESTIGATION.

Brief of Accident (Continued)

File No. - 1508

1/13/86

CALDWELL,NJ

A/C Reg. No. N68214

Time (Lcl) - 1405 EDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FLIGHT CONTROL, FLAP - UNDETERMINED
2. PROPER CLIMB RATE - NOT POSSIBLE -

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

3. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
4. MANEUVER - INITIATED - PILOT IN COMMAND(CFI)
5. AIRSPEED - INADEQUATE -
6. STALL/MUSH

----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. - 1475	6/21/86	WAYNE, NJ	A/C Reg. No. N89720	Time (Lcl) - 1900 EDT
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-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Injuries			
Type of Operation - PERSONAL	Fire	Fatal	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Crew 0	0	1	0
Accident Occurred During -LANDING		Pass 0	0	1	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-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 040/010 KTS</p> <p>Visibility - 20.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point WINDSOR LOCKS, CT</p> <p>Destination CALDWELL, NJ</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN 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>PRIVATE</p> <p>SE LAND</p>	<p>Age - 65</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> <table border="0" style="width: 100%;"> <tr> <td>Total - 1090</td> <td>Last 24 Hrs - 1</td> </tr> <tr> <td>Make/Model- 540</td> <td>Last 30 Days- UNK/NR</td> </tr> <tr> <td>Instrument- 125</td> <td>Last 90 Days- 35</td> </tr> </table>	Total - 1090	Last 24 Hrs - 1	Make/Model- 540	Last 30 Days- UNK/NR	Instrument- 125	Last 90 Days- 35
Total - 1090	Last 24 Hrs - 1							
Make/Model- 540	Last 30 Days- UNK/NR							
Instrument- 125	Last 90 Days- 35							

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT DEVELOPED ENGINE PROBLEMS WHILE ON APPROACH TO THE AIRPORT AT CALDWELL, NEW JERSEY AND COLLIDED WITH TREES DURING THE FORCED LANDING. UPON EXAMINATION OF THE AIRCRAFT, DEBRIS WAS FOUND IN THE VENT LINE FROM THE FUEL VENT TUBE TO THE LEFT FUEL TANK.

Brief of Accident (Continued)

File No. - 1475

6/21/86

WAYNE,NJ

A/C Reg. No. N89720

Time (Lc1) - 1900 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation APPROACH

Finding(s)

1. FLUID,FUEL - STARVATION
 2. FUEL SYSTEM,VENT - FOREIGN OBJECT
-

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. OBJECT - TREE(S)
-

-----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. - 1520	6/23/86	TOMS RIVER, NJ	A/C Reg. No. N6006S	Time (Lcl) - 1000 EST
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----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Fatal	Injuries		
	SUBSTANTIAL		Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under - 14 CFR 91	IN FLIGHT	Pass 0	0	0	2
Accident Occurred During - CRUISE					

----Aircraft Information----

Make/Model - BEECH B-60	Eng Make/Model - LYCOMING TIO-541-E1C4	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 6725	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 380 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	ATLANTA, GA	MILLER AIRPARK
Wind Dir/Speed- 290/005 KTS	ATC/Airspace	Runway Ident - 24
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4900/ 80
Lowest Sky/Clouds - 10000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling -	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- HAZE	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)
PRIVATE	Current - YES	Total - 267
SE LAND, ME LAND	Months Since - 6	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 63
		Multi-Eng - 176
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 36

Instrument Rating(s) - NONE

----Narrative----

AN INFLIGHT FIRE OCCURRED SHORTLY AFTER TAKEOFF. SMOKE WAS OBSERVED TRAILING FROM THE RIGHT ENG & IT WAS SHUT DOWN. THE PLT RETURNED & LANDED AT THE ARPT. AFTER LANDING, THE FIRE WAS EXTINGUISHED BY LINEMEN, A FIREMAN & PLTS WHO WERE STANDING BY. AN INSPECTION OF THE ACFT REVEALED THAT THE FIRE WAS DUE TO THE OUTBOARD MAIN FUEL LINE CHAFING ON THE TOP OF THE EXHAUST MANIFOLD. THE MAIN FUEL LINE HAD BEEN IMPROPERLY ROUTED AND THERE WAS AN ABSENCE OF CLAMPS TO SECURE THE LINE.

Brief of Accident (Continued)

File No. - 1520

6/23/86

TOMS RIVER,NJ

A/C Reg. No. N6006S

Time (Lc1) - 1000 EST

Occurrence FIRE
Phase of Operation CRUISE

Finding(s)

1. FUEL SYSTEM,LINE - IMPROPER
2. MAINTENANCE,INSTALLATION - IMPROPER - OTHER MAINTENANCE PSNL
3. EXHAUST SYSTEM,MANIFOLD - OTHER
4. FUEL SYSTEM,LINE - CHAFED
5. FLUID,FUEL - LEAK
6. MISCELLANEOUS - FIRE
7. PROPELLER FEATHERING - PERFORMED -
8. PRECAUTIONARY LANDING - PERFORMED -

-----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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1595	8/20/86	LAGES, NV	A/C Reg. No. N1873F	Time (Lcl) - 1445 PDT
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-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage		Injuries		
	SUBSTANTIAL		Fatal	Serious	Minor
Type of Operation - INSTRUCTIONAL	Fire	Crew	0	0	1
Flight Conducted Under - 14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During - LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 210F	Eng Make/Model - CONTINENTAL IO-520-A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3300	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 285 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	BONNEVILLE SALT, UT	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	CARSON CITY, NV	
Wind Dir/Speed- 270/005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 40.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 13000 FT SCATTERED	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 - 46	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 123
	Months Since - N/A	Last 24 Hrs - 3
	Aircraft Type - N/A	Make/Model- 123
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 42

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS UNABLE TO DIVERT AROUND NUMEROUS THUNDERSTORMS ALONG IN HIS FLIGHT PATH. SUBSEQUENTLY, HE MADE A PRECAUTIONARY LANDING ON A SOFT, DRY LAKE BED WHERE THE AIRCRAFT NOSED OVER.

Brief of Accident (Continued)

File No. - 1595

8/20/86

LAGES,NV

A/C Reg. No. N1873F

Time (Lc1) - 1445 PDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE

Finding(s)

1. WEATHER CONDITION - THUNDERSTORM
 2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

3. PRECAUTIONARY LANDING - PERFORMED -
 4. TERRAIN CONDITION - SOFT
 5. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,5

Factor(s) relating to this accident is/are finding(s) 1,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1600	8/25/86	MESQUITE, NV	A/C Reg. No. N340MV	Time (Lcl) - 2100 PDT
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----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED		Injuries	
Type of Operation -BUSINESS	Fire	Crew	Fatal	Serious
Flight Conducted Under -14 CFR 91	NONE	Pass	2	0
Accident Occurred During -DESCENT			0	0
			Minor	None
			0	0
			0	0

----Aircraft Information----

Make/Model - CESSNA 340A	Eng Make/Model - CONTINENTAL TS10-520-N	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 5990	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	BURBANK, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - UNK/NR	WRAY, CO	Runway Ident - N/A
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 4.000 SM	Type of Flight Plan - IFR	Runway Surface - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - IFR	Runway Status - N/A
Lowest Ceiling - UNK/NR	Type Apch/Lndg - NONE	
Obstructions to Vision- UNK/NR		
Precipitation - RAIN		
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)	
COMMERCIAL, CFI	Current - UNK/NR	Total - 20000	Last 24 Hrs - 2
SE LAND, ME LAND, ME SEA	Months Since - UNK/NR	Make/Model- 14	Last 30 Days- UNK/NR
GYROPLANE	Aircraft Type - UNK/NR	Instrument- UNK/NR	Last 90 Days- 100
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

----Narrative----

WHILE EN ROUTE, THE PLT WAS CLEARED TO DEVIATE 20 DEG LEFT OF COURSE TO AVOID THUNDERSTORM (TSTM) ACTIVITY THAT ARTCC RADAR SHOWED WAS RGT OF COURSE. THE PLT RPRTD TURBC, BUT DEMURRED DESCENDING TO A LOWER ALT DESPITE A PIREP OF CLEAR WX BELOW. HE THEN RPRTD "IN A CELL" WITH TURBC. RADAR & RADIO CONTACT WITH THE ACFT WERE LOST. ANOTHER PLT, WHO FLEW APRX 15 MI FURTHER SOUTH, RPRTD NO WX, BUT SAID THERE WAS EXTREME WX TO THE NORTH WITH NEAR CONSTANT LIGHTNING. SUBSEQUENTLY, N340MV IMPACTED THE GROUND IN A STEEP NOSE-DOWN, LEFT WING LOW ATTITUDE, AFTER A 14,000 FT DSCNT. THE LANDING GEAR WAS EXTENDED WHEN THE PLANE CRASHED. AN EXAM OF THE WRECKAGE REVEALED NO PREIMPACT STRUCTURAL FAILURE OR ACFT COMPONENT MALFUNCTION. ALSO, THE WRECKAGE SHOWED NO EVIDENCE OF WEATHER DAMAGE FROM HAIL OR LIGHTNING. HOWEVER, WX INFO SHOWED THERE WAS HIGH ALT TSTM ACTIVITY WITH TURBC IN THE AREA AT THE TIME OF THE MISHAP.

Brief of Accident (Continued)

File No. - 1600

8/25/86

MESQUITE,NV

A/C Reg. No. N340MV

Time (Lc1) - 2100 PDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE

Finding(s)

1. IN FLIGHT WEATHER AVOIDANCE ASSISTANCE - INITIATED - ATC PERSONNEL(ARTCC)
2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
3. LIGHT CONDITION - DARK NIGHT
4. WEATHER CONDITION - THUNDERSTORM
5. WEATHER CONDITION - LIGHTNING
6. WEATHER CONDITION - TURBULENCE(THUNDERSTORMS)

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation CRUISE

Finding(s)

7. UNDETERMINED
8. 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) 2,7

Factor(s) relating to this accident is/are finding(s) 3,4,5,6,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1581 11/16/86 TEMPLE BAR,NV A/C Reg. No. N5780C Time (Lcl) - 1045 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	0	1	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	1	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 170A	Eng Make/Model - CONTINENTAL C-145-2	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2200	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 145 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	KINGMAN,AZ	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - N/A
Visibility - 100.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 25000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 34	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 852
SE LAND	Months Since - 7	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 613
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- 9
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT DEPARTED WITH ABOUT 17 GALS OF AUTO FUEL ON BOARD. DURING FLT, THE RIGHT FUEL TANK WAS EMPTIED & THE FUEL SELECTOR WAS MOVED TO THE LEFT TANK POSITION. ABOUT 1.7 HRS AFTER TAKING OFF, THE PLT ENTERED A LEFT SLIP TO DSCND & MAKE A LOW PASS DOWN A RWY TO OBSERVE IT AT LOW ALTITUDE. WHEN HE ADVANCED THE THROTTLE TO APPLY POWER, THE ENG DID NOT RESPOND. SUBSEQUENTLY, THE ACFT WAS DAMAGED DURING A FORCED LANDING ON ROUGH TERRAIN.

Brief of Accident (Continued)

File No. - 1581

11/16/86

TEMPLE BAR, NV

A/C Reg. No. N5780C

Time (Lc1) - 1045 PST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation MANEUVERING

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. FLUID, FUEL - LOW LEVEL
3. FLUID, FUEL - STARVATION
4. MANEUVER - 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)

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) 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. - 1435	3/22/86	TIOGA,NY	A/C Reg. No. N43529	Time (Lcl) - 1330 EST			
-----Basic Information-----							
Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage SUBSTANTIAL	Injuries				
Type of Operation	-PERSONAL	Fire	Crew	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	1	0
Accident Occurred During	-LANDING			0	0	0	0
-----Aircraft Information-----							
Make/Model	- TAYLORCRAFT BC12-D	Eng Make/Model	- CONTINENTAL A-65	ELT Installed/Activated	- YES/NO		
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO		
Max Gross Wt	- 1200	Engine Type	- RECIPROCATING-CARBURETOR				
No. of Seats	- 2	Rated Power	- 65 HP				
-----Environment/Operations Information-----							
Weather Data		Itinerary	Airport Proximity				
Wx Briefing	- FSS	Last Departure Point	OFF AIRPORT/STRIP				
Method	- TELEPHONE	BOONVILLE,NY					
Completeness	- WEATHER NOT PERTINENT	Destination	Airport Data				
Basic Weather	- VMC	ENDICOTT,NY					
Wind Dir/Speed	- 230/005 KTS	ATC/Airspace	Runway Ident	- N/A			
Visibility	- 7.0 SM	Type of Flight Plan	Runway Lth/Wid	- N/A			
Lowest Sky/Clouds	- CLEAR	Type of Clearance	Runway Surface	- DIRT			
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 - 54	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT				
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)					
PRIVATE	Current - YES	Total - 119	Last 24 Hrs - UNK/NR				
SE LAND	Months Since - 6	Make/Model- 66	Last 30 Days- UNK/NR				
	Aircraft Type - C-172	Instrument- 1	Last 90 Days- 5				
Instrument Rating(s) - NONE							
-----Narrative-----							
THE PILOT DECIDED TO MAKE AN OFF AIRPORT LANDING AFTER BECOMING CONFUSED AS TO HIS EXACT LOCATION. DURING THE LANDING A WIND FROM THE RIGHT CAUGHT THE AIRCRAFT AND IT DRIFTED LEFT INTO TREES. THE PILOT STATED HE HAD VFR SECTIONAL CHARTS WITH HIM AT THE TIME OF THE ACCIDENT.							

