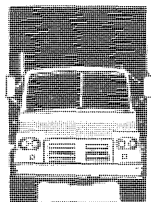
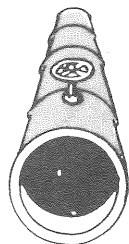
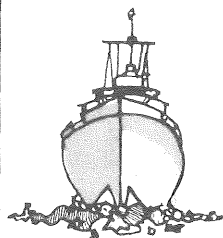
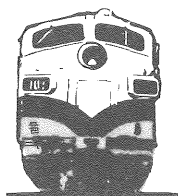
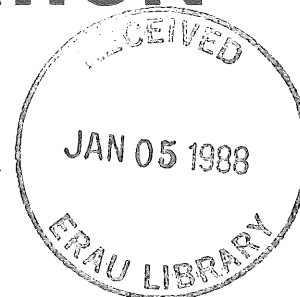


AAB
87/11

PB87-916911



NATIONAL TRANSPORTATION SAFETY BOARD



WASHINGTON, D.C. 20594

AIRCRAFT ACCIDENT REPORTS

**BRIEF FORMAT
U.S. CIVIL AND FOREIGN AVIATION
ISSUE NUMBER 9 OF 1986 ACCIDENTS**

NTSB / AAB-87/11

UNITED STATES GOVERNMENT

TECHNICAL REPORT DOCUMENTATION PAGE

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		14. Sponsoring Agency Code	
15. Supplementary Notes			
16. Abstract <p>This publication contains selected aircraft accident reports in Brief Format occurring in U.S. civil and foreign aviation operations during Calendar Year 1986. Approximately 200 General Aviation and Air Carrier accidents contained in this publication represent a random selection. This publication is issued irregularly, normally eighteen times each year. The Brief Format represents the facts, conditions, circumstances and probable cause(s) for each accident.</p> <p>File Numbers: 1601 through 1800</p>			
17. Key Words Aviation accident, probable cause, findings, certificate/rating, injuries, type of accident, type operating certificate, flight conducted under, accident occurred during, aircraft damage, basic weather		18. Distribution Statement This document is available to the public through the National Technical Information Service, Springfield, Virginia 22161	
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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 9

CALENDAR YEAR 1986

File Order Listing - Issue No. 9, 1986

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
1601	23TT	082486	KENT, WA	PIPER	PA-18-150	NONE	368
1602	63302	083186	AZTEC, NM	CESSNA	172	NONE	250
1603	3643Q	072486	RALEIGH, NC	PIPER	PA-60-600	FATAL	222
1604	25803	082686	BENSON, NC	PIPER	J3C-65	SERIOUS	226
1605	4519U	072386	SURFSIDE BEACH, SC	CESSNA	150	MINOR	298
1606	7BU	011786	VALLEY VIEW, TX	BEECH	M-35	FATAL	310
1607	64533	122186	CHICO, CA	CESSNA	172M	MINOR	72
1608	3381G	032986	SEAGOVILLE, TX	LOCKHEED	L-402-2 (L	FATAL	314
1609	8338V	110386	PAISLEY, OR	CHAMPION	7ECA	MINOR	292
1610	3539K	061386	HUFFMAN, TX	PIPER	PA-31-350	FATAL	320
1611	114BH	060286	PETERSON, AL	MESSER SCHMI	BO-105C	FATAL	14
1612	15FW	091386	GRIFFIN, GA	SCHLEICHER	ASW-19B	MINOR	132
1613	9351R	090686	SCREVEN, GA	CESSNA	A188B	NONE	130
1614	8575V	090586	BIG DELTA, AK	CHAMPION	8GCBC	NONE	8
1615	7156Z	071986	ANCHORAGE, AK	PIPER	PA-18	NONE	6
1616	100KL	090786	PORT ALSWORTH, AK	DEHAVILLAND	DHC-2	NONE	10
1617	124PK	100586	RAYMOND, MS	GRIFFIN	STAR-LITE	FATAL	212
1618	320SD	051786	VAN NUYS, CA	CESSNA	320D	FATAL	40
1619	118PC	072786	LLANO, CA	CHERRY	HP16	FATAL	56
1621	3855G	033186	TECUMSEH, MI	CESSNA	U-206B	NONE	186
1622	7734K	053186	ROLLING PRAIRIE, IN	PIPER	PA-20	SERIOUS	162
1623	96336	060786	KETCHIKAN, AK	TAYLORCRAFT	BCM-12D-85	MINOR	4
1624	11VH	061286	ZILLAH, WA	BELL	47G-2	NONE	358
1625	4865L	092386	CLEWISTON, FL	CESSNA	152II	FATAL	86
1626	3683N	113086	PAINESVILLE, OH	MOONEY	M20G	MINOR	272

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1627	83F	090186	LAS VEGAS, NM	CESSNA	182D	FATAL	252
1628	1629H	082686	HAWTHORNE, FL	GRUMMAN	G-44A	MINOR	84
1629	4151Y	082486	SANDPOINT, ID	BELLANCA	7ECA	NONE	148
1630	7062P	110286	SILLOAM SPRINGS, AR	PIPER	PA-24	FATAL	28
1631	6641A	013186	SUNDERLAND, MA	BEECHCRAFT	E-55	FATAL	176
1632	8316Q	091186	HOLYOKE, MA	CESSNA	U206F	SERIOUS	184
1633	9347M	112186	ARCOLA, TX	MOONEY	M20E	FATAL	334
1634	1970Y	120186	KERRVILLE, TX	MOONEY	M20D	SERIOUS	340
1635	5809G	120686	GEORGETOWN, TX	CESSNA	150K	NONE	342
1636	8456X	122086	LUBBOCK, TX	PIPER	PA-34-220T	NONE	346
1637	3905G	083086	GRAND ISLE, GM	BELL	206L-1	SERIOUS	142
1638	3578L	092886	SULPHUR, OK	CESSNA	150F	MINOR	280
1639	8970F	102486	MONAHANS, TX	HUGHES	269C	MINOR	324
1640	8532M	110186	CLARENDON, TX	BEECHCRAFT	P-35	MINOR	326
1641	22968	110286	PORTLAND, TX	CESSNA	150H	NONE	328
1642	16772	111186	GALVESTON, TX	BELL	206L	MINOR	332
1643	39944	070986	PASO ROBLES, CA	PIPER	PA-32RT-30	NONE	46
1644	6578S	100586	PECULIAR, MO	CESSNA	150J	NONE	210
1645	11842	121686	HOMESTEAD, FL	CESSNA	150L	NONE	110
1646	20816	111486	CEDAR KEY, FL	PIPER	PA-32R	NONE	102
1647	22JE	082386	GARLAND, TX	ERICKSON	S-1	NONE	322
1649	9731N	111686	BAY ST. LOUIS, MS	HICKHAM	TWINSTAR	NONE	214
1650	CGHGF	080386	MOSINEE, WI	PIPER	PA-20-115	NONE	378
1651	9253Y	010486	NORCO, LA	PIPER	PA-31P-350	FATAL	174
1652	80591	080186	PERRYSVILLE, IN	GLOBE	GC-1B	NONE	164

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1653	8996Z	091486	YPSILANTI, MI	CESSNA	310G	NONE	194
1654	6442F	111686	NICOLLET, MN	CESSNA	150F	NONE	204
1655	4394J	080486	MENOMINEE, MI	PIPER	PA-28-140	MINOR	190
1656	117CL	121486	GULFPORT, MS	CHRISTEN	PITTS S-2B	NONE	216
1657	3059	110186	NEW SMYRNA BCH, FL	BUSHY	MM-1	FATAL	90
1659	4804S	032886	HENRYVILLE, IN	PIPER	PA-32-260	SERIOUS	160
1660	545JS	083086	ROME, GA	BENHAM	MIDGET MUS	NONE	124
1661	5891C	083086	AKRON, OH	BEECH	C35	NONE	262
1662	3986N	081686	HILLSVILLE, VA	MOONEY	M20C	SERIOUS	352
1663	313RR	112286	AUGUSTA, GA	MULLINAX	KR-2	NONE	140
1664	44245	092986	TOWN CREEK, AL	AIR TRACTOR	AT-301	NONE	18
1665	54067	100886	EAST LIVERPOOL, OH	CESSNA	172P	MINOR	266
1666	114CM	061686	JACKSON, WY	BEECH	C90A	FATAL	382
1667	757ZE	011086	SALT LAKE CITY, UT	CESSNA	152	SERIOUS	348
1668	37359	110686	TAMPA, FL	CESSNA	421C	NONE	96
1669	2107C	110686	MARATHON, FL	PIPER	PA-23-250	NONE	98
1670	39068	090586	LAVONIA, GA	LUSCOMBE	8C	FATAL	128
1671	22144	082986	ROME, GA	CESSNA	150H	NONE	122
1672	6330G	120686	APOLLO BEACH, FL	CESSNA	150K	MINOR	106
1673	260A	052986	DICKSON, TN	SMITH	AEROSTAR 6	FATAL	302
1674	2279Q	121886	HOLLYWOOD, FL	PIPER	PA-32R-300	NONE	112
1675	1268Z	060786	KENOSHA, WI	BEECH	55	NONE	374
1676	6123U	110186	JACKSONVILLE, FL	CESSNA	210	SERIOUS	88
1677	333RS	061886	MOSQUERO, NM	BEECH	A36	FATAL	248
1678	6663G	092586	CRAWFORD, CO	CESSNA	340A	FATAL	76

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1679	3287J	090486	SMITHVILLE, TN	CESSNA	150G	NONE	304
1680	31588	071486	CHICAGO, IL	PIPER	PA-28R-201	NONE	150
1681	8404X	082986	BEMENT, IL	CESSNA	172C	NONE	154
1682	562T	092886	SHELBYVILLE, IN	BEECH	BE-95-55	NONE	166
1683	12619	090586	MONROE, GA	CESSNA	172M	MINOR	126
1684	7709U	112786	AMARILLO, TX	CESSNA	172C	MINOR	336
1684	5508J	112786	AMARILLO, TX	BELLANCA	7GCBC	MINOR	338
1685	7121Z	080686	CLEAR LAKE, SD	PIPER	PA-25-235	SERIOUS	300
1686	6184D	110686	HONOLULU, HI	CESSNA	172N	NONE	144
1687	8259E	031386	WILLIAMSTOWN, NJ	PIPER	PA-28-181	FATAL	242
1688	78L	110886	BROOKSVILLE, FL	BEECH	A100	MINOR	100
1694	1420Q	100886	EAST JORDAN, MI	CESSNA	150L	NONE	196
1695	142AS	100886	WHITE BEAR LAKE, MN	BLANIK	L-13	NONE	202
1696	95614	120586	VERGENNS, IL	CESSNA	152	SERIOUS	158
1697	8556M	080786	EDEN PRAIRIE, MN	ROBINSON	R22A	NONE	198
1698	22755	012486	STRONGSVILLE, OH	CESSNA	150H	SERIOUS	254
1699	4831A	082186	COALINGA, CA	CESSNA	P210N	NONE	60
1700	3879V	091586	PORTERVILLE, CA	CESSNA	195	NONE	64
1701	917Q	091386	THERMAL, CA	BEECH	35-B33	NONE	62
1702	3899V	072886	RAMONA, CA	CESSNA	195	NONE	58
1703	99QB	091986	ST. JOHNS, AZ	FORBES-WOLFR	DSA-1M	NONE	36
1704	22SD	100486	GOLETA, CA	GILLON	QUICKIE Q2	NONE	66
1705	3627K	062986	PLEASANT GROVE, CA	PIPER	J3C-65	NONE	44
1706	5420M	062586	SCOTTSDALE, AZ	BEECH	B-19	NONE	32
1707	63437	062286	SANTA PAULA, CA	CESSNA	150M	NONE	42

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1708	704GW	071086	SUNNYMEAD, CA	CESSNA	150M	NONE	48
1709	192AP	040686	LANSING, MI	PERKINS	VIKING DRA	NONE	188
1710	5488B	100586	WEST CHICAGO, IL	CESSNA	152	NONE	156
1711	707HB	091786	ST. PAUL, MN	PIPER	PA-31-310	NONE	200
1712	5196W	021786	DULCE, NM	CESSNA	P210N	FATAL	246
1713	984B	062586	LISBON, OH	BELL	47G2	FATAL	256
1714	380LA	122386	NEW PHILADELPHI, OH	CESSNA	172G	NONE	274
1715	4892G	090686	FUGUAY-VARINA, NC	CESSNA	172N	MINOR	228
1716	720BC	101186	CATHERINE, AL	CESSNA	305C	SERIOUS	20
1718	111TR	061486	FENTON, MO	ROBBINS	ACRO-DUSTE	FATAL	208
1719	111T	072786	GRASS VALLEY, CA	NAVION	A	NONE	54
1720	76553	072086	FLAGSTAFF, AZ	CESSNA	140	NONE	34
1721	3195L	071886	STOCKTON, CA	CESSNA	310J	NONE	50
1722	8449X	101986	MICHIGAN BAR, CA	CESSNA	172C	SERIOUS	68
1723	151CD	122286	OCALA, FL	MAULE	M-7-235	MINOR	114
1724	737ZB	122386	SARASOTA, FL	CESSNA	172N	SERIOUS	116
1725	11185	112586	FRESNO, CA	CESSNA	150L	MINOR	70
1726	5561P	122786	PEORIA, AZ	RAVEN	S55A/AX7	SERIOUS	38
1727	6655V	082186	WEST GREEN, GA	BELLANCA	17-30	FATAL	120
1728	8156E	061486	GLENDALE, AZ	PIPER	PA-28-181	NONE	30
1729	28SW	050486	ALMOSA, CO	BOEING	737-200	SERIOUS	74
1730	7592W	072686	FARGO, ND	PIPER	PA-28-180	NONE	236
1731	182LM	121286	ST. CLOUD, FL	CESSNA	182P	SERIOUS	108
1732	79069	072086	RANDOM LAKE, WI	CESSNA	172K	FATAL	376
1733	37171	110486	BRANDON, FL	BALLOON WORK	FIREFLY 8-	SERIOUS	92