Brief of Accident (Continued)

File No. - 1435

3/22/86

TIOGA, NY

A/C Reg. No. N43529

Time (Lcl) - 1330 EST

Occurrence #1 MISCELLANEOUS/OTHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. BECAME LOST/DISORIENTED - INATTENTIVE - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

2. OBJECT - TREE(S)
3. WEATHER CONDITION - CROSSWIND
4. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
6. GROUND LOOP/SWERVE - NOT IDENTIFIED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,5,6

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1522	6/14/86	ARCADE, NY	A/C Reg. No. N13608	Time (Lcl) - 0930 EDT
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-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation - PERSONAL	Fire	Crew	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -LANDING			0	0	1

-----Aircraft Information-----

Make/Model - CESSNA 172	Eng Make/Model - LYCOMING O-320-E2D	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

-----Environment/Operations Information-----

<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- 270/003 KTS</p> <p>Visibility - UNK/NR</p> <p>Lowest Sky/Clouds - UNK/NR</p> <p>Lowest Ceiling - UNK/NR</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point BUFFALO, NY</p> <p>Destination SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FULL STOP</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data</p> <p>ARCADE</p> <p>Runway Ident - 14</p> <p>Runway Lth/Wid - 2700/ 100</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - WET</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 - 36</p> <p>Biennial Flight Review</p> <p>Current - UNK/NR</p> <p>Months Since - UNK/NR</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 158</p> <p>Make/Model- 158</p> <p>Instrument- UNK/NR</p> <p>Multi-Eng - UNK/NR</p> <p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- UNK/NR</p> <p>Rotorcraft - UNK/NR</p>
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Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT LANDED ON A WET RUNWAY THAT SLOPED SLIGHTLY DOWNHILL. HE STATED THAT THE AIRCRAFT TOUCHED DOWN ABOUT 800 FEET DOWN THE RUNWAY IN WINDS THAT WERE FROM THE WEST AT 1 TO 3 MPH. THE BRAKES WERE INEFFECTIVE ON THE WET TURF. SUBSEQUENTLY, THE AIRCRAFT WENT OFF THE RUNWAY AND BECAME INVERTED.

Brief of Accident (Continued)

File No. - 1522

6/14/86

ARCADE, NY

A/C Reg. No. N13608

Time (Lc1) - 0930 EDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
 2. TERRAIN CONDITION - WET
 3. GO-AROUND - NOT PERFORMED -
-

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

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1438	7/17/86	STATEN ISLAND, NY	A/C Reg. No. N404WW	Time (Lcl) - 1100 EDT
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----Basic Information----

Type Operating Certificate - ON-DEMAND AIR TAXI Name of Carrier - DAMIN AIVATION CORP. Type of Operation - NON SCHED, DOMESTIC, PAX/CARGO Flight Conducted Under - 14 CFR 135 Accident Occurred During - LANDING	Aircraft Damage SUBSTANTIAL Fire NONE	Fatal Crew 0 Pass 0	Injuries <table border="0" style="width: 100%;"> <tr> <td style="text-align: center;">Serious</td> <td style="text-align: center;">Minor</td> <td style="text-align: center;">None</td> </tr> <tr> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> <td style="text-align: center;">2</td> </tr> <tr> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> <td style="text-align: center;">1</td> </tr> </table>	Serious	Minor	None	0	0	2	0	0	1
Serious	Minor	None										
0	0	2										
0	0	1										

----Aircraft Information----

Make/Model - BELL B-222A Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 7850 No. of Seats - 5	Eng Make/Model - LYCOMING LTS-101-650C3 Number Engines - 2 Engine Type - TURBOJET Rated Power - 650 HP	ELT Installed/Activated - NO -N/A Stall Warning System - NO
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----Environment/Operations Information----

Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - WEATHER NOT PERTINENT Basic Weather - VMC Wind Dir/Speed - 230/002 KTS Visibility - 9.0 SM Lowest Sky/Clouds - 1600 FT SCATTERED Lowest Ceiling - 4000 FT BROKEN Obstructions to Vision - HAZE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Point NEW YORK, NY Destination PRINCETON, NJ ATC/Airspace Type of Flight Plan - VFR Type of Clearance - VFR Type Apch/Lndg - FORCED LANDING	Airport Proximity OFF AIRPORT/STRIP Airport Data Runway Ident - N/A Runway Lth/Wid - N/A Runway Surface - N/A Runway Status - N/A
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----Personnel Information----

Pilot-In-Command Certificate(s)/Rating(s) ATP SE LAND, ME LAND HELICOPTER	Age - 39 Biennial Flight Review Current - YES Months Since - 4 Aircraft Type - 222	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Flight Time (Hours) <table border="0" style="width: 100%;"> <tr> <td style="text-align: center;">Total</td> <td style="text-align: center;">Last 24 Hrs</td> <td style="text-align: center;">2</td> </tr> <tr> <td style="text-align: center;">- 4260</td> <td style="text-align: center;">- 450</td> <td style="text-align: center;">Last 30 Days - UNK/NR</td> </tr> <tr> <td style="text-align: center;">Instrument - 295</td> <td style="text-align: center;">Last 90 Days - 140</td> <td></td> </tr> <tr> <td style="text-align: center;">Multi-Eng - 50</td> <td style="text-align: center;">Rotorcraft - 3010</td> <td></td> </tr> </table>	Total	Last 24 Hrs	2	- 4260	- 450	Last 30 Days - UNK/NR	Instrument - 295	Last 90 Days - 140		Multi-Eng - 50	Rotorcraft - 3010	
Total	Last 24 Hrs	2												
- 4260	- 450	Last 30 Days - UNK/NR												
Instrument - 295	Last 90 Days - 140													
Multi-Eng - 50	Rotorcraft - 3010													

Instrument Rating(s) - HELICOPTER

----Narrative----

THE HELICOPTER, ON A FAR 135 FLIGHT WAS IN CRUISE FLT AT 900 FT. THE PLT WAS CHECKING FOR CALLED VFR TRAFFIC AND THE CO-PILOT WAS OCCUPIED WITH THE RNAV WHEN A LOUD BANG WAS HEARD AND A SUDDEN YAW WAS FELT. BOTH CREW MEMBERS STATED THEY REACTED AS INSTRUCTED AND IN THE PROCESS ANOTHER ENGINE FAILED. A WATER DITCHING WAS UNAVOIDABLE. INSPECTION FAILED TO REVEAL ANY MECHANICAL FAILURE/MALFUNCTION OF THE #1 ENG. THE #2 ENG HAD A POWER TURBINE BLADE FAILURE.

Brief of Accident (Continued)

File No. - 1438

7/17/86

STATEN ISLAND,NY

A/C Reg. No. N404WW

Time (Lc1) - 1100 EDT

Occurrence #1 EXPLOSION
Phase of Operation CRUISE

Finding(s)

1. TURBOSHAFT ENGINE - FAILURE,PARTIAL
2. WRONG ENGINE SHUTDOWN - PERFORMED - PILOT IN COMMAND
3. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND

Occurrence #2 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation DESCENT - NORMAL

Finding(s)

4. TURBINE ASSEMBLY,TURBINE BLADE - FAILURE,TOTAL
5. ROTOR RPM - NOT MAINTAINED - PILOT IN COMMAND
6. IMPROPER USE OF PROCEDURE - PILOT IN COMMAND
7. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND

Occurrence #3 LOSS OF CONTROL - IN FLIGHT
Phase of Operation DESCENT - EMERGENCY

Finding(s)

8. PROCEDURES/DIRECTIVES - NOT PERFORMED - PILOT IN COMMAND
9. IMPROPER USE OF EQUIPMENT/AIRCRAFT,DIVERTED ATTENTION - PILOT IN COMMAND

Occurrence #4 DITCHING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

10. TERRAIN CONDITION - WATER,ROUGH

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5,6,7,8,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1437 6/17/86 WAYNESVILLE, OH A/C Reg. No. N36175 Time (Lcl) - 1345 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	DESTROYED		Fatal	1	0	0
Type of Operation - PERSONAL	Fire	Crew	0	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During -DESCENT						

-----Aircraft Information-----

Make/Model - SCHWEISER SGS 1-36	Eng Make/Model - N/A	ELT Installed/Activated - NO	-N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - N/A	Stall Warning System - NO	
Max Gross Wt - 710	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	WAYNESVILLE, OH	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	CAESAR CREEK
Wind Dir/Speed- 010/012 KTS		Runway Ident - 09
Visibility - 15.0 SM	ATC/Airspace	Runway Lth/Wid - 3000/ 100
Lowest Sky/Clouds - CLEAR	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 - TRAFFIC PATTERN	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 21	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 55
	Months Since - 7	Last 24 Hrs - 0
GLIDER	Aircraft Type - SGS-233	Make/Model- UNK/NR
		Last 30 Days- 5
		Instrument- 0
		Last 90 Days- 14

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS ATTEMPTING TO ACHIEVE A CLUB DURATION/ALTITUDE GAIN GOAL AND RELEASED FROM THE TOW PLANE AT 1,000 FT AS OPPOSED TO THE REQUESTED 3,000 FT TOW. THE PLT COMMUNICATED WITH ANOTHER GLIDER PLT IN THE AREA AND STATED HE WAS GETTING LOW AND HAD TO LAND. A GROUND WITNESS OBSERVED THE GLIDER ON A LOW AND SLOW FINAL APPROACH. THE WITNESS REPORTED THAT THE GLIDER BANKED RIGHT AND TURNED 270 DEGREES BEFORE IT SUDDENLY PITCHED NOSE DOWN FROM APRX 150 FT AGL AND IMPACTED THE GROUND. SEVEN MONTHS PRIOR TO THE ACCIDENT, THE PLT FAILED A PRIVATE GLIDER PLT CHECKRIDE DUE TO HIS LANDING APPROACH PROCEDURES.

Brief of Accident (Continued)

File No. - 1437

6/17/86

WAYNESVILLE, OH

A/C Reg. No. N36175

Time (Lc1) - 1345 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. ALTITUDE - INADEQUATE - PILOT IN COMMAND
2. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
3. STALL/SPIN - INADVERTENT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

4. TERRAIN CONDITION - GROUND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

Factor(s) relating to this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1502 7/25/86 SANDUSKY, OH A/C Reg. No. N9011J Time (Lcl) - 1105 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	2

-----Aircraft Information-----

Make/Model - PIPER PA-28-180	Eng Make/Model - LYCOMING O-360-A3A	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2400	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	ERIE, PA	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	ROMEO, MI	GRIFFING
Wind Dir/Speed- 120/009 KTS	ATC/Airspace	Runway Ident - 27
Visibility - 6.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 3567/ 60
Lowest Sky/Clouds - 13000 FT SCATTERED	Type of Clearance - VFR	Runway Surface - ASPHALT
Lowest Ceiling - 25000 FT BROKEN	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 36	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 215
SE LAND	Months Since - 3	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 189
		Instrument- 52
		Last 30 Days- UNK/NR
		Last 90 Days- 31

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT REPORTED THAT HE DIVERTED AND LANDED TO REASSESS THE WEATHER BEFORE CONTINUING HIS FLIGHT. HE SAID THE WIND WAS FROM THE SOUTHWEST AT EIGHT KTS. JUST BEFORE TOUCHDOWN ON RUNWAY 27, THE AIRCRAFT YAWED LEFT AND LANDED WHILE IN A CRAB. THE AIRPLANE THEN VEERED LEFT, WENT OFF THE RUNWAY INTO SOFT MUD AND NOSED OVER.

Brief of Accident (Continued)

File No. - 1502

7/25/86

SANDUSKY, OH

A/C Reg. No. N9011J

Time (Lcl) - 1105 EDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 3. GROUND LOOP/SWERVE - UNCONTROLLED -
-

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - SOFT
 5. TERRAIN CONDITION - WET
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

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. - 1515	10/19/86	CLEVES, OH	A/C Reg. No. N6567Y	Time (Lcl) - 1925 EDT
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-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries	
Type of Operation - PERSONAL	Fire	Crew	Fatal	0
Flight Conducted Under - 14 CFR 91	NONE	Pass	Serious	0
Accident Occurred During - APPROACH			Minor	0
			None	1
				0

-----Aircraft Information-----

Make/Model - CESSNA T210N	Eng Make/Model - CONTINENTAL TS10-520-R	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 4000	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	ON AIRSTRIP
Method - N/A	HARRISON, OH	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	
Wind Dir/Speed- 100/003 KTS	ATC/Airspace	Runway Ident - 25
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4800/ 62
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	GO AROUND	
Precipitation - NONE		
Condition of Light - DUSK		

-----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 - 646
SE LAND	Months Since - 9	Make/Model- 161
	Aircraft Type - C-172	Instrument- 67
		Last 24 Hrs - 3
		Last 30 Days- 24
		Last 90 Days- 56

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT HE INITIATED A GO-AROUND DURING AN APCH TO A PRIVATE STRIP. HE STATED THAT HE MISJUDGED THE HEIGHT OF THE ACFT AND STALLED IT INTO TREES AND BRUSH WHILE CLIMBING OVER RISING TERRAIN. HE ALSO SAID HE WAS SUFFERING FROM A COLD AND SINUS CONGESTION AT THE TIME, AND THAT THIS MAY HAVE AFFECTED HIS DEPTH PERCEPTION. HE FELT THAT THE ACCIDENT WOULD NOT HAVE HAPPENED HAD HE BEEN FEELING BETTER. THE PLT HAD USED THIS STRIP ON MANY PREVIOUS OCCASIONS.