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1734	5041W	072286	DOZIER, AL	PIPER	PA-28-160	NONE	16
1735	78261	080886	BOWLING GREEN, KY	TEMCO	GC-1B	NONE	172
1736	547EZ	090686	WILKESBORO, NC	ELLIS	VARI-EZE	MINOR	230
1737	3969E	121586	LAKE VILLAGE, IN	AERONCA	11BC	NONE	168
1738	44215	090786	ELKIN, NC	TAYLORCRAFT	BC12-D	MINOR	232
1739	6093N	112186	WAVERLY, TN	BEECH	BE-19A	MINOR	306
1740	5917T	072386	SAN DIEGO, CA	CESSNA	150D	FATAL	52
1741	9574S	071186	NEWBURYPORT, MA	CHAMPION	7GCAA	NONE	180
1742	43792	070586	WEST DOVER, VT	PIPER	PA-28R-201	MINOR	354
1743	5661N	062286	ARDARA, PA	MAULE AIR	MX7-235	NONE	296
1744	1166B	062086	BARKHANSTEAD, CT	LUSCOMBE	8A	NONE	80
1745	4237D	070686	FALL RIVER, MA	HUGHES	500A	NONE	178
1746	2320S	070486	MANVILLE, NJ	CESSNA	T210C	NONE	244
1747	333TE	072686	BOSTON, MA	GRUMMAN	AA-5A	SERIOUS	182
1748	2BT	101986	LITTLE ROCK, AR	CESSNA	501	NONE	26
1749	51726	051186	TURNAGAIN, AK	ENSTROM	F28C	FATAL	2
1750	5722S	091786	CHARDON, OH	SCHWEIZER	SGS 2-33	MINOR	264
1751	5162M	101786	MIDDLEFIELD, OH	BEECH	C23	NONE	268
1752	9513P	091786	PLYMOUTH, NC	PIPER	PA-25-235	SERIOUS	234
1753	3056A	072786	OGDEN, UT	CESSNA	170B	NONE	350
1754	319ER	091386	ERIE, ND	RARSCH	RV-4	SERIOUS	238
1755	7190S	122786	HARRISON, OH	CESSNA	150H	NONE	276
1756	1770M	070386	CHERRY POINT, NC	CESSNA	337F	NONE	220
1757	35DH	110986	LA PORTE, TX	HOUK	PITTS S1-S	SERIOUS	330
1758	95913	082186	CUSICK, WA	TAYLORCRAFT	BC12-D	MINOR	362

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1759	12135	091386	RED'S HORSE RAN, OR	CESSNA	172 M	NONE	290
1760	2696U	081386	PRAIRIE CITY, OR	CESSNA	340	NONE	282
1761	4694K	082386	WEIPPE, ID	CESSNA	182	SERIOUS	146
1762	26RW	081586	RICHLAND, WA	WISE	OR-71-B	MINOR	360
1763	10LH	082786	KELSO, WA	HEGSTED	S16B	NONE	370
1764	5159T	083086	TYGH VALLEY, OR	BELLANCA	7ECA	MINOR	288
1765	85KB	082486	MOUNT VERNON, WA	BRENNAN	GLASAIR	MINOR	364
1766	9051T	082486	ASHWOOD, OR	CESSNA	182	NONE	284
1767	96361	122386	PACIFIC OCEAN, WA	DOUGLAS	C-54/DC-4	NONE	372
1768	7405T	082486	SAN JUAN ISLAND, WA	CESSNA	172A	MINOR	366
1769	737NT	082986	LORD FLAT, OR	CESSNA	172N	NONE	286
1770	6120J	080986	WHEELING, IL	PIPER	PA-34-200T	NONE	152
1771	78MH	070286	LAKE CITY, AR	AIRTRACTOR	AT301	NONE	22
1772	84911	100586	TRIBUNE, KS	AERONCA	7AC	NONE	170
1773	49D	101786	HOT SPRINGS, AR	CESSNA	421C	NONE	24
1774	287T	090886	BIG RIVER, AK	PIPER	PA-18	NONE	12
1775	65484	122486	ORLANDO, FL	CESSNA	152	NONE	118
1776	24298	112286	LANTANA, FL	CESSNA	152	NONE	104
1777	27418	110586	HOMESTEAD, FL	PIPER	PA-31-350	NONE	94
1778	756V	050786	ARCADIA, FL	BREWSTER	FLEET 7	MINOR	82
1779	66989	090186	CHARLESTON, WV	CESSNA	152	NONE	380
1780	996Q	110286	ADA, OH	STINSON	108-2	NONE	270
1781	8757G	073186	LENOIR, NC	CESSNA	150F	MINOR	224
1782	847OR	080986	TIFFIN, OH	PIPER	PA-28-140	MINOR	258
1784	739SP	022086	ANDOVER, NJ	CESSNA	172N	FATAL	240

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File Number -----	Aircraft Regist. -----	Date ----	Location -----	Make ----	Aircraft Model -----	Injury Index -----	Page ----
1785	8CC	060286	BARTLETT, TX	MITSUBISHI	MU-2B-35	FATAL	318
1786	6306S	032886	SALINA, OK	CESSNA	150G	FATAL	278
1787	4964N	053186	WENATCHEE, WA	BELL	UH-1L	FATAL	356
1788	66297	092086	SCREVEN, GA	CESSNA	150M	FATAL	134
1789	18227	122686	ALTUS, OR	CESSNA	150L	FATAL	294
1790	8143L	030886	OLD MONROE, MO	CESSNA	A152	SERIOUS	206
1791	12GH	081786	IONIA, MI	SCHLEICHER	ASW-20	NONE	192
1792	60BL	101186	MELDRIM, GA	BEECH	A-23-24	SERIOUS	136
1793	4862Q	112486	ROCK SPRINGS, MT	CESSNA	A188B	NONE	218
1794	757TN	112986	ELLCOTT, CO	CESSNA	152	NONE	78
1795	25CE	040586	EL PASO, TX	DOUGLAS	DC-3C	NONE	316
1796	9698P	083086	MANSFIELD, OH	PIPER	PA-18-150	FATAL	260
1797	758KU	032186	WACO, TX	CESSNA	R172K	NONE	312
1798	47JU	102186	KENNESAW, GA	JERE L. ROSS	RAND KR-2	FATAL	138
1799	520EH	010786	PORT O'CONNOR, TX	BELL	206B	MINOR	308
1800	8CD	121886	TOMBALL, TX	CESSNA	340A	FATAL	344

AIRCRAFT ACCIDENT REPORTS

BRIEF FORMAT

U.S. CIVIL AND FOREIGN AVIATION

ISSUE NUMBER 9 OF 1986 ACCIDENTS

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1749 5/11/86 TURNAGAIN, AK A/C Reg. No. N51726 Time (Lcl) - 1640 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire
ON GROUND

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

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

Make/Model - ENSTR0M F28C
Landing Gear - SKID
Max Gross Wt - 2350
No. of Seats - 3

Eng Make/Model - LYCOMING H10-360-E1AD
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 205 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- CALM
Visibility - 40.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
KENAI, AK
Destination
ANCHORAGE, AK

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

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

Age - 43
Biennial Flight Review
Current - YES
Months Since - 8
Aircraft Type - F28C

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	- UNK/NR
Make/Model-	240
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 HELICOPTER WAS OBSERVED FLYING ALONG THE HIGHWAY AT A LOW ALTITUDE AND IT THEN STRUCK SOME HIGH POWER TRANSMISSION LINES, FELL TO THE GROUND AND BURNED UPON IMPACT. THE TRANSMISSION LINES WERE 283 FEET ABOVE THE ROAD SURFACE AND SPANNED A DISTANCE OF 1127 FEET AND WERE MARKED WITH THREE LARGE RED OBSTRUCTION MARKER BALLS.

Brief of Accident (Continued)

File No. - 1749

5/11/86

TURNAGAIN, AK

A/C Reg. No. N51726

Time (Lc1) - 1640 ADT

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

Finding(s)

1. OBJECT - WIRE, TRANSMISSION (MARKED)
 2. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND
 3. IMPROPER USE OF PROCEDURE, INATTENTIVE - PILOT IN COMMAND
 4. PROPER ALTITUDE - BELOW - 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1623 6/07/86 KETCHIKAN, AK A/C Reg. No. N96336 Time (Lcl) - 1543 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire NONE

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

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

Make/Model - TAYLORCRAFT BCM-12D-85
Landing Gear - FLOAT
Max Gross Wt - 1500
No. of Seats - 2

Eng Make/Model - CONTINENTAL 85-12-F
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 85 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 160/020 KTS
Visibility - 20.0 SM
Lowest Sky/CLOUDS - 2000 FT
Lowest Ceiling - 2000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
WILSON ARM, AK
Destination
KECHIKAN, AK

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

KETCHIKAN HARBOR SPB
Runway Ident - 13
Runway Lth/Wid - 10000/ 150
Runway Surface - WATER
Runway Status - WATER-CALM

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

Pilot-In-Command

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

Age - 40
Biennial Flight Review
Current - YES
Months Since - 7
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 4459
Make/Model- 139
Instrument- 300
Multi-Eng - 174
Last 24 Hrs - 3
Last 30 Days- UNK/NR
Last 90 Days- 67
Rotorcraft - 3394

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT FELT A SUDDEN HARD JOLT WHILE IN CRUISE FLT. THE ACFT ASSUMED A NOSE LOW, LEFT WING DOWN ATTITUDE WHICH THE PLT WAS UNABLE TO CORRECT BY USE OF POWER AND CONTROL INPUTS. THE ACFT WAS AT A LOW ALTITUDE DUE TO WEATHER. THE ACFT IMPACTED THE WATER IN A LEFT WING DOWN, NOSE LOW ATTITUDE SHORTLY AFTER THE LOSS OF CONTROL. AFTER THE ACFT WAS RECOVERED IT WAS DISCOVERED THAT THE LEFT FLOAT HAD SEPARATED IN FLIGHT CAUSING A LOSS OF CONTROL. METALLURGICAL EXAMINATION REVEALED PRE-EXISTING FATIGUE CRACKING OF TWO STEEL MEMBERS. THE LOW TENSILE STRENGTH AND MARGINAL QUALITY OF THE STEEL CONTRIBUTED TO THE EARLY FAILURE OF THE FITTING.

Brief of Accident (Continued)

File No. - 1623

6/07/86

KETCHIKAN, AK

A/C Reg. No. N96336

Time (Lc1) - 1543 ADT

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

Finding(s)

1. LANDING GEAR, FLOAT ASSEMBLY - SEPARATION
 2. LANDING GEAR, FLOAT ASSEMBLY - FATIGUE
-

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

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

Finding(s)

3. TERRAIN CONDITION - WATER, GLASSY
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1615 7/19/86 ANCHORAGE, AK A/C Reg. No. N7156Z Time (Lcl) - 2138 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

Crew
Pass

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

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

Eng Make/Model - LYCOMING O-320-B2B
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

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

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

Weather Data

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

Itinerary

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

Airport Proximity
ON AIRSTRIP

Airport Data

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

Wind Dir/Speed- 180/007 KTS
Visibility - 90.0 SM

ATC/Airspace

Lowest Sky/Clouds - 18000 FT SCATTERED Type of Flight Plan - NONE

Lowest Ceiling - NONE Type of Clearance - VFR

Obstructions to Vision- NONE Type Apch/Lndg - TRAFFIC PATTERN

Precipitation - NONE

TOUCH AND GO

Condition of Light - DAYLIGHT

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 44

Biennial Flight Review

Current - YES

Months Since - 4

Aircraft Type - PA-18

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 450 Last 24 Hrs - 1

Make/Model- 450 Last 30 Days- UNK/NR

Instrument- 0 Last 90 Days- 35

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS NOT PROPERLY ALIGNED WITH THE RWY DURING LANDING TOUCHDOWN. THE ACFT TOUCHED DOWN IN A CRAB ATTITUDE. IT THEN GROUND LOOPED AND CAME TO REST ON THE LEFT WING TIP AND NOSE.

Brief of Accident (Continued)

File No. - 1615

7/19/86

ANCHORAGE, AK

A/C Reg. No. N7156Z

Time (Lcl) - 2138 ADT

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
 3. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
 4. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 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) 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. - 1614 9/05/86 BIG DELTA,AK A/C Reg. No. N8575V Time (Lcl) - 1445 ADT

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

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

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

Make/Model - CHAMPION 8GCBC	Eng Make/Model - LYCOMING O-360-C2E	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1800	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 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	NORTH POLE,AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LITTLE DELTA RV,AK	
Wind Dir/Speed- 360/008 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 3000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRAVEL
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 - 39	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 6398
SE LAND,ME LAND,SE SEA	Months Since - 12	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 1817
		Last 30 Days- UNK/NR
		Instrument- 452
		Last 90 Days- 175
		Multi-Eng - 98
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT ATTEMPTED TO LAND ON A GRAVEL BAR DURING A HUNTING FLT. HE FAILED TO SEE A WASH/DITCH ON THE BAR AND THE RIGHT MAIN GEAR COLLAPSED UPON CONTACTING IT. THE ACFT THEN ROLLED INVERTED.

Brief of Accident (Continued)

File No. - 1614

9/05/86

BIG DELTA, AK

A/C Reg. No. N8575V

Time (Lc1) - 1445 ADT

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

Finding(s)

1. TERRAIN CONDITION - DITCH
2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND

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

Finding(s)

3. LANDING GEAR, MAIN GEAR - OVERLOAD

Occurrence #3 ROLL OVER
Phase of Operation LANDING - ROLL

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1616 9/07/86 PORT ALSWORTH, AK A/C Reg. No. N100KL Time (Lcl) - 1600 ADT

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

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

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

Make/Model - DEHAVILLAND DHC-2	Eng Make/Model - P&W 985	ELT Installed/Activated - YES/YES
Landing Gear - FLOAT	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 5100	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 8	Rated Power - 450 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	UNK/NR
Method - N/A	MULCHATNA RIVER, AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	ILIAMNA, AK	Runway Ident - UNK/NR
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - UNK/NR
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Surface - UNK/NR
Lowest Sky/Clouds - UNK/NR SCATTERED	Type of Clearance - NONE	Runway Status - UNK/NR
Lowest Ceiling - 1500 FT OVERCAST	Type Apch/Lndg - UNK/NR	
Obstructions to Vision- NONE		
Precipitation - RAIN		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 40	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 4000
SE LAND, SE SEA	Months Since - 16	Make/Model- 4000
	Aircraft Type - UNK/NR	Instrument- 70
		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 UNABLE TO AVOID A LARGE FLOATING LOG IN HIS WATER LANE PATH DURING TAKEOFF. HE STRUCK THE LOG, LOST CONTROL OF THE AIRPLANE AND CRASHED.