Brief of Accident (Continued)

File No. - 1515

10/19/86

CLEVES, OH

A/C Reg. No. N6567Y

Time (Lc1) - 1925 EDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

1. GO-AROUND - INITIATED - PILOT IN COMMAND
2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
3. TERRAIN CONDITION - RISING
4. ALTITUDE - MISJUDGED - PILOT IN COMMAND
5. PHYSICAL IMPAIRMENT(OTHER ORGANIC PROBLEM) - PILOT IN COMMAND
6. PROPER CLIMB RATE - NOT POSSIBLE -
7. AIRSPEED - NOT MAINTAINED -
8. STALL/MUSH
9. OBJECT - TREE(S)

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

10. TERRAIN CONDITION - GROUND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

Factor(s) relating to this accident is/are finding(s) 3,5,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1434	11/01/86	HENNESSEY,OK	A/C Reg. No. N7309D	Time (Lcl) - 0930 CST
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-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation -AERIAL APPLICATION	Fire	Crew 0	Serious 0	Minor 0	None 1
Flight Conducted Under -14 CFR 137	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - SNOW AT-301	Eng Make/Model - P&W R-1340	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - UNK/NR	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 600 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	Runway Ident - N/A
Wind Dir/Speed- 360/012 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 11.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - UNK/NR	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 58	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 26576
SE LAND,ME LAND	Months Since - 7	Make/Model- 2066
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - 1510
		Last 24 Hrs - 6
		Last 30 Days- UNK/NR
		Last 90 Days- 60
		Rotorcraft - 40

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH A STREET SIGN DURING TAKEOFF. UNABLE TO MAINTAIN FLIGHT, THE PLT LANDED THE ACFT IN A FIELD COLLAPSING THE RIGHT LANDING GEAR.

Brief of Accident (Continued)

File No. - 1434

11/01/86

HENNESSEY,OK

A/C Reg. No. N7309D

Time (Lc1) - 0930 CST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
 2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 3. UNSUITABLE TERRAIN - SELECTED - 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) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1582	11/01/86	OREGON CITY,OR	A/C Reg. No. N8419P	Time (Lcl) - 2140 PST
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-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage SUBSTANTIAL		Injuries	
Type of Operation - PERSONAL	Fire	Crew	Fatal	Serious
Flight Conducted Under - 14 CFR 91	UNK/NR	Pass	0	0
Accident Occurred During - LANDING		Other	0	0
			0	0
			0	1
			0	0

-----Aircraft Information-----

Make/Model - PIPER PA-24-400	Eng Make/Model - LYCOMING IO-720-A1A	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3600	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 5	Rated Power - 400 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	TROUTDALE,OR	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	HILLSBORO,OR	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 - 20000 FT	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 20000 FT OVERCAST	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(BRIGHT)		

-----Personnel Information-----

Pilot-In-Command	Age - 30	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 970
SE LAND,ME LAND	Months Since - 14	Make/Model- 5
	Aircraft Type - UNK/NR	Instrument- 74
		Multi-Eng - 309
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 88
		Rotorcraft - 120

Instrument Rating(s) - AIRPLANE

-----Narrative-----

SHORTLY AFTER TAKEOFF, AN ENG FAILURE OCCURRED. THE PLT ELECTED TO MAKE A FORCED LNDG ON A FREEWAY. DURING THE LANDING, THE ACFT COLLIDED WITH TWO VEHICLES. AN INSPECTION REVEALED AN ENG OIL LINE HAD RUPTURED WHICH LED TO OIL EXHAUSTION. EVIDENCE INDICATED THE OIL LINE WAS NOT REPLACED AT TIME OF AN ENG CHANGE & THE LINE WAS ORIGINAL EQUIP DATING FROM 1964.

Brief of Accident (Continued)

File No. - 1582

11/01/86

OREGON CITY, OR

A/C Reg. No. N8419P

Time (Lc1) - 2140 PST

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation CRUISE

Finding(s)

1. LUBRICATING SYSTEM,OIL LINE - DETERIORATED
 2. MAINTENANCE,REPLACEMENT - NOT PERFORMED - OTHER MAINTENANCE PSNL
 3. LUBRICATING SYSTEM,OIL LINE - BURST
 4. FLUID,OIL - EXHAUSTION
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

5. OBJECT - VEHICLE
-

-----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. - 1534	2/27/86	COATSVILLE, PA	A/C Reg. No. N821LG	Time (Lcl) - 2230 EST
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-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Injuries			
	SUBSTANTIAL		Fatal	Serious	Minor
Type of Operation - EXECUTIVE/CORPORATE	Fire	Crew	0	0	1
Flight Conducted Under - 14 CFR 91	NONE	Pass	0	0	4
Accident Occurred During - LANDING					None

-----Aircraft Information-----

Make/Model - DASSAULT DA-10	Eng Make/Model - AIRESEARCH TFE-731-2-1C	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 18300	Engine Type - TURBOFAN	
No. of Seats - 7	Rated Power - 3230 LBS THRUST	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	NEW YORK, NY	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LEXINGTON, KY	CHESTER COUNTY
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 29
Visibility - UNK/NR	Type of Flight Plan - IFR	Runway Lth/Wid - 4600/ 100
Lowest Sky/Clouds - CLEAR	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - PRECAUTIONARY LANDING	Runway Status - UNK/NR
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 39	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 8260
SE LAND, ME LAND	Months Since - 2	Last 24 Hrs - 2
	Aircraft Type - DA-10	Make/Model- 963
		Last 30 Days- UNK/NR
		Instrument- 694
		Last 90 Days- 89
		Multi-Eng - 4890

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AS THE ACFT WAS CLIMBING THRU 19,000' AT NGT, THE #2 GENERATOR (GEN) LGT CAME ON. THE FLT CREW NOTED THERE WAS NO OUTPUT FM THE #2 GEN & IT WOULD NOT RESET. THEY THEN CHECKED THE #1 GEN VOLTAGE & NOTED IT WAS 14 TO 15 VOLTS. THE CREW REDUCED THE ELEC LOAD; HOWEVER, ABOUT 5 MIN LATER, THE BATTERIES BCM DISCHARGED & THERE WAS A TOTAL LOSS OF ELEC PWR. USING A FLASHLIGHT, THE CREW DIVERTED TO THE CHESTER COUNTY ARPT WHICH HAD A 4600' RWY. THE GEAR WAS EXTDD WITH THE EMERG SYS. THE ELEV TRIM WAS INOP, SO BOTH PLTS APPLIED BACK PRESSURE ON THE YOKE TO OVERCOME THE NOSE DWN TENDENCY. AFTER LNDG ABOUT 1/4 OF THE WAY DWN THE RWY, THE CREW TRIED TO USE THE THRUST REVERSERS, BUT THE REVERSERS WERE INOP. SUBSEQUENTLY, THE ACFT CONTD OFF THE SIDE & BEYOND THE END OF THE RWY, HIT A WOODEN BEAM & A SNOWBANK, THEN CAME TO REST IN A DITCH. AN INV REVEALED A SHAFT FAILURE OF THE #2 GEN (STARTER/GEN) & WORN BRUSHES IN THE #1 GEN. WITH TOTAL ELEC FAILURE, THE FLWG WERE ALSO INOP: WING FLAPS, ANTI-SKID, CAPT'S AIRSPEED IND & ALTIMETER, NOSEWHEEL STEERING, COCKPIT LIGHTING.

Brief of Accident (Continued)

File No. - 1534

2/27/86

COATSVILLE,PA

A/C Reg. No. N821LG

Time (Lc1) - 2230 EST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CRUISE

Finding(s)

1. MAINTENANCE - INADEQUATE - PILOT IN COMMAND
2. ELECTRICAL SYSTEM,GENERATOR - WORN
3. ELECTRICAL SYSTEM,GENERATOR - FAILURE,TOTAL
4. ELECTRICAL SYSTEM,BATTERY - OTHER
5. ELECTRICAL SYSTEM - INOPERATIVE
6. COMM/NAV EQUIPMENT - INOPERATIVE
7. FLT CONTROL SYST,STABILATOR TRIM - INOPERATIVE
8. FLIGHT CONTROL,FLAP - INOPERATIVE
9. LANDING GEAR,NOSEWHEEL STEERING - INOPERATIVE
10. LANDING GEAR,ANTI-SKID BRAKE SYSTEM - INOPERATIVE
11. THRUST REVERSER - INOPERATIVE

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

12. LIGHT CONDITION - DARK NIGHT
13. FLIGHT TO ALTERNATE DESTINATION - PERFORMED -
14. PRECAUTIONARY LANDING - PERFORMED -
15. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
16. GROUND LOOP/SWERVE - UNCONTROLLED -

Occurrence #3 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

17. POWERPLANT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND

Occurrence #4 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Occurrence #5 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1,12,15,17
PAGE 337

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1477 6/10/86 COLUMBIA, PA A/C Reg. No. N1031M Time (Lcl) - 0900 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage SUBSTANTIAL	Injuries			
Type of Operation	-PERSONAL	Fire	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	NONE	Crew 0	1	0	0
Accident Occurred During	-TAKEOFF		Pass 0	0	0	0

-----Aircraft Information-----

Make/Model	- AEROSPORT SCAMP	Eng Make/Model	- VW VW1700	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 1000	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 1	Rated Power	- UNK/NR		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 040/005 KTS</p> <p>Visibility - 15.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point SAME AS ACC/INC</p> <p>Destination SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data</p> <p>MCGUINNESS</p> <p>Runway Ident - 29</p> <p>Runway Lth/Wid - 1750/ 300</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND</p>	<p>Age - 64</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 11</p> <p>Aircraft Type - C-150</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 312</p> <p>Make/Model- 0</p> <p>Instrument- 17</p> <p>Last 24 Hrs - 0</p> <p>Last 30 Days- 0</p> <p>Last 90 Days- 0</p>
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Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT CRASHED SHORTLY AFTER TAKEOFF DUE TO INSUFFICIENT AIRSPEED AND ALTITUDE GAIN.

Brief of Accident (Continued)

File No. - 1477

6/10/86

COLUMBIA, PA

A/C Reg. No. N1031M

Time (Lc1) - 0900 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

1. ENGINE ASSEMBLY - UNDETERMINED
2. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

4. AIRSPEED - INADEQUATE - PILOT IN COMMAND
5. PROPER CLIMB RATE - NOT ATTAINED - PILOT IN COMMAND
6. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,5,6

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1523	6/23/86	BALLY, PA	A/C Reg. No. N5592U	Time (Lcl) - 1240 EDT
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-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Fatal	Injuries		
	DESTROYED		Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew	0	1	0
Flight Conducted Under - 14 CFR 91	ON GROUND	Pass	0	1	0
Accident Occurred During - LANDING					

-----Aircraft Information-----

Make/Model - PIPER PA-28-140	Eng Make/Model - LYCOMING O-320-E2A	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - UNK/NR
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 - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	POCONO, PA	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	BUTLER VALLEY
Wind Dir/Speed- 270/010 KTS	ATC/Airspace	Runway Ident - 34
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - 2500/ 100
Lowest Sky/Clouds - 5500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling -	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	GO AROUND	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 37	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 157
SE LAND	Months Since - 1	Make/Model- 110
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 8

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT LANDED ON RUWNAY 34 IN WINDS HE ESTIMATED TO BE FROM 270 DEGREES AT 10-15 KNOTS. HE STATED THAT AT TOUCHDOWN, THE LEFT WING WAS CAUGHT BY A GUST AND RAISED. THE AIRCRAFT DRIFTED RIGHT. THE PILOT STATED THERE WAS SUFFICIENT RUNWAY TO CONTINUE THE LANDING ROLL; HOWEVER, HE NOTICED PEOPLE AHEAD THAT WERE APPROACHING THE RUNWAY FROM THE RIGHT. BY THE TIME THE PILOT HAD CORRECTED THE LEFT WING HIGH CONDITION, THE AIRCRAFT HAD DRIFTED FURTHER RIGHT WITH THE RIGHT MAIN LANDING GEAR WHEEL OFF THE RUNWAY. AS A GO-AROUND WAS INITIATED, THE PILOT TURNED FURTHER RIGHT TO AVOID THE PERSONNEL. DUE TO RISING TERRAIN, HE WAS UNABLE TO CLEAR A TREELINE. WHEN A COLLISION WITH TREES BECAME OBVIOUS, THE PILOT REDUCED POWER. THE FUSELAGE OF THE AIRCRAFT CONTINUED THROUGH THE TREES, BUT THE WINGS WERE SHEARED OFF.