Brief of Accident (Continued)

File No. - 1616

9/07/86

PORT ALSWORTH, AK

A/C Reg. No. N100KL

Time (Lcl) - 1600 ADT

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

Finding(s)

1. WEATHER CONDITION - RAIN
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, INATTENTIVE - PILOT IN COMMAND
4. OBJECT - TREE(S)
5. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND
6. ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND
7. DIRECTIONAL CONTROL - INADEQUATE - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1774	9/08/86	BIG RIVER,AK	A/C Reg. No. N287T	Time (Lcl) - 1830 ADT
-----Basic Information-----				
Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious Minor None
Type of Operation	-PERSONAL	Fire	Crew 0	0 0 1
Flight Conducted Under	-14 CFR 91	NONE	Pass 0	0 0 1
Accident Occurred During	-LANDING			
-----Aircraft Information-----				
Make/Model	- PIPER PA-18	Eng Make/Model - LYCOMING O-290 D1	ELT Installed/Activated - YES/NO	
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt	- 1750	Engine Type - RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power - 135 HP		
-----Environment/Operations Information-----				
Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP	
Method	- N/A	LAKE HOOD,AK		
Completeness	- N/A	Destination	Airport Data	
Basic Weather	- VMC	BIG RIVER,AK		
Wind Dir/Speed	- 090/003 KTS	ATC/Airspace	Runway Ident - N/A	
Visibility	- 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A	
Lowest Sky/Clouds	- UNK/NR SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF	
Lowest Ceiling	- NONE	Type Apch/Lndg - STRAIGHT-IN	Runway Status - SOFT	
Obstructions to Vision	- NONE		ROUGH	
Precipitation	- NONE			
Condition of Light	- DAYLIGHT			
-----Personnel Information-----				
Pilot-In-Command	Age - 32	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT		
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)		
PRIVATE	Current - YES	Total - 184	Last 24 Hrs - 2	
SE LAND	Months Since - 8	Make/Model - 28	Last 30 Days - UNK/NR	
	Aircraft Type - PA-18	Instrument - 13	Last 90 Days - 51	
Instrument Rating(s) - NONE				
-----Narrative-----				
THE PILOT ATTEMPTED A TOUCH AND GO LANDING TO EVALUATE A QUESTIONABLE LANDING AREA. THE AREA WAS TOO SOFT FOR A TOUCH AND GO. THE ACFT BECAME MIRED IN MOD AND NOSED OVER.				

Brief of Accident (Continued)

File No. - 1774

9/08/86

BIG RIVER, AK

A/C Reg. No. N287T

Time (Lcl) - 1830 ADT

Occurrence NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - INADEQUATE
2. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
4. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SOFT
5. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
6. IMPROPER USE OF PROCEDURE, INADEQUATE TRAINING - PILOT IN COMMAND
7. GO-AROUND - 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) 1,4,7

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1611 6/02/86 PETERSON,AL A/C Reg. No. N114BH Time (Lcl) - 1815 CDT

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

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

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

Make/Model	- MESSER SCHMITT B0-105C	Eng Make/Model	- ALLISON 250-C20	ELT Installed/Activated	- YES/NO
Landing Gear	- SKID	Number Engines	- 2	Stall Warning System	- UNK/NR
Max Gross Wt	- 5071	Engine Type	- TURBOSHAFT		
No. of Seats	- 3	Rated Power	- 400 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	BIRMINGHAM,AL	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	JACKSON,MS	Runway Ident - N/A
Wind Dir/Speed- 010/005 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 7.0 SM	Type of Flight Plan - VFR	Runway Surface - N/A
Lowest Sky/Clouds - 4500 FT SCATTERED	Type of Clearance - VFR	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 - 28	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 1519
SE LAND	Months Since - 3	Last 24 Hrs - 3
HELICOPTER	Aircraft Type - UNK/NR	Make/Model- 302
		Last 30 Days- UNK/NR
		Instrument- 64
		Last 90 Days- 48
		Multi-Eng - 1
		Rotorcraft - 1210

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

THE EMS HELICOPTER WAS HEARD AND OBSERVED AS IT FLEW AT LOW ALTITUDE DOWN THE RIVER. A WITNESS SAW IT DIP DOWN THEN ATTEMPT TO CLIMB JUST PRIOR TO THE COLLISION WITH POWER LINES ACROSS THE RIVER. THE HELICOPTER BROKE THE WIRES BUT WAS STOPPED AND CAME APART AS IT FELL INTO THE RIVER. THE SUN WAS LOW ON THE HORIZON AND THE AIRCRAFT WAS FLYING GENERALLY SOUTHWEST. THE COLLISION OCCURRED APPROXIMATELY 2500 FEET BELOW THE MAXIMUM ELEVATION FIGURES FOR TERRAIN AND OBSTRUCTIONS IN THE QUADRANGLE THE AIRCRAFT WAS FLYING THROUGH. REPORTEDLY LOW LEVEL FLIGHTS HAD BEEN PERFORMED ON PREVIOUS OCCASIONS AND HAD BEEN DESCRIBED AS FUN BY ONE OF THE PASSENGERS.

Brief of Accident (Continued)

File No. - 1611

6/02/86

PETERSON,AL

A/C Reg. No. N114BH

Time (Lc1) - 1815 CDT

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

Finding(s)

1. OBJECT - WIRE,TRANSMISSION
 2. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
 3. IMPROPER DECISION,OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
 4. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 5. IMPROPER DECISION,OSTENTATIOUS DISPLAY - PILOT IN COMMAND
 6. LOW PASS - INTENTIONAL - PILOT IN COMMAND
 7. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
-

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

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

----Probable Cause----

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

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. - 1734 7/22/86 DOZIER, AL A/C Reg. No. N5041W Time (Lcl) - 2145 CDT

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

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage DESTROYED		Injuries		
Type of Operation - PERSONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -LANDING			0	0	0
					1

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

Make/Model - PIPER PA-28-160	Eng Make/Model - LYCOMING O-320-B2B	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2200	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 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	ANDALUSIA, AL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - N/A
Visibility - 6.0 SM	Type of Flight Plan - NONE	Runway Lth/wid - N/A
Lowest Sky/Clouds - 25000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 23	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 94	Last 24 Hrs - UNK/NR
SE LAND	Months Since - UNK/NR	Make/Model- 4	Last 30 Days- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 2	Last 90 Days- 5
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PRIVATE PLT AND HIS PAX WERE ON A NIGHT CROSS COUNTRY FLT WHEN HE RAN ONE FUEL TANK DRY AND THE ENG SPUTTERED. HE SWITCHED TO THE OTHER TANK AND THE ENG CAUGHT FOR A FEW SECONDS THEN QUIT. HE LET DOWN OVER A HEAVILY FORESTED AREA AND STALLED THE ACFT INTO THE TREES. AN INSPECTION OF THE ACFT AFTER THE CRASH REVEALED NO PROBLEMS WITH THE FUEL SYSTEM. LATER THE OWNER REPORTED THAT HE FOUND THE CRANKSHAFT OF THE ENG BROKEN BUT IT DID NOT SHOW DAMAGE THAT WOULD INDICATE THAT IT BROKE WHILE THE ENGINE WAS RUNNING.

Brief of Accident (Continued)

File No. - 1734

7/22/86

DOZIER,AL

A/C Reg. No. N5041W

Time (Lc1) - 2145 CDT

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

Finding(s)
1. FUEL TANK SELECTOR POSITION - DELAYED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation CRUISE - NORMAL

Finding(s)
2. IMPROPER USE OF PROCEDURE, IMPROPER INITIAL TRAINING - PILOT IN COMMAND

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

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

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation OTHER

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1664	9/29/86	TOWN CREEK,AL	A/C Reg. No. N44245	Time (Lcl) - 1600 CDT
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----Basic Information----

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

----Aircraft Information----

Make/Model - AIR TRACTOR AT-301	Eng Make/Model - P&W R1340	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 5000	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	TOWN CREEK,AL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 170/010 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 5000 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 - 45	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - 13500
SE LAND,ME LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 3000
		Instrument- 130
		Last 30 Days- UNK/NR
		Last 90 Days- 350
		Multi-Eng - 1000

Instrument Rating(s) - AIRPLANE

----Narrative----

THE PILOT REPORTED THAT THE ENGINE HAD DEVELOPED A "MISS" AND A PRECAUTIONARY LANDING WAS MADE NEAR THE COTTON FIELDS INTENDED TO BE SPRAYED. TROUBLE-SHOOTING AND FULL POWER RUN-UPS DID NOT REVEAL ANY PROBLEMS, THEREFORE, THE PILOT ELECTED TO TAKEOFF AND CONTINUE THE AERIAL APPLICATION. DURING INITIAL CLIMB AT 30 FT AGL THE ENGINE LOST POWER AND A HARD FORCED LANDING WAS MADE IN THE COTTON FIELD. THERE WAS NO DETERMINATION AS TO THE REASON FOR THE LOSS OF POWER.

Brief of Accident (Continued)

File No. - 1664

9/29/86

TOWN CREEK, AL

A/C Reg. No. N44245

Time (Lc1) - 1600 CDT

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

Finding(s)
1. UNDETERMINED
2. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - ATTEMPTED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)
3. TERRAIN CONDITION - CROP

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1716 10/11/86 CATHERINE,AL A/C Reg. No. N720BC Time (Lcl) - 1000 CDT

-----Basic Information-----
Type Operating Certificate-NONE (GENERAL AVIATION) Aircraft Damage
SUBSTANTIAL Injuries Fatal 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 -LANDING

-----Aircraft Information-----
Make/Model - CESSNA 305C Eng Make/Model - CONTINENTAL O-470-11 ELT Installed/Activated - YES-UNK/NR
Landing Gear - TAILWHEEL-ALL FIXED Number Engines - 1 Stall Warning System - UNK/NR
Max Gross Wt - 2400 Engine Type - RECIPROCATING-CARBURETOR
No. of Seats - 2 Rated Power - 213 HP

-----Environment/Operations Information-----
Weather Data Itinerary Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING Last Departure Point 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- 180/005 KTS ATC/Airspace Runway Lth/Wid - N/A
Visibility - 10.0 SM Type of Flight Plan - NONE Runway Surface - N/A
Lowest Sky/Clouds - UNK/NR Type of Clearance - NONE Runway Status - N/A
Lowest Ceiling - 2000 FT OVERCAST Type Apch/Lndg - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

-----Personnel Information-----
Pilot-In-Command Age - 49 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours)
PRIVATE Current - YES Total - 14103 Last 24 Hrs - 4
SE LAND,ME LAND Months Since - 5 Make/Model- 35 Last 30 Days- UNK/NR
Aircraft Type - UNK/NR Instrument- 680 Last 90 Days- 180
Multi-Eng - 9798

Instrument Rating(s) - AIRPLANE

-----Narrative-----
PLT HAD LANDED IN A SOYBEAN FIELD TO PARTICIPATE IN A DOVE HUNT. ABT 1000 HE DECIDED TO FLY TO ANOTHER FIELD NEAR A RESTAURANT FOR BREAKFAST. HE ATTEMPTED A SHORT FIELD T.O. AND AT ABOUT 100 FT AGL, HE STATED THAT THE ENG QUIT WITH NO WARNING. AS A RESULT OF MANEUVERING TO AVOID TREES ACROSS THE T.O. PATH, THE PLT STATED THAT HE DID NOT HAVE ENOUGH SPEED LEFT TO COMPLETE ROUNDOUT. ABOUT 9 GAL OF FUEL WAS FOUND IN THE LT FUEL TANK AND ABOUT 1/2 PT IN THE RIGHT. THE PLT STATED THAT THE T.O. WAS MADE ON THE LT TANK. SUB TO THE ACCIDENT, THE ENG WAS PRIMED, STARTED AND RUN USING THE ACFT FUEL SYS FROM THE WING ATTACH POINTS TO THE ENG. THE FUEL SEL FUNCTIONED NORMALLY.

Brief of Accident (Continued)

File No. - 1716

10/11/86

CATHERINE,AL

A/C Reg. No. N720BC

Time (Lcl) - 1000 CDT

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

Finding(s)

1. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - UNAPPROVED
2. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT,COMPLACENCY - PILOT IN COMMAND
4. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT,OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1771 7/02/86 LAKE CITY, AR A/C Reg. No. N78MH Time (Lcl) - 1400 CDT

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

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

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

Make/Model	- AIRTRACTOR AT301	Eng Make/Model	- P&W 1340	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1500	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	LAKE CITY, AR	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	LAKE CITY
Wind Dir/Speed- 320/010 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 4000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - UNK/NR	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 29	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - 4000
SE LAND	Months Since - UNK/NR	Make/Model- 50
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT DPTD THE RWY NORMALLY TO FERTILIZE A NEARBY FLD. THE PIC STATED THAT THE ACFT LOST PWR SHORTLY INTO THE CLIMB AND HE HAD TO MAKE A FORCED LNDG OFF AIRPORT. THE PIC WAS UNABLE TO DUMP THE LOAD OF FERTILIZER ABOARD BEFORE IMPACT IN A RICE FIELD. THE ACFT PROCEEDED TO ROLL UPON IMPACT IN THE FIELD. THE ACFT ENG WAS USING AUTOMOTIVE FUEL. THE PIC STATED THAT HE HAD NO PREVIOUS PBLM WITH USE OF THE AUTO GAS IN THIS ACFT. A TRDWN INSP OF THE ACFT ENG DID NOT REVEAL ANY MECHANICAL FAILURE MODE. IT COULD NOT BE ASCERTAINED IF THE FUEL WAS CONTAMINATED BEFORE IMPACT.