Brief of Accident (Continued)

File No. - 1523

6/23/86

BALLY,PA

A/C Reg. No. N5592U

Time (Lcl) - 1240 EDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
 3. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
 4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 5. GO-AROUND - INITIATED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)

6. TERRAIN CONDITION - RISING
 7. 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

Factor(s) relating to this accident is/are finding(s) 1,3,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1513 7/22/86 ISLA VERDE, PR A/C Reg. No. N27PR Time (Lcl) - 1353 AST

-----Basic Information-----

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage		Injuries			
Name of Carrier	-BORINQUEN AIR	DESTROYED		Fatal	Serious	Minor	None
Type of Operation	-NON SCHED, INTL, CARGO	Fire	Crew	1	1	0	0
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	0
Accident Occurred During	-DESCENT						

-----Aircraft Information-----

Make/Model	- DOUGLAS DC-3	Eng Make/Model	- WRIGHT R-1820-202A	ELT Installed/Activated	- YES-UNK/NR
Landing Gear	- TAILWHEEL-RETRACTABLE MAINS	Number Engines	- 2	Stall Warning System	- NO
Max Gross Wt	- 26200	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 1200 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	SAN JUAN, PR	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	ST. KITT	PUERTO RICO INTL
Wind Dir/Speed - 070/015 KTS	ATC/Airspace	Runway Ident - 10
Visibility - 6.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 8016/ 150
Lowest Sky/Clouds - 3500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - CONCRETE
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision - NONE	FULL STOP	
Precipitation - NONE	FORCED LANDING	
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)
ATP	Current - YES	Total - 29100
ME LAND	Months Since - 11	Last 24 Hrs - 1
	Aircraft Type - DC-3	Make/Model - 2000
		Last 30 Days - 50
		Instrument - 7400
		Last 90 Days - 150
		Multi-Eng - 29000

Instrument Rating(s) - AIRPLANE

-----Narrative-----

SHORTLY AFTER TAKEOFF, THE ACFT'S CLIMB PERFORMANCE BGN TO DETERIORATE & THE R ENG STARTED TO OVERHEAT. SUBSEQUENTLY, THE R ENG WAS FEATHERED & THE CREW ATTEMPTED TO RETURN TO THE ARPT. THE RADIO TRANSMITTER BCM UNINTELLIGIBLE, SO THE TOWER PSNL CLEARED THE ACFT TO LAND ON RWY 10 & ASKED THE CREW TO KEY THEIR MIKE TWICE, IF THEY UNDERSTOOD. THE MIKE WAS KEYED TWICE. THE ACFT ENTERED A R DWNWND FOR RWY 10 AT A VERY LOW ALT. ACCORDING TO WITNESSES, THE ACFT WENT INTO A STEEP BANK AS IT WAS TURNING ONTO A BASE LEG OVER WATER, THE R WING TIP HIT THE WATER & THE ACFT CARTWHEELED & CRASHED. THE COPLT RPRTD THAT AFTER FEATHERING THE R ENG, THE VMC OF 84 KTS WAS MAINTAINED; HOWEVER, HE BELIEVED THE ACFT STALLED JUST PRIOR TO IMPACT. A TEARDOWN OF THE R ENG REVEALED THE EDGE OF THE #8 PISTON & ITS PISTON RINGS HAD FAILED. METAL FILINGS WERE FOUND IN THE OIL & THE OIL PUMP WAS SCORED. THERE WAS EVIDENCE OF OIL STARVATION TO THE CRANKSHAFT JOURNAL, AS WELL AS PISTON SLAP ASSOCIATED WITH THE RING FAILURE.

Brief of Accident (Continued)

File No. - 1513

7/22/86

ISLA VERDE,PR

A/C Reg. No. N27PR

Time (Lc1) - 1353 AST

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION

Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. ENGINE ASSEMBLY,RING - FAILURE,TOTAL
2. ENGINE ASSEMBLY,BEARING - FAILURE,TOTAL
3. ENGINE ASSEMBLY,MASTER ROD - FAILURE,TOTAL
4. PROPELLER FEATHERING - PERFORMED -
5. PRECAUTIONARY LANDING - INITIATED -

Occurrence #2 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

Phase of Operation APPROACH

Finding(s)

6. COMM/NAV EQUIPMENT,TRANSMITTER - FAILURE,TOTAL

Occurrence #3 LOSS OF CONTROL - IN FLIGHT

Phase of Operation APPROACH - VFR PATTERN - BASE TURN

Finding(s)

7. MANEUVER - INITIATED -
8. AIRSPEED - INADEQUATE - PILOT IN COMMAND
9. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

10. TERRAIN CONDITION - WATER,ROUGH

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 8,9

Factor(s) relating to this accident is/are finding(s) 1,2,3,6,10

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1425 9/27/86 SAN JUAN, PR A/C Reg. No. N757EQ Time (Lcl) - 1330 AST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-INSTRUCTIONAL	Fire	Crew 0	0	0	1
Flight Conducted Under	-14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During	-LANDING					

-----Aircraft Information-----

Make/Model	- CESSNA 152	Eng Make/Model	- LYCOMING D-235-L2C	ELT Installed/Activated	- 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	Last Departure Point	ON AIRPORT
Method	SAN JUAN, PR	
Completeness	Destination	Airport Data
Basic Weather	LOCAL	ISLE GRANDE
Wind Dir/Speed	ATC/Airspace	Runway Ident
Visibility	Type of Flight Plan	- 09
Lowest Sky/Clouds	Type of Clearance	- 5317/ 100
Lowest Ceiling	Type Apch/Lndg	- ASPHALT
Obstructions to Vision	- TOUCH AND GO	Runway Status
Precipitation		- DRY
Condition of Light		

-----Personnel Information-----

Pilot-In-Command	Age - 23	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
STUDENT	Current - N/A	Total - 16	Last 24 Hrs - 1
	Months Since - N/A	Make/Model - 16	Last 30 Days - UNK/NR
	Aircraft Type - N/A	Instrument - 0	Last 90 Days - 6

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT WHILE ON HIS THIRD SUPERVISED SOLO FLIGHT IN THE TRAFFIC PATTERN VEERED LEFT OFF THE RUNWAY DURING A TOUCH AND GO LANDING. THE AIRCRAFT CROSSED THE INFIELD AREA AND STRUCK A PARKED AIRCRAFT. POST ACCIDENT INSPECTION OF THE AIRCRAFT BRAKING AND RUDDER SYSTEM REVEALED THAT IT WAS FUNCTIONAL WITH NO DISCREPANCIES NOTED.

Brief of Accident (Continued)

File No. - 1425

9/27/86

SAN JUAN, PR

A/C Reg. No. N757EQ

Time (Lc1) - 1330 AST

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. RUDDER - IMPROPER USE OF - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
3. BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND
4. 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

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1436	1/15/86	WEST COLUMBIA, SC	A/C Reg. No. N441CD	Time (Lcl) - 0950 EST
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-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Injuries			
	DESTROYED		Fatal	Serious	Minor
Type of Operation -BUSINESS	Fire		0	0	1
Flight Conducted Under -14 CFR 91	NONE	Crew	0	0	0
Accident Occurred During -LANDING		Pass	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 441	Eng Make/Model - AIRESEARCH TPE331-8	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 9850	Engine Type - TURBOPROP	
No. of Seats - 9	Rated Power - 715 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAVANNAH, GA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	WEST COLUMBIA, SC	COLUMBIA METRO
Wind Dir/Speed- 080/012 KTS	ATC/Airspace	Runway Ident - 11
Visibility - 10.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 8600/ 150
Lowest Sky/Clouds - SCATTERED	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - VISUAL	Runway Status - DRY
Obstructions to Vision- NONE	FORCED LANDING	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 41	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 3053
ME LAND	Months Since - 6	Make/Model- 873
	Aircraft Type - C-441	Instrument- 514
		Multi-Eng - 3037
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 28

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING FINAL APPROACH THE PLT NOTICED ACFT FLYING "UNUSUAL" AND ELECTED GO-AROUND. DURING POWER-UP, THE ACFT LOST POWER AND A FORCED LANDING WAS MADE ON A RESIDENTIAL STREET NEAR THE ARPT. THE PLT STATED THAT HE HAD INADVERTENTLY PLACED THE FUEL SELECTOR IN X-FEED AND HAD EXHAUSTED THE FUEL SUPPLY IN THE RIGHT WING BY FEEDING BOTH ENGINES. THERE WERE NO REPORTED MECHANICAL PROBLEMS PRIOR TO THE ACCIDENT.

Brief of Accident (Continued)

File No. - 1436

1/15/86

WEST COLUMBIA, SC

A/C Reg. No. N441CD

Time (Lcl) - 0950 EST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

1. FLUID, FUEL - STARVATION
2. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
3. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
4. CHECKLIST - NOT FOLLOWED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1516	4/26/86	CLIO, SC	A/C Reg. No. N3MR	Time (Lcl) - 1145 EST
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-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Injuries			
	DESTROYED	Fatal	Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	ON GROUND	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - RUSSELL ACRO MR3	Eng Make/Model - LYCOMING O-360-A4K	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 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	RALEIGH, NC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	CLIO CORP CARE
Wind Dir/Speed- 210/003 KTS	ATC/Airspace	Runway Ident - 31
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2600/ 150
Lowest Sky/Clouds - 1000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 43	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 2108
SE LAND	Months Since - 12	Last 24 Hrs - 2
	Aircraft Type - MR3	Make/Model- 308
		Instrument- 7
		Last 30 Days- UNK/NR
		Last 90 Days- 39

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT THE HOME-BUILT ACFT EXPERIENCED A LOSS OF AILERON CONTROL DURING LNDG. HE CONTINUED THE LNDG, USING THE RUDDER AND THROTTLE TO CONTROL THE ACFT. THE ACFT HIT A TREE-TOP ADJACENT TO THE RWY AND CRASHED INTO A PLOWED FIELD NEXT TO THE ARPT. SHORTLY THEREAFTER, THE ACFT BEGAN BURNING AND WAS TOTALLY DESTROYED. THE CAUSE OF THE REPORTED AILERON MALFUNCTION COULD NOT BE DETERMINED DUE TO THE FIRE DAMAGE.

Brief of Accident (Continued)

File No. - 1516

4/26/86

CLIO, SC

A/C Reg. No. N3MR

Time (Lcl) - 1145 EST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING

Finding(s)

1. FLT CONTROL SYST,AILERON CONTROL - UNDETERMINED

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)

2. OBJECT - TREE(S)

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1506	7/13/86	CONWAY, SC	A/C Reg. No. N6521B	Time (Lcl) - 1745 EDT
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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	- CESSNA C-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	- 108 HP	
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-----Environment/Operations Information-----				
Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP	
Method	- N/A	MYRTLE BEACH, SC		
Completeness	- N/A	Destination	Airport Data	
Basic Weather	- VMC	SAME AS ACC/INC	CONWAY-HORRY CO.	
Wind Dir/Speed	- 280/012 KTS	ATC/Airspace	Runway Ident - 22	
Visibility	- 7.0 SM	Type of Flight Plan	- NONE	Runway Lth/Wid - 4850/ 75
Lowest Sky/Clouds	- 6000 FT SCATTERED	Type of Clearance	- NONE	Runway Surface - ASPHALT
Lowest Ceiling	- NONE	Type Apch/Lndg	- TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision	- NONE	FORCED LANDING		
Precipitation	- NONE			
Condition of Light	- DAYLIGHT			
<hr/>				
-----Personnel Information-----				
Pilot-In-Command	Age - 30	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT		
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)		
COMMERCIAL, CFI	Current - YES	Total - 2348	Last 24 Hrs - 5	
SE LAND, ME LAND	Months Since - 2	Make/Model - 355	Last 30 Days - UNK/NR	
	Aircraft Type - C-150	Instrument - UNK/NR	Last 90 Days - 226	
		Multi-Eng - 85	Rotorcraft - UNK/NR	
<hr/>				
Instrument Rating(s) - AIRPLANE				
<hr/>				
-----Narrative-----				
<p>THE ACFT WAS BASED AT AN UNCONTROLLED AIRSTRIIP WITHOUT FUEL FACILITIES. PRIOR TO TAKE-OFF, THE PLT REFUELED THE ACFT FROM A 5 GAL CAN AND DRAINING THE FUEL SUMPS. DURING AN APPROACH TO LAND AT CONWAY, SC, THE ACFT LOST POWER AND A FORCED LANDING WAS MADE ON A ROAD. REPORTEDLY, THE ACFT STALLED AT ABOUT 10 TO 12 FT AGL AS THE PLT MANEUVERED TO AVOID CARS AND POWERLINES. AN INSPECTION OF THE ACFT CONFIRMED THE FUEL WAS CONTAMINATED WITH WATER, RUST AND DIRT. THERE WAS NO EVIDENCE OF A MECHANICAL MALFUNCTION.</p>				
<hr/>				

Brief of Accident (Continued)

File No. - 1506

7/13/86

CONWAY, SC

A/C Reg. No. N6521B

Time (Lcl) - 1745 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH

Finding(s)

1. FLUID, FUEL - CONTAMINATION
 2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING

Finding(s)

3. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
 4. OBJECT - VEHICLE
 5. MANEUVER - PERFORMED - PILOT IN COMMAND
 6. FLARE - 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

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. - 1429 8/11/86 LAURENS, SC A/C Reg. No. N7442F Time (Lc1) - 1215 EDT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage
DESTROYED

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation -CABLE PATROL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - HUGHES 269C
Landing Gear - SKID
Max Gross Wt - 1670
No. of Seats - 3

Eng Make/Model - LYCOMING H10-360-01A
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 190 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 070/025 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - 1700 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
GREENWOOD, SC
Destination
CHARLOTTE, NC

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)

COMMERCIAL
SE LAND, ME LAND
HELICOPTER

Age - 55

Biennial Flight Review

Current - YES
Months Since - 1
Aircraft Type - 269C

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 3000	Last 24 Hrs - 2
Make/Model- 160	Last 30 Days- UNK/NR
Instrument- UNK/NR	Last 90 Days- 160
Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

THE PLT WAS FLYING AN UNDERGROUND CABLE PATROL AT 500-600 FT AGL WHEN THE ACCIDENT OCCURRED. THE PLT REPORTED PWR WAS SET AT 20" HG, 3,000 RPM WHEN A "VERY LOUD POP" WAS HEARD. THE PLT LIKENED THE SOUND TO BEING HIT BY GROUND FIRE. THE ACFT YAWED AND THE ENG OVERSPED. AN AUTOROTATION WAS PERFORMED INTO AN ABANDONED MINING PIT. THE ACFT NOSED UP AND ROLLED OVER ON ITS RIGHT SIDE. THE PLT STATED THAT THE ENG WOULD RESPOND TO THROTTLE BUT THE MAIN ROTOR WOULD NOT FOLLOW PWR CHANGES. THE MAIN ROTOR TRANSMISSION TO HAVE A RING GEAR CARRIER FAILURE. AD 81-1704 AND RELATED SERVICE NOTICE CONCERNING THIS PART HAD NOT BEEN COMPLIED WITH.

Brief of Accident (Continued)

File No. - 1429

8/11/86

LAURENS, SC

A/C Reg. No. N7442F

Time (Lc1) - 1215 EDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. ROTOR DRIVE SYSTEM, MAIN GEAR BOX/TRANSMISSION - FATIGUE
 2. MAINTENANCE, INSPECTION OF AIRCRAFT - INADEQUATE - COMPANY MAINTENANCE PSNL
 3. ROTOR DRIVE SYSTEM, MAIN GEAR BOX/TRANSMISSION - SEPARATION
 4. MAINTENANCE, COMPLIANCE WITH AD - NOT FOLLOWED - COMPANY MAINTENANCE PSNL
 5. ROTOR DRIVE SYSTEM, MAIN GEAR BOX/TRANSMISSION - LIFE EXPIRED
 6. MAINTENANCE, SERVICE BULLETINS - DISREGARDED - COMPANY MAINTENANCE PSNL
 7. MAINTENANCE, RECORDKEEPING - INACCURATE - OTHER MAINTENANCE PSNL
-

Occurrence #2 LOSS OF POWER
Phase of Operation CRUISE - NORMAL

Finding(s)

8. ENGINE ASSEMBLY - OVERSPEED
 9. ENGINE ASSEMBLY, VALVE - SEPARATION
 10. ENGINE ASSEMBLY, VALVE - OVERSPEED
-

Occurrence #3 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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) 1,2,3,4,5,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1504	8/26/86	CAMPOBELLO, SC	A/C Reg. No. N11154	Time (Lcl) - 1200 EDT
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----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries	
Type of Operation - INSTRUCTIONAL	Fire	Crew	Fatal	0
Flight Conducted Under -14 CFR 91	NONE	Pass	Serious	0
Accident Occurred During -LANDING			Minor	0
			None	1
				0

----Aircraft Information----

Make/Model - CESSNA 150L	Eng Make/Model - CONTINENTAL O-200-A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

----Environment/Operations Information----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	GEORGETOWN, SC	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	GREER, SC	FAIRVIEW
Wind Dir/Speed- 230/010 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 7.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 2000 FT	Type of Clearance - VFR	Runway Surface - N/A
Lowest Ceiling - 2000 FT BROKEN	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 - 17	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 54
	Months Since - N/A	Last 24 Hrs - 2
	Aircraft Type - N/A	Make/Model- 54
		Last 30 Days- 26
		Instrument- 1
		Last 90 Days- 45

Instrument Rating(s) - NONE

----Narrative----

WHILE ON HER 2ND SOLO X-COUNTRY FLT, THE STUDENT PLT BECAME LOST/DISORIENTED AFTER THE COMM/NAV RADIOS DEVELOPED A PROBLEM. SUBSEQUENTLY, SHE MADE A PRECAUTIONARY LANDING IN AN OPEN FIELD. DURING THE LANDING ROLL, THE ACFT HIT A DITCH & NOSED OVER.

Brief of Accident (Continued)

File No. - 1504

8/26/86

CAMPOBELLO, SC

A/C Reg. No. N11154

Time (Lc1) - 1200 EDT

Occurrence #1 MISCELLANEOUS/OTHER
Phase of Operation CRUISE

Finding(s)

1. COMM/NAV EQUIPMENT - UNDETERMINED
2. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - OPEN FIELD
5. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
6. TERRAIN CONDITION - DITCH
7. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 7

Factor(s) relating to this accident is/are finding(s) 1,2,3,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1463	8/27/86	MYRTLE BEACH, SC	A/C Reg. No. N9101D	Time (Lcl) - 1640 EDT
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----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries		
Type of Operation - BANNER-TOW	Fire	Crew 0	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	1
Accident Occurred During -LANDING			0	0	0

----Aircraft Information----

Make/Model - PIPER PA-25	Eng Make/Model - LYCOMING O-320	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 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- 180/010 KTS</p> <p>Visibility - 5.0 SM</p> <p>Lowest Sky/Clouds - 3000 FT SCATTERED</p> <p>Lowest Ceiling - 10000 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 N. MYRTLE BEACH, SC</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FORCED LANDING</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>GRAND STRAND</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - WATER</p> <p>Runway Status - WATER - CHOPPY</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 - 30</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 20</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total - 1193</td> <td>Last 24 Hrs - UNK/NR</td> </tr> <tr> <td>Make/Model- 797</td> <td>Last 30 Days- UNK/NR</td> </tr> <tr> <td>Instrument- 52</td> <td>Last 90 Days- UNK/NR</td> </tr> <tr> <td>Multi-Eng - 110</td> <td></td> </tr> </table>	Total - 1193	Last 24 Hrs - UNK/NR	Make/Model- 797	Last 30 Days- UNK/NR	Instrument- 52	Last 90 Days- UNK/NR	Multi-Eng - 110	
Total - 1193	Last 24 Hrs - UNK/NR									
Make/Model- 797	Last 30 Days- UNK/NR									
Instrument- 52	Last 90 Days- UNK/NR									
Multi-Eng - 110										

Instrument Rating(s) - NONE

----Narrative----

THE ACFT WAS ABOUT 1/2 HRS INTO A PLANNED 2.0 HR BANNER TOW FLT. ON THE LAST PASS ALONG THE BEACH, AT ABOUT 500 FT AGL, THE ENG POPPED AND LOST PWR. THE PLT TURNED THE ACFT OUT TO SEA AND LANDED IN THE OCEAN. THE PLT SWAM TO SHORE AND THE ACFT SANK.

Brief of Accident (Continued)

File No. - 1463

8/27/86

MYRTLE BEACH, SC

A/C Reg. No. N9101D

Time (Lcl) - 1640 EDT

Occurrence #1 LOSS OF POWER
Phase of Operation OTHER

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 DITCHING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
2. 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1414	8/25/86	NASHVILLE, TN	A/C Reg. No. N5299J	Time (Lc1) - 1020 EDT
-----Basic Information-----				
Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage SUBSTANTIAL	Injuries	
Type of Operation	-BUSINESS	Fire	Fatal	Serious
Flight Conducted Under	-14 CFR 91	NONE	Crew 0	0
Accident Occurred During	-LANDING		Pass 0	0
				Minor 0
				None 2
				2
-----Aircraft Information-----				
Make/Model	- CESSNA 421C	Eng Make/Model	- CONTINENTAL GTSIO-520	ELT Installed/Activated - YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System - YES
Max Gross Wt	- 7450	Engine Type	- RECIP-FUEL INJECTED	
No. of Seats	- 8	Rated Power	- 375 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	ATLANTA, GA	NASHVILLE	
Wind Dir/Speed	- 270/003 KTS	ATC/Airspace	Runway Ident - 02R	
Visibility	- 15.0 SM	Type of Flight Plan	Runway Lth/Wid - 4304/ 150	
Lowest Sky/Clouds	- CLEAR	Type of Clearance	Runway Surface - ASPHALT	
Lowest Ceiling	- NONE	Type Apch/Lndg	Runway Status - DRY	
Obstructions to Vision	- NONE			
Precipitation	- NONE			
Condition of Light	- DAYLIGHT			
-----Personnel Information-----				
Pilot-In-Command	Age - 55	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)		
PRIVATE	Current - YES	Total - 1119	Last 24 Hrs - 5	
SE LAND, ME LAND	Months Since - 1	Make/Model - 55	Last 30 Days - UNK/NR	
	Aircraft Type - C-P210	Instrument - 144	Last 90 Days - 60	
		Multi-Eng - 361	Rotorcraft - UNK/NR	
Instrument Rating(s) - NONE				
-----Narrative-----				
DURING A NORMAL TAKEOFF THE PILOT EXPERIENCED A DUAL ENGINE FAILURE ABOUT 10 FEET ABOVE THE RUNWAY. THE PILOT STATED THAT HE LANDED ON THE REMAINING RUNWAY AND ATTEMPTED AN 80 DEGREE LEFT TURN ONTO TAXIWAY "C". THE AIRCRAFT FAILED TO NEGOTIATE THE TURN AT THE ROLLOUT SPEED AND ROLLED DOWN A RAVINE WHERE THE IT COLLIDED WITH A TREE. THE INVESTIGATION FAILED TO DETERMINE A MECHANICAL MALFUNCTION OR FAILURE DURING THE POST CRASH EXAMINATION. BOTH ENGINES OPERATED NORMALLY WITH THE EXISTING AIRCRAFT SYSTEMS AND FUEL ON BOARD. IT WAS ALSO DETERMINED THAT THE PILOT HAD AMPLE RUNWAY AND GRASSY AREAS AVAILABLE TO SUCCESSFULLY COMPLETE AN EMERGENCY ROLLOUT. BOTH PILOTS WERE CERTIFICATED TO OPERATE THE AIRCRAFT; HOWEVER, THE PILOT IN THE LEFT SEAT WAS NOT INSTRUMENT RATED. THE FLIGHT WAS DEPARTING UNDER INSTRUMENT FLIGHT RULES.				

Brief of Accident (Continued)

File No. - 1414

8/25/86

NASHVILLE, TN

A/C Reg. No. N5299J

Time (Lc1) - 1020 EDT

Occurrence #1 LOSS OF POWER
Phase of Operation TAKEOFF

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)
2. OBJECT - TREE(S)
3. PLANNING-DECISION - INACCURATE - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1418 3/24/86 CEDAR CITY,UT A/C Reg. No. N32907 Time (Lcl) - 1415 MST

-----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	1	0	Serious	Minor
Accident Occurred During -DESCENT			1	0	0	None

-----Aircraft Information-----

Make/Model - I.C.A. BRASOV LARK IS-28B2	Eng Make/Model - N/A	ELT Installed/Activated - NO	-N/A
Landing Gear - TAILWHEEL-RETRACTABLE MAINS	Number Engines - N/A	Stall Warning System - NO	
Max Gross Wt - 966	Engine Type - N/A		
No. of Seats - 2	Rated Power - N/A		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	CEDAR CITY
Wind Dir/Speed- 200/018 KTS	ATC/Airspace	Runway Ident - 20
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 7800/ 150
Lowest Sky/Clouds - 25000 FT THIN BKN	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 39	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 6100
SE LAND, ME LAND	Months Since - 2	Make/Model- UNK/NR
GLIDER	Aircraft Type - C-210	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 PLT AND PAX WERE RETURNING FROM A LCL FLT. TWO FSS SPECIALISTS OBSERVED THE GLIDER ON FINAL APPROACH TO RWY 20. THEY STATED THAT THE ACFT COMPLETED TWO 360 DEGREE TURNS WITH 90 DEGREES OF BANK. THE GLIDER WAS IN THE THIRD 360 DEGREE TURN WHEN THE WITNESSES SAW THE NOSE OF THE ACFT RISE SLIGHTLY THEN FALL TO A NEAR VERTICAL ATTITUDE. THE ACFT IMPACTED THE GROUND APPROXIMATELY 1/2 MILE FROM THE APPROACH END OF RWY 20.