Brief of Accident (Continued)

File No. - 1771

7/02/86

LAKE CITY, AR

A/C Reg. No. N78MH

Time (Lcl) - 1400 CDT

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

Finding(s)

1. UNDETERMINED
 2. LOAD JETTISON - NOT ATTAINED - PILOT IN COMMAND
-

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

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

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1773	10/17/86	HOT SPRINGS, AR	A/C Reg. No. N49D	Time (Lcl) - 1430 CDT
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----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Fatal	Injuries		
	SUBSTANTIAL		Serious	Minor	None
Type of Operation -BUSINESS	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 421C	Eng Make/Model - CONTINENTAL GTS10-520L	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 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	WARREN, AR	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	MEMORIAL
Wind Dir/Speed- 190/004 KTS	ATC/Airspace	Runway Ident - 05
Visibility - 25.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 6596/ 150
Lowest Sky/Clouds - 25000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

----Personnel Information----

Pilot-In-Command	Age - 60	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	Months Since - 6	Last 24 Hrs - 1
	Aircraft Type - C-421C	Make/Model- 550
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- 17
		Rotorcraft - UNK/NR
		Multi-Eng - UNK/NR

Instrument Rating(s) - AIRPLANE

----Narrative----

THE PILOT STATED THAT GEAR WENT DOWN NORMALLY, HE HAD THREE GREEN LIGHTS AND THE GEAR WARNING HORN WAS NOT ON AND HE COULD SEE THAT THE NOSE GEAR WAS DOWN BY LOOKING IN THE NACELLE MIRROR. AFTER TOUCHDOWN, THE NOSE WAS LOWERED AND AS IT TOUCHED THE RUNWAY, THE NOSE GEAR COLLAPSED. A PRELIMINARY INSPECTION DID NOT INDICATE ANY PRE-IMPACT MECHANICAL OR HYDRAULIC PROBLEMS. A FUNCTIONAL TEST OF THE NOSE GEAR ACTUATOR WAS REQUESTED BUT THE UNIT WAS OVERHAULED INSTEAD. IT DID NOT INDICATE ANY SIGNS OF STRESS OR ABNORMAL WEAR. IT WAS APPROVED FOR RETURN TO SERVICE. THE REASON FOR THE NOSE GEAR COLLAPSED COULD NOT BE DETERMINED.

Brief of Accident (Continued)

File No. - 1773

10/17/86

HOT SPRINGS, AR

A/C Reg. No. N49D

Time (Lcl) - 1430 CDT

Occurrence NOSE GEAR COLLAPSED
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. - 1748	10/19/86	LITTLE ROCK, AR	A/C Reg. No. N2BT	Time (Lcl) - 1216 CDT
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-----Basic Information-----

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	NORFOLK, VA	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	LITTLE ROCK, AR	LITTLE ROCK
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - 22
Visibility - 15.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 7173/ 150
Lowest Sky/Clouds - UNK/NR SCATTERED	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - UNK/NR	Type Apch/Lndg - ILS-COMPLETE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE	STRAIGHT-IN	
Condition of Light - DAYLIGHT	FULL STOP	

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

Pilot-In-Command	Age - 40	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 7600
SE LAND, ME LAND	Months Since - UNK/NR	Last 24 Hrs - 3
	Aircraft Type - K-A-E90	Make/Model- 600
		Last 30 Days- UNK/NR
		Instrument- 725
		Last 90 Days- 150
		Multi-Eng - 5900
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PIC STATED THAT HE HAD TO FLY A FASTER THAN NORMAL APPRCH TO THE OUTER MARKER FOR THE ILS APPRCH AS INSTRUCTED BY APPRCH CONTROL. APPRCH CNTL INDICATED THAT A BOEING 727 WAS NO. 2 FOR THE APPRCH AND THAT THE PIC SHOULD MAINTAIN 230 KTS TILL FURTHER ADVISED. THE PIC STATED THAT HE COMPLIED WITH THE RQST. THE PIC STATED THAT ONCE PAST THE OUTER MARKER HE INITIATED THE SLOW DOWN OF THE ACFT BY RETARDING THROTTLES AND DEPLOYING SPOILERS. THE DISTANCE IN WHICH TO SLOW THE ACFT IS 4.2 MILES FM THE OUTER MARKER. THE PIC STATED THAT HE DISABLED THE GEAR WARNING HORN WHEN HE RETARDED THE THROTTLES AND NEVER RESET THE WARNING HORN FOR THE REMAINDER OF THE APPROACH. THE LANDING CHECK WAS NOT COMPLETED PRIOR TO THE ACFT CONTACTING THE RWY. THE PIC STATED THAT POOR CREW COORDINATION AND THE HIGH SPD DURING THE APPRCH CONTRIBUTED TO THE GEAR UP LNDG.

Brief of Accident (Continued)

File No. - 1748

10/19/86

LITTLE ROCK, AR

A/C Reg. No. N2BT

Time (Lcl) - 1216 CDT

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

Finding(s)

1. CHECKLIST - NOT FOLLOWED - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE, SELF-INDUCED PRESSURE - PILOT IN COMMAND
3. CREW/GROUP COORDINATION - POOR - PILOT IN COMMAND
4. CREW/GROUP COORDINATION - POOR - COPILOT
5. WHEELS UP LANDING - INADVERTENT - PILOT IN COMMAND
6. LANDING GEAR, GEAR WARNING SYSTEM - DISABLED
7. EQUIPMENT, OTHER - NOT CORRECTED - PILOT IN COMMAND
8. GEAR EXTENSION - IMPROPER USE OF - PILOT IN COMMAND

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,5,6,7,8

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. - 1630 11/02/86 SILOAM SPRINGS, AR A/C Reg. No. N7062P Time (Lcl) - 2230 CST

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

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

Make/Model - PIPER PA-24	Eng Make/Model - LYCOMING O-360-A1A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2550	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - PARTIAL, LMTD BY PILOT	Destination	Airport Data
Basic Weather - IMC	EXCELSIOR SPRGS, MO	SMITH
Wind Dir/Speed- 100/004 KTS	ATC/Airspace	Runway Ident - 36
Visibility - .250 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4985/ 75
Lowest Sky/Clouds - 100 FT	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 100 FT OBSCURED	Type Apch/Lndg - NONE	Runway Status - WET
Obstructions to Vision- FOG		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 38	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 329
SE LAND	Months Since - 14	Last 24 Hrs - 2
	Aircraft Type - PA-28	Make/Model - 84
		Instrument - 3
		Last 30 Days - UNK/NR
		Last 90 Days - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT HAD LOGGED 3 HRS OF SIMULATED INSTRUMENT TRAINING PRIOR TO THIS ACCIDENT. HE RECEIVED A WX BRIEFING WHICH REPORTED WX CONDITIONS NEARBY WERE IFR DUE TO LOW CEILINGS AND FOG. IMMEDIATELY AFTER TAKEOFF, THE ACFT STARTED A LEFT TURN AND IMPACTED TERRAIN IN A LEFT WING, NOSE DOWN ATTITUDE. WITNESSES STATED PATCHY FOG WAS PRESENT AROUND THE ARPT.