Brief of Accident (Continued)

File No. - 1418

3/24/86

CEDAR CITY,UT

A/C Reg. No. N32907

Time (Lc1) - 1415 MST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. PLANNED APPROACH - POOR - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
3. MANEUVER - EXCESSIVE - PILOT IN COMMAND
4. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
5. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,5

Factor(s) relating to this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1501	5/19/86	OGDEN, UT	A/C Reg. No. N85LA	Time (Lcl) - 1836 MDT
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-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Injuries	Fatal	Serious	Minor	None
Type of Operation - PERSONAL	Fire		0	1	0	0
Flight Conducted Under - 14 CFR 91	NONE	Crew	0	1	0	0
Accident Occurred During - DESCENT		Pass	0			

-----Aircraft Information-----

Make/Model - DENNEY AEROCRAFT KITFOX	Eng Make/Model - ROTAX 503	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 820	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 52 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- 030/003 KTS</p> <p>Visibility - 50.0 SM</p> <p>Lowest Sky/Clouds - 25000 FT THIN BKN</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point 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 - UNK/NR</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data</p> <p>OGDEN MUNI</p> <p>Runway Ident - 34</p> <p>Runway Lth/Wid - 5352/ 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>PRIVATE</p> <p>SE LAND</p>	<p>Age - 52</p> <p>Biennial Flight Review</p> <p>Current - NO</p> <p>Months Since - 26</p> <p>Aircraft Type - C-152</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 161</p> <p>Make/Model- 60</p> <p>Instrument- 1</p> <p>Last 24 Hrs - 4</p> <p>Last 30 Days- 15</p> <p>Last 90 Days- 53</p>
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Instrument Rating(s) - NONE

-----Narrative-----

SHORTLY AFTER TAKEOFF, THE ACFT HAD A PARTIAL POWER LOSS. THE LEFT WING THEN DIPPED SHARPLY & THE ACFT ENTERED A STEEP NOSE LOW DESCENT & CRASHED ON THE NW CORNER OF THE ARPT. AN INVESTIGATION REVEALED A NOISE SUPPRESSOR WAS INSTALLED ON ONE OF 2 SPARK PLUG WIRES OF THE 2 CYLINDER ENGINE TO IMPROVE THE PERFORMANCE OF THE HAND HELD, 2-WAY RADIO. DUE TO A DEFICIENCY IN THE NOISE SUPPRESSOR, THERE WAS NO CONTINUITY IN THAT RESPECTIVE WIRE.

Brief of Accident (Continued)

File No. - 1501

5/19/86

OGDEN,UT

A/C Reg. No. N85LA

Time (Lc1) - 1836 MDT

Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. IGNITION SYSTEM,IGNITION LEAD - DISABLED
2. MAINTENANCE,MODIFICATION - IMPROPER -

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

3. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1576	6/23/86	PROVO, UT	A/C Reg. No. N2465B	Time (Lcl) - 0800 MDT
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-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage	Fatal	Injuries		
	SUBSTANTIAL		Serious	Minor	None
Type of Operation - INSTRUCTIONAL	Fire	Crew	0	0	2
Flight Conducted Under - 14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During - LANDING					

-----Aircraft Information-----

Make/Model - PIPER PA-38	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 112 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - 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	PROVO MUNICIPAL
Wind Dir/Speed- 220/004 KTS	ATC/Airspace	Runway Ident - 24
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5595/ 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	TOUCH AND GO	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 27	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 384	Last 24 Hrs - 0
SE LAND	Months Since - 2	Make/Model- 92	Last 30 Days- UNK/NR
	Aircraft Type - C-172	Instrument- 50	Last 90 Days- 117

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE STUDENT & INSTRUCTOR (CFI) WERE PRACTICING TOUCH-&-GO LNDGS. THE CFI RPRTD THAT DRG A LNDG, WHEN THE ACFT WAS APRX 6 INCHES ABOVE THE RWY, THE STUDENT SUDDENLY APPLIED FULL LEFT RUDDER. THE ACFT YAWED SHARPLY TO THE LEFT & THE CFI ATTEMPTED CORRECTIVE ACTION, BUT THE ACFT TOUCHED DOWN. THE RGT MAIN GEAR BROKE OFF & THE ACFT RAN OFF THE RGT SIDE OF THE RWY. AFTER DEPARTING THE RWY, THE LEFT MAIN GEAR ALSO BROKE OFF.

Brief of Accident (Continued)

File No. - 1576

6/23/86

PROVO, UT

A/C Reg. No. N2465B

Time (Lc1) - 0800 MDT

Occurrence #1 ABRUPT MANEUVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. RUDDER - IMPROPER USE OF - DUAL STUDENT
 2. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
-

Occurrence #2 MAIN GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. LANDING GEAR, MAIN GEAR - OVERLOAD
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1507	10/09/86	PRICE,UT	A/C Reg. No. N93703	Time (Lcl) - 1430 MDT
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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	1
				0
				0

-----Aircraft Information-----

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 110 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	CRAIG, CO	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	CARBON COUNTY
Wind Dir/Speed- 170/004 KTS	ATC/Airspace	Runway Ident - 18
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 7300/ 100
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 - 56	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 37
	Months Since - N/A	Last 24 Hrs - 0
	Aircraft Type - N/A	Make/Model- 36
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 2

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT WAS ON A SOLO CROSS-COUNTRY FLT. SHE STATED THAT ON LANDING, THE ACFT BALLOONED. SHE INITIATED A GO-AROUND AND DURING THE CLIMBOUT, THE ACFT BEGAN TO SETTLE. IT DRIFTED OFF TO THE SIDE OF THE RWY AND THE WING TIP STRUCK THE GROUND. THE ACFT THEN CARTWHEELED AND WAS DAMAGED. THE STUDENT HAD LOGGED 1.7 HOURS OF FLT TIME IN THE LAST 90 DAYS.

Brief of Accident (Continued)

File No. - 1507

10/09/86

PRICE,UT

A/C Reg. No. N93703

Time (Lcl) - 1430 MDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF RECENT EXPERIENCE - PILOT IN COMMAND
3. RECOVERY FROM BOUNCED LANDING - PERFORMED - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF

Finding(s)

4. GO-AROUND - INITIATED - 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 TAKEOFF

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,5,6

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1596 8/13/86 EASTON, WA A/C Reg. No. N2723Z Time (Lcl) - 1800 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage SUBSTANTIAL	Injuries			
Type of Operation	-INSTRUCTIONAL	Fire	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	NONE	Crew 0	0	0	2
Accident Occurred During	-MANEUVERING		Pass 0	0	0	0

-----Aircraft Information-----

Make/Model	- SCHWEIZER 2-22EK	Eng Make/Model	- N/A	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-FIXED	Number Engines	- N/A	Stall Warning System	- YES
Max Gross Wt	- 1000	Engine Type	- N/A		
No. of Seats	- 2	Rated Power	- N/A		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- VARIABLE</p> <p>Visibility - 15.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point SAME AS ACC/INC</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FORCED LANDING</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data</p> <p>EASTON STATE</p> <p>Runway Ident - 27</p> <p>Runway Lth/Wid - 2640/ 100</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 60	Medical Certificate - NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE,CFI	Current - YES	Total - 6000
	Months Since - 3	Make/Model- 250
GLIDER	Aircraft Type - 2-22EK	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 75

Instrument Rating(s) - NONE

-----Narrative-----

THE INSTRUCTOR PILOT WAS FLYING THE GLIDER WITH A STUDENT IN THE FRONT SEAT ON A LOCAL INSTRUCTIONAL FLIGHT. ABOUT 2200 FT DOWN THE 2640 FOOT GRASS STRIP, THE TOW AIRCRAFT, AT ABOUT 50 TO 100 FEET AGL, LOST POWER AND STARTED TO DESCEND BACK TO THE RUNWAY. THE GLIDER PILOT RELEASED THE TOW ROPE AND ATTEMPTED A TURN AWAY FROM TREES AT THE END OF THE RUNWAY. WHILE TURNING, THE RIGHT WING STRUCK THE TOP OF A TREE, SPINNING THE GLIDER IN A "FLAT" SPIN TO THE GROUND.

Brief of Accident (Continued)

File No. - 1596

8/13/86

EASTON, WA

A/C Reg. No. N2723Z

Time (Lcl) - 1800 PDT

Occurrence #1 MISCELLANEOUS/OTHER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. GLIDER LAUNCH/TOW EQUIPMENT - DISABLED
2. ABORTED TAKEOFF - PERFORMED - PILOT OF OTHER AIRCRAFT

Occurrence #2 FORCED LANDING
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

3. EMERGENCY PROCEDURE - INITIATED - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

4. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
5. MANEUVER - ATTEMPTED - PILOT IN COMMAND
6. PROPER ALTITUDE - NOT POSSIBLE -
7. OBJECT - TREE(S)
8. CLEARANCE - NOT ATTAINED -

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) 4,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1584	8/17/86	STANWOOD, WA	A/C Reg. No. N2320J	Time (Lcl) - 1215 PDT
<hr/>				
-----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 1	0
Accident Occurred During	-TAKEOFF		Pass 2	1
				Minor 0
				None 0
<hr/>				
-----Aircraft Information-----				
Make/Model	- BEECH 23	Eng Make/Model	- LYCOMING O-320-D2B	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	- 160 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	SNOHOMISH, WA		
Completeness	- N/A	Destination	Airport Data	
Basic Weather	- VMC	SAME AS ACC/INC	REINIG AIRPARK	
Wind Dir/Speed	- 090/005 KTS	ATC/Airspace	Runway Ident - 34	
Visibility	- 15.0 SM	Type of Flight Plan	Runway Lth/Wid - 1750/ 24	
Lowest Sky/Clouds	- CLEAR	Type of Clearance	Runway Surface - ASPHALT	
Lowest Ceiling	- NONE	Type Apch/Lndg	Runway Status - DRY	
Obstructions to Vision	- NONE			
Precipitation	- NONE			
Condition of Light	- DAYLIGHT			
<hr/>				
-----Personnel Information-----				
Pilot-In-Command	Age - 36	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT		
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)		
PRIVATE	Current - YES	Total - 100	Last 24 Hrs - 3	
SE LAND	Months Since - 1	Make/Model - 90	Last 30 Days - 10	
	Aircraft Type - BE-23	Instrument - 0	Last 90 Days - 30	
<hr/>				
Instrument Rating(s) - NONE				
<hr/>				
-----Narrative-----				
<p>ACCORDING TO WITNESSES, THE PLT MADE AN APCH TO RWY 34 WHICH SLOPED DOWNHILL TWD THE NORTH END. RPRTDLY, THE ACFT LANDED ABOUT 1000 FT DOWN THE 1750 FT RWY. ONE WITNESS HEARD THE TIRES SQUEAL AS THE PLT APPLIED BRAKES IN AN ATTEMPT TO STOP. THE PLT THEN APPLIED POWER & INITIATED A GO-AROUND, BUT THE ACFT SUBSEQUENTLY CRASHED IN TREES, WELL TO THE LEFT OF THE RWY CENTERLINE. THERE WAS EVIDENCE THE ACFT HAD IMPACTED IN A NOSE LOW, LEFT WING LOW, ATTITUDE. THE PLT HAD RECEIVED HIS PRIVATE PLT LICENSE, JUST 3 WKS PRIOR TO THE ACNT.</p>				
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Brief of Accident (Continued)

File No. - 1584

8/17/86

STANWOOD,WA

A/C Reg. No. N2320J

Time (Lc1) - 1215 PDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING

Finding(s)

1. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - DOWNHILL
2. PLANNED APPROACH - INACCURATE - PILOT IN COMMAND
3. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
4. GO-AROUND - DELAYED - PILOT IN COMMAND
5. AIRSPEED - INADEQUATE - PILOT IN COMMAND
6. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
7. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF

Finding(s)

8. OBJECT - TREE(S)
9. 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) 4,5,6,9

Factor(s) relating to this accident is/are finding(s) 1,2,3,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1594 10/25/86 PORT TOWNSEND,WA A/C Reg. No. N2565P Time (Lcl) - 1930 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -CRUISE

Aircraft Damage
DESTROYED
Fire
NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew		1	0	0	0
Pass		1	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-38
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 - 112 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - IMC
Wind Dir/Speed- CALM
Visibility - 3.000 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - OBSCURED
Obstructions to Vision- FOG
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
EVERETT,WA
Destination
PORT ANGELES,WA

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 50
Biennial Flight Review
Current - YES
Months Since - 4
Aircraft Type - PA-38

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 661
Make/Model- 630
Instrument- 2
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 3

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT HAD FLOWN THIS ACFT OVER THE SAME ROUTE MANY TIMES. WHILE EN ROUTE, THE ACFT COLLIDED WITH TALL TREES ON RISING TERRAIN ABOUT 3 MILES SOUTH OF A DIRECT COURSE TO THE DESTINATION. THE WX IN THE VICINITY WAS CHARACTERIZED BY LOW CLOUDS, FOG & HAZE. APRX 23 MILES WEST, THE PORT ANGELES WX AT 1920 PDT WAS, IN PART: 1100 THIN BROKEN, SKY CONDITION OBSCURED ABOVE 1100 FT. VISIBILITY 3 MI WITH FOG AND HAZE, WIND CALM. THE ELEVATION OF THE CRASH SITE WAS ABOUT 1300 FT; THE ELEVATION AT PORT ANGELES WAS 288 FT. THIS PARTICULAR FOOTHILL WAS KNOWN TO BE THE SITE OF SEVERAL PRIOR MISHAPS.

Brief of Accident (Continued)

File No. - 1594

10/25/86

PORT TOWNSEND, WA

A/C Reg. No. N2565P

Time (Lc1) - 1930 PDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
 2. WEATHER CONDITION - CLOUDS
 3. WEATHER CONDITION - FOG
 4. WEATHER CONDITION - HAZE
 5. WEATHER CONDITION - LOW CEILING
 6. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
 7. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation CRUISE

Finding(s)

8. TERRAIN CONDITION - RISING
 9. 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) 6

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,7,8,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1589	11/08/86	BELLINGHAM, WA	A/C Reg. No. N2654G	Time (Lcl) - 1200 PST
-----Basic Information-----				
Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries	
Type of Operation - PERSONAL		SUBSTANTIAL	Fatal	Serious Minor None
Flight Conducted Under -14 CFR 91		Fire	Crew 0	0 0 1
Accident Occurred During -STANDING		ON GROUND	Pass 0	0 0 0
-----Aircraft Information-----				
Make/Model - CESSNA 182B	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 - 2650	Engine Type - RECIPROCATING-CARBURETOR			
No. of Seats - 4	Rated Power - 230 HP			
-----Environment/Operations Information-----				
Weather Data		Itinerary	Airport Proximity	
Wx Briefing - NO RECORD OF BRIEFING		Last Departure Point	ON AIRPORT	
Method - N/A		SAME AS ACC/INC		
Completeness - N/A		Destination	Airport Data	
Basic Weather - VMC		LOCAL	BELLINGHAM INT'L	
Wind Dir/Speed- 040/014 KTS		ATC/Airspace	Runway Ident - UNK/NR	
Visibility - 30.0 SM		Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR	
Lowest Sky/Clouds - 6000 FT SCATTERED		Type of Clearance - NONE	Runway Surface - ASPHALT	
Lowest Ceiling - 25000 FT BROKEN		Type Apch/Lndg - NONE	Runway Status - UNK/NR	
Obstructions to Vision- NONE				
Precipitation - NONE				
Condition of Light - DAYLIGHT				
-----Personnel Information-----				
Pilot-In-Command	Age - 60	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT		
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)		
PRIVATE	Current - YES	Total - 543	Last 24 Hrs - 0	
SE LAND	Months Since - 2	Make/Model- 51	Last 30 Days- UNK/NR	
	Aircraft Type - UNK/NR	Instrument- 0	Last 90 Days- 87	
Instrument Rating(s) - NONE				
-----Narrative-----				
DRG AN ATTEMPTED START, THE ENG BACKFIRED & AN INDUCTION FIRE STARTED. HOWEVER, THE PLT DID NOT CONTINUE CRANKING THE ENG. STRONG SURFACE WINDS INHIBITED THE EFFECTIVENESS OF THE ACFT'S PORTABLE FIRE EXTINGUISHER. THE PLT THEN ATTEMPTED TO USE AN EXTINGUISHER FROM THE HANGAR, BUT IT WAS UNSERVICEABLE. BY THE TIME THE CRASH/FIRE/RESCUE UNITS ARRIVED, THE ACFT WAS SUBSTANTIALLY DAMAGED.				

Brief of Accident (Continued)

File No. - 1589

11/08/86

BELLINGHAM, WA

A/C Reg. No. N2654G

Time (Lcl) - 1200 PST

Occurrence FIRE

Phase of Operation STANDING - STARTING ENGINE(S)

Finding(s)

1. FUEL SYSTEM, CARBURETOR - FIRE
 2. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND
 3. WEATHER CONDITION - HIGH WIND
 4. FIRE EXTINGUISHING EQUIPMENT - INADEQUATE -
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1588 11/13/86 WINLOCK,WA A/C Reg. No. N1089D Time (Lcl) - 1630 PST

-----Basic Information-----

Type Operating Certificate-EXTERNAL LOAD

Type of Operation -OTHER WORK USE
Flight Conducted Under -14 CFR 133
Accident Occurred During -MANEUVERING

Aircraft Damage
SUBSTANTIAL

Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - HUGHES 369D
Landing Gear - SKID
Max Gross Wt - 3550
No. of Seats - 1

Eng Make/Model - ALLISON 250-C20B
Number Engines - 1
Engine Type - TURBOSHAFT
Rated Power - 375 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- VARIABLE/005 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds -
Lowest Ceiling - 2000 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DUSK

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,ATP,CFI
SE LAND,ME LAND
HELICOPTER

Age - 38
Biennial Flight Review

Current - YES
Months Since - 6
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)

Total	- 10080	Last 24 Hrs	- 5
Make/Model-	1111	Last 30 Days-	UNK/NR
Instrument-	195	Last 90 Days-	101
Multi-Eng -	70	Rotorcraft -	8610

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT WAS LOADING XMAS TREES FROM A FARM TO A TRUCK. HE HAD JUST RELEASED A LOAD AND WAS EN ROUTE BACK TO THE PICKUP AREA WHEN THE EMPTY LONG-LINE SLING CONTACTED TREETOPS. THE SLING REBOUNDED INTO THE TAIL ROTOR & DAMAGED THE GEAR BOX WHICH RESULTED IN LOSS OF CONTROL. THE PLT INITIATED AN AUTOROTATIVE LANDING, BUT THE HELICOPTER TOUCHED DOWN HARD.

Brief of Accident (Continued)

File No. - 1588

11/13/86

WINLOCK,WA

A/C Reg. No. N1089D

Time (Lcl) - 1630 PST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)

1. PICK-UP EQUIPMENT - OTHER
2. MISCELLANEOUS EQUIPMENT - IMPROPER USE OF - PILOT IN COMMAND
3. OBJECT - TREE(S)
4. CLEARANCE - MISJUDGED - PILOT IN COMMAND

Occurrence #2 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

5. ROTOR DRIVE SYSTEM, TAIL ROTOR GEAR BOX(90 DEG) - FOREIGN OBJECT DAMAGE

Occurrence #3 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

6. AIRCRAFT HANDLING - NOT POSSIBLE -

Occurrence #4 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

7. AUTOROTATION - ATTEMPTED - PILOT IN COMMAND

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) 2,4

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1569 7/26/86 MIDDLETON,WI A/C Reg. No. N2444N Time (Lcl) - 1425 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries			None
Type of Operation -INSTRUCTIONAL	Fire	Crew	0	0	2	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During -TAKEOFF						

-----Aircraft Information-----

Make/Model - PIPER PA-38-112	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 112 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NWS	Last Departure Point	ON AIRSTRIP
Method - UNK/NR	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LOCAL	MOREY
Wind Dir/Speed- 180/006 KTS	ATC/Airspace	Runway Ident - 18
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2260/ 135
Lowest Sky/Clouds - 2700 FT SCATTERED	Type of Clearance - VFR	Runway Surface - GRASS/TURF
Lowest Ceiling - 7000 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 - 24	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 320
SE LAND	Months Since - 2	Make/Model- 55
	Aircraft Type - UNK/NR	Instrument- 44
		Multi-Eng - 3
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 64

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE CFI AND STUDENT HAD BEEN PRACTICING TOUCH-AND-GO'S AND HAD JUST MADE A FULL STOP LANDING. THE CFI REPORTED THAT DURING A SUBSEQUENT SOFT FIELD TAKEOFF, ACCELERATION SEEMED A LITTLE SLOW, AND AFTER LIFT-OFF, THE AIRCRAFT SEEMED TO STOP ACCELERATING ALTOGETHER. REPORTEDLY, THE STALL WARNING SYSTEM BEEPED A FEW TIMES AND THE AIRCRAFT SUBSEQUENTLY STRUCK UNEVEN TERRAIN (A ROAD) AND CRASHED. THE CFI ALSO REPORTED PRACTICING SOFT FIELD TAKEOFFS IN THE SAME AIRCRAFT JUST PRIOR TO THIS LESSON. AN INSPECTION DID NOT REVEAL ANY DEFECTS WITH THE AIRCRAFT. THE CFI HAD A TOTAL OF ONLY 320 HOURS OF FLYING TIME.

Brief of Accident (Continued)

File No. - 1569

7/26/86

MIDDLETON,WI

A/C Reg. No. N2444N

Time (Lcl) - 1425 CDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. LIFT-OFF - PREMATURE -
2. AIRSPEED - NOT OBTAINED -
3. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
4. IMPROPER USE OF PROCEDURE,LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - 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

Factor(s) relating to this accident is/are finding(s) 4

Brief of Accident

-----Narrative-----
WHILE LANDING, THE PLT FAILED TO MAINTAIN DIRECTIONAL CONTROL. SUBSEQUENTLY, THE ACFT WENT OFF THE RIGHT SIDE OF THE RWY AND ENTERED A SKID. THE LEFT MAIN GEAR COLLAPSED. THEN THE NOSE GEAR COLLAPSED.

Brief of Accident (Continued)

File No. - 1572

7/27/86

WINNECONNE,WI

A/C Reg. No. N4865V

Time (Lc1) - 0930 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 3. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

4. LANDING GEAR,MAIN GEAR - OVERLOAD
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1564	8/22/86	LODI, WI	A/C Reg. No. N2430E	Time (Lcl) - 1550 CDT
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----Basic Information----				
Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries	
		SUBSTANTIAL	Fatal	Serious Minor None
Type of Operation	-INSTRUCTIONAL	Fire	Crew 0	0 0 2
Flight Conducted Under	-14 CFR 91	NONE	Pass 0	0 0 0
Accident Occurred During	-APPROACH			
<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	- 1670	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	OFF AIRPORT/STRIP	
Method	- N/A	MADISON, WI		
Completeness	- N/A	Destination	Airport Data	
Basic Weather	- VMC	LOCAL		
Wind Dir/Speed	- 200/010 KTS	ATC/Airspace	Runway Ident	- N/A
Visibility	- 10.0 SM	Type of Flight Plan	Runway Lth/Wid	- N/A
Lowest Sky/Clouds	- 4200 FT SCATTERED	Type of Clearance	Runway Surface	- N/A
Lowest Ceiling	- NONE	Type Apch/Lndg	Runway Status	- N/A
Obstructions to Vision	- NONE		SIMULATED FORCED LANDING	
Precipitation	- NONE		GO AROUND	
Condition of Light	- DAYLIGHT			
<hr/>				
----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 - 1094	Last 24 Hrs - 3	
SE LAND	Months Since - 9	Make/Model - 529	Last 30 Days - UNK/NR	
	Aircraft Type - UNK/NR	Instrument - 64	Last 90 Days - 226	
<hr/>				
Instrument Rating(s) - AIRPLANE				
<hr/>				
----Narrative----				
DURING A PRACTICE EMERGENCY LANDING APPROACH, THE INSTRUCTOR TOLD THE STUDENT TO GO AROUND AT AN ALTITUDE OF ABOUT 600 FEET AGL. THE STUDENT FAILED TO ADD POWER AND PULLED THE YOKE ALL THE WAY BACK. THE AIRCRAFT THEN STALLED. THE INSTRUCTOR TOOK CONTROL, LOWERED THE NOSE AND ADDED POWER, BUT DURING THE PULL-OUT, THE LEFT WING STRUCK CORN IN A FIELD, THEN SPUN AROUND & STRUCK THE GROUND.				
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Brief of Accident (Continued)

File No. - 1564

8/22/86

LODI, WI

A/C Reg. No. N2430E

Time (Lc1) - 1550 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

1. EMERGENCY PROCEDURE - SIMULATED -
2. GO-AROUND - INITIATED -
3. MANEUVER - ATTEMPTED - DUAL STUDENT
4. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - DUAL STUDENT
5. AIRSPEED - INADEQUATE - DUAL STUDENT
6. STALL - INADVERTENT - DUAL STUDENT

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

7. TERRAIN CONDITION - CROP
8. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND(CFI)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,6,8

Factor(s) relating to this accident is/are finding(s) 4,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1565 8/24/86 CLINTONVILLE, WI A/C Reg. No. N2352N Time (Lcl) - 1100 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Injuries			
Type of Operation -INSTRUCTIONAL	Fire	Fatal	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Crew 0	0	0	1
Accident Occurred During -APPROACH		Pass 0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-38-112	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 112 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	MONTICELLO, IN	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	CLINTONVILLE, WI	Runway Ident - N/A
Wind Dir/Speed- 360/011 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 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 - 10000 FT BROKEN	Type Apch/Lndg - UNK/NR	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 20	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 27
	Months Since - N/A	Make/Model- 27
	Aircraft Type - N/A	Instrument- 1
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 27

Instrument Rating(s) - NONE

-----Narrative-----

FOLLOWING AT LEAST THREE SUCCESSFUL PRACTICE LOW APPROACHES TO A FARM FIELD, THE STUDENT PILOT CLIMBED OVER A SMALL WOODED AREA AND DID A 180 DEGREE TURN TO PERFORM AN APPROACH TO ANOTHER FIELD. HE FLEW DOWN TO WITHIN 20 FEET OF THE GROUND, THEN APPLIED FULL POWER TO CLIMB BACK UP. DURING THE GO-AROUND, HIS RIGHT WING STRUCK THE HIGHEST LINE OF A POWER LINE ARRAY AT THE END OF THE FIELD. THE AIRCRAFT YAWED AND LOST ALTITUDE; HOWEVER, THE STUDENT RECOVERED AND LANDED UNEVENTFULLY AT AN AIRFIELD ABOUT 15 MILES AWAY.

Brief of Accident (Continued)

File No. - 1565

8/24/86

CLINTONVILLE,WI

A/C Reg. No. N2352N

Time (Lcl) - 1100 CDT

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
2. IMPROPER DECISION,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
3. IMPROPER DECISION,OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
4. PLANNED APPROACH - SIMULATED - PILOT IN COMMAND
5. OBJECT - WIRE,TRANSMISSION
6. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 6

Factor(s) relating to this accident is/are finding(s) 1,2,3,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1568	11/02/86	BALDWIN, WI	A/C Reg. No. N4196N	Time (Lcl) - 1025 CST
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----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Injuries			
	NONE		Fatal	Serious	Minor
Type of Operation -BUSINESS	Fire	Crew	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	1	0
Accident Occurred During -LANDING					None
					1
					5

----Aircraft Information----

Make/Model - RAVEN S-66A	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 - 2500	Engine Type - N/A	
No. of Seats - UNK/NR	Rated Power - N/A	

----Environment/Operations Information----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	LAKE LAND, MN	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	BALDWIN
Wind Dir/Speed- 340/010 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 23000 FT	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 23000 FT OVERCAST	Type Apch/Lndg - FULL STOP	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

----Personnel Information----

Pilot-In-Command	Age - 36	Medical Certificate - NO MEDICAL		
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)		
COMMERCIAL	Current - YES	Total - 249	Last 24 Hrs - 1	
FREE BALLOON	Months Since - 5	Make/Model- 70	Last 30 Days- UNK/NR	
	Aircraft Type - UNK/NR	Instrument- 0	Last 90 Days- 46	

Instrument Rating(s) - NONE

----Narrative----

WHILE LANDING, THE PASSENGERS WERE INSTRUCTED TO STAY TO THE SIDE OF THE BASKET AND HOLD ON. HOWEVER, ONE PASSENGER MOVED TOWARD THE CENTER OF THE BASKET AND HIT A VIDEO CAMERA WITH HER LEG. DURING THE OCCURRENCE, HER LEG WAS FRACTURED BETWEEN THE KNEE AND ANKLE.

Brief of Accident (Continued)

File No. - 1568

11/02/86

BALDWIN,WI

A/C Reg. No. N4196N

Time (Lcl) - 1025 CST

Occurrence HARD LANDING
Phase of Operation LANDING

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
2. SUPERVISION - INADEQUATE - PILOT IN COMMAND
3. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PASSENGER
4. RECOVERY FROM BOUNCED 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. - 1583	7/28/86	BRIDGEPORT, WV	A/C Reg. No. N96701	Time (Lcl) - 0533 EDT
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-----Basic Information-----				
Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage DESTROYED	Injuries	
Type of Operation	-POSITIONING	Fire	Fatal	Serious
Flight Conducted Under	-14 CFR 91	NONE	Crew 2	0
Accident Occurred During	-APPROACH		Pass 0	0
				Minor 0
				None 0
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-----Aircraft Information-----				
Make/Model	- CESSNA 172	Eng Make/Model	- LYCOMING O-320-D2J	ELT Installed/Activated
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	- YES/NO
Max Gross Wt	- 2300	Engine Type	- RECIPROCATING-CARBURETOR	Stall Warning System
No. of Seats	- 4	Rated Power	- 150 HP	- YES
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-----Environment/Operations Information-----				
Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- FSS	Last Departure Point	OFF AIRPORT/STRIP	
Method	- IN PERSON	LOUISVILLE, KY		
Completeness	- FULL	Destination	Airport Data	
Basic Weather	- IMC	CLARKSBURG, WV	BENEBAUM AIRPORT	
Wind Dir/Speed	- 150/002 KTS	ATC/Airspace	Runway Ident - 21	
Visibility	- .125 SM	Type of Flight Plan	Runway Lth/Wid - 5198/ 150	
Lowest Sky/Clouds	-	Type of Clearance	Runway Surface - ASPHALT	
Lowest Ceiling	- OBSCURED	Type Apch/Lndg	Runway Status - DRY	
Obstructions to Vision	- FOG			
Precipitation	- NONE			
Condition of Light	- NIGHT(DARK)			
<hr/>				
-----Personnel Information-----				
Pilot-In-Command	Age - 24	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT		
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)		
COMMERCIAL	Current - YES	Total	- 1300	Last 24 Hrs - UNK/NR
SE LAND	Months Since - 6	Make/Model	- UNK/NR	Last 30 Days - UNK/NR
	Aircraft Type - C-172	Instrument	- 155	Last 90 Days - UNK/NR
		Multi-Eng	- UNK/NR	Rotorcraft - UNK/NR
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Instrument Rating(s) - AIRPLANE				
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-----Narrative-----				
<p>THE AIRCRAFT COLLIDED WITH A TREE WHILE ON FINAL APPROACH TO RUNWAY 21. THE FLIGHT HAD BEEN CLEARED FOR THE APPROACH AFTER THE PILOT REPORTED HAVING THE AIRPORT IN SIGHT. THERE WAS NO CURRENT WEATHER OBSERVATION AVAILABLE AT THAT TIME, BUT A LOCAL AIR TAXI OPERATOR REPORTED THAT AT 0610 EDT, THE WX WAS, IN PART: 200 FT OBSCD, VISIBILITY 1/8 MI. THE APPROACH PROCEDURE REQUIRED THAT THE PILOT USE THE MORGANTOWN ALTITUDE SETTING AND ADD 100 FEET TO THE DECISION HEIGHT. THE AIRCRAFT CRASHED ABOUT 2-1/2 MILES SHORT OF THE RUNWAY. THE DECISION HEIGHT FOR THE APPROACH WAS 1700 FEET MSL. THE AIRPORT ELEVATION WAS 1203 FT. THE CRASH SITE WAS AT APRX THE SAME ELEVATION AS THE ARPT. NO PREIMPACT PART FAILURE OR MALFUNCTION WAS EVIDENT. THE FLT PLAN INDICATED THAT THE PERSON IN THE COPILOT'S SEAT WAS THE PIC.</p>				

Brief of Accident (Continued)

File No. - 1583

7/28/86

BRIDGEPORT, WV

A/C Reg. No. N96701

Time (Lc1) - 0533 EDT

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. WEATHER CONDITION - LOW CEILING
3. WEATHER CONDITION - FOG
4. WEATHER CONDITION - BELOW APPROACH MINIMUMS
5. IFR PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND
6. DECISION HEIGHT - NOT USED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,6

Factor(s) relating to this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1575	8/03/86	LARAMIE, WY	A/C Reg. No. N30196	Time (Lcl) - 1145 MDT
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-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Injuries			
	DESTROYED	Fatal	Serious	Minor	None
Type of Operation - FERRY	Fire	Crew 0	0	1	0
Flight Conducted Under -14 CFR 91	ON GROUND	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - WACO UPF-7	Eng Make/Model - CONTINENTAL W-670-6	ELT Installed/Activated - UNK/NR
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - UNK/NR	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 220 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	STOWE, VT	Runway Ident - N/A
Wind Dir/Speed- 140/005 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 60.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 4000 FT SCATTERED	Type of Clearance - VFR	Runway Status - N/A
Lowest Ceiling - 25000 FT BROKEN	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 52	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 5955
SE LAND, ME LAND	Months Since - 23	Make/Model- 32
GLIDER	Aircraft Type - UNK/NR	Instrument- 334
		Multi-Eng - 4909
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 232

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT A FLT FROM CALIFORNIA TO LARAMIE WAS UNEVENTFUL. THE ACFT WAS THEN REFUELED AND HE DEPARTED TO THE EAST. SHORTLY AFTER TAKEOFF, THE ENGINE BEGAN TO LOSE POWER AND THE COCKPIT FILLED WITH SMOKE. THE PLT EXECUTED AN EMERGENCY LANDING NEXT TO INTERSTATE 80. DURING THE ROLLOUT, THE RIGHT MAIN GEAR SEPARATED. THE ACFT THEN SLID INTO A DITCH, CAME TO REST AND BURNED. A POST CRASH FIRE DESTROYED THE ACFT. THE REASON FOR THE LOSS OF PWR, SMOKE IN THE COCKPIT AND THE ORIGIN OF FIRE COULD NOT BE DETERMINED.

Brief of Accident (Continued)

File No. - 1575

8/03/86

LARAMIE,WY

A/C Reg. No. N30196

Time (Lc1) - 1145 MDT

Occurrence #1 LOSS OF POWER
Phase of Operation CLIMB

Finding(s)

1. MISCELLANEOUS - UNDETERMINED
 2. FUSELAGE,CREW COMPARTMENT - SMOKE
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - ROUGH/UNEVEN
 4. TERRAIN CONDITION - DITCH
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

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. - 1420	8/09/86	TEN SLEEP, WY	A/C Reg. No. N4016F	Time (Lcl) - 1330 MDT
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-----Basic Information-----				
Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		
Type of Operation	-PERSONAL	DESTROYED	Fatal	Injuries
Flight Conducted Under	-14 CFR 91	Fire	0	Serious
Accident Occurred During	-LANDING	NONE	1	Minor
				None
<hr/>				
-----Aircraft Information-----				
Make/Model	- CESSNA 172	Eng Make/Model	- CONTINENTAL D-300-D	ELT Installed/Activated
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	- YES/YES
Max Gross Wt	- 2200	Engine Type	- RECIPROCATING-CARBURETOR	Stall Warning System
No. of Seats	- 4	Rated Power	- 145 HP	- YES
<hr/>				
-----Environment/Operations Information-----				
Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP	
Method	- N/A	CHADRON, NE		
Completeness	- N/A	Destination	Airport Data	
Basic Weather	- VMC	THERMOPOLIS, WY		
Wind Dir/Speed	- 280/006 KTS	ATC/Airspace	Runway Ident	- N/A
Visibility	- 40.0 SM	Type of Flight Plan	Runway Lth/Wid	- N/A
Lowest Sky/Clouds	- 8000 FT SCATTERED	Type of Clearance	Runway Surface	- DIRT
Lowest Ceiling	- NONE	Type Apch/Lndg	Runway Status	- HIGH VEGETATION
Obstructions to Vision	- NONE			
Precipitation	- NONE			
Condition of Light	- DAYLIGHT			
<hr/>				
-----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	- 257	Last 24 Hrs - 5
SE LAND	Months Since - 1	Make/Model	- 257	Last 30 Days - UNK/NR
	Aircraft Type - C-172	Instrument	- 5	Last 90 Days - 16
<hr/>				
Instrument Rating(s) - NONE				
<hr/>				
-----Narrative-----				
THE PLT BECAME LOST/DISORIENTED AND INADVERTENTLY ENTERED THE NARROW CANYON IN A MOUNTAIN PASS. HE ATTEMPTED TO LAND ON A PUBLIC HIGHWAY AT 7,500 FEET MSL WHEN IT BECAME APPARENT THE ACFT WOULD NOT CLIMB FAST ENOUGH TO CLEAR RAPIDLY RISING TERRAIN AND THAT IT WAS NOT POSSIBLE TO REVERSE COURSE IN THE NARROW PASS. ON SHORT FINAL THE PLT OBSERVED VEHICULAR TRAFFIC APPROACH FROM AROUND A SWITCHBACK CURVE AND VEERED OFF THE HIGHWAY WHERE THE ACFT IMPACTED STEEP, ROCKY TERRAIN.				
<hr/>				

Brief of Accident (Continued)

File No. - 1420

8/09/86

TEN SLEEP,WY

A/C Reg. No. N4016F

Time (Lc1) - 1330 MDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
3. TERRAIN CONDITION - MOUNTAINOUS/HILLY
4. TERRAIN CONDITION - RISING
5. PRECAUTIONARY LANDING - ATTEMPTED - PILOT IN COMMAND
6. AIRCRAFT PERFORMANCE,CLIMB CAPABILITY - EXCEEDED
7. PROPER CLIMB RATE - 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

Factor(s) relating to this accident is/are finding(s) 3,4,7

EMBRY-RIDDLE AERO U. DAYTONA BEACH



3 1745 00065 7521

NTSB/AAB-87/10

Aircraft Accident Briefs - Brief
Format - U.S. Civil and Foreign
Aviation - Calendar Year 1986 - Issue
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