Brief of Accident (Continued)

File No. - 1630

11/02/86

SILDOAM SPRINGS, AR

A/C Reg. No. N7062P

Time (Lc1) - 2230 CST

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

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
2. IMPROPER DECISION - PILOT IN COMMAND
3. LIGHT CONDITION - DARK NIGHT
4. WEATHER CONDITION - FOG
5. WEATHER CONDITION - LOW CEILING
6. FLIGHT INTO KNOWN ADVERSE WEATHER - PERFORMED - PILOT IN COMMAND
7. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
8. IMPROPER DECISION, LACK OF TOTAL INSTRUMENT TIME - 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) 1,2,6

Factor(s) relating to this accident is/are finding(s) 3,4,5,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1728	6/14/86	GLENDALE, AZ	A/C Reg. No. N8156E	Time (Lcl) - 1745 MST
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-----Basic Information-----				
Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries	
		SUBSTANTIAL		
Type of Operation	-PERSONAL	Fire	Crew	Fatal
Flight Conducted Under	-14 CFR 91	NONE	Pass	0
Accident Occurred During	-TAKEOFF			0
				Serious
				0
				Minor
				0
				None
				1
				2
<hr/>				
-----Aircraft Information-----				
Make/Model	- PIPER PA-28-181	Eng Make/Model	- LYCOMING O-360-A4M	ELT Installed/Activated
Landing Gear	- TAILWHEEL-ALL RETRACTABLE	Number Engines	- 1	- YES/NO
Max Gross Wt	- 2450	Engine Type	- RECIPROCATING-CARBURETOR	Stall Warning System
No. of Seats	- 1	Rated Power	- 180 HP	- YES
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-----Environment/Operations Information-----				
Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT	
Method	- N/A	SAME AS ACC/INC		
Completeness	- N/A	Destination	Airport Data	
Basic Weather	- VMC	LOCAL	GLENDALE MUNI	
Wind Dir/Speed	- 290/009 KTS	ATC/Airspace	Runway Ident	
Visibility	- 35.0 SM	Type of Flight Plan	- NONE	- 17
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- NONE	Runway Lth/Wid
Lowest Ceiling	- NONE	Type Apch/Lndg	- NONE	- 2400/ 50
Obstructions to Vision	- NONE			Runway Surface
Precipitation	- NONE			- ASPHALT
Condition of Light	- DAYLIGHT			Runway Status
				- DRY
<hr/>				
-----Personnel Information-----				
Pilot-In-Command	Age - 23	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT		
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)		
PRIVATE	Current - YES	Total	- 111	Last 24 Hrs - 1
SE LAND	Months Since - 2	Make/Model	- 3	Last 30 Days - 12
	Aircraft Type - PA-28	Instrument	- 2	Last 90 Days - 31
		Multi-Eng	- UNK/NR	Rotorcraft - UNK/NR
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Instrument Rating(s) - NONE				
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-----Narrative-----				
<p>THE PILOT SAID THAT DURING THE TAKEOFF ROLL ON THE 2,400 FOOT LONG RUNWAY HE NOTICED THE AIRCRAFT ACCELERATION WAS SLOW AND THE AIRSPEED WAS STILL BELOW 55 KTS AT 3/5 OF THE WAY DOWN THE RUNWAY AND HE ELECTED TO ABORT THE TAKEOFF. THE AIRCRAFT OVERRAN THE END OF THE RUNWAY, ACROSS A ROAD AND COLLIDED WITH POLES BEFORE THE PILOT COULD STOP THE AIRCRAFT. EXAMINATION OF THE PITOT-STATIC SYSTEM REVEALED THAT THE STATIC PORT WAS COMPLETELY CLOGGED BY A GUMMY SUBSTANCE AND THE PITOT PORT WAS PARTIALLY CLOGGED BY A COILED LEAF. FUNCTIONAL TESTING OF THE PITOT-STATIC SYSTEM AFTER CLEANING WAS SATISFACTORY.</p>				
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Brief of Accident (Continued)

File No. - 1728

6/14/86

GLENDALE, AZ

A/C Reg. No. N8156E

Time (Lc1) - 1745 MST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. FLIGHT/NAV INSTRUMENTS, AIRSPEED INDICATOR - INCORRECT
 2. PITOT/STATIC SYSTEM - BLOCKED(PARTIAL)
 3. AIRCRAFT PREFLIGHT - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 OVERRUN
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

4. AIRSPEED - IMPROPER -
 5. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1706	6/25/86	SCOTTSDALE, AZ	A/C Reg. No. N5420M	Time (Lcl) - 1249 MST
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----Basic Information----

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

----Aircraft Information----

Make/Model - BEECH B-19	Eng Make/Model - LYCOMING O-330-E3D	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2250	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	PHOENIX, AZ	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	SCOTTSDALE MUNI
Wind Dir/Speed- 230/012 KTS	ATC/Airspace	Runway Ident - 21
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 8251/ 75
Lowest Sky/Clouds - 6000 FT SCATTERED	Type of Clearance - VFR	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

----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 - 51
	Months Since - N/A	Make/Model- 48
	Aircraft Type - N/A	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 1
		Last 30 Days- 5
		Last 90 Days- 6
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

----Narrative----

THE ACFT WAS FAST AND LONG DURING A LANDING ATTEMPT ACCORDING TO THE STUDENT PLT. HE ELECTED TO MAKE A GO-AROUND BUT IN DOING SO HE RAISED THE FLAPS TOO RAPIDLY AND THE ACFT LANDED HARD AFTER WHICH IT BOUNCED INTO THE DIRT OFF TO THE SIDE OF THE RWY.

Brief of Accident (Continued)

File No. - 1706

6/25/86

SCOTTSDALE, AZ

A/C Reg. No. N5420M

Time (Lcl) - 1249 MST

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

Finding(s)

1. GO-AROUND - INITIATED - PILOT IN COMMAND
 2. RAISING OF FLAPS - EXCESSIVE - PILOT IN COMMAND
-

Occurrence #2 HARD LANDING
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

3. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
 4. 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) 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. - 1720	7/20/86	FLAGSTAFF, AZ	A/C Reg. No. N76553	Time (Lcl) - 0820 MST
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-----Basic Information-----

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

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

Make/Model - CESSNA 140	Eng Make/Model - CONTINENTAL C-85-12	ELT Installed/Activated - UNK/NR
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 1500	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 85 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	FLAGSTAFF, AZ	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	OKLAHOMA CITY, OK	PULLIAM
Wind Dir/Speed- 060/007 KTS	ATC/Airspace	Runway Ident - 21
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 6999/ 150
Lowest Sky/Clouds - 6000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 18	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 150
SE LAND, ME LAND	Months Since - 12	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

A CESSNA 140 LOST CONTROL ON TAKEOFF GROUND RUN FROM RWY 21 AND COLLAPSED THE RIGHT MAIN LANDING GEAR. ON THE TAKEOFF ROLL THE ACFT VEERED TO THE RIGHT AND AS THE ACFT APPROACHED THE END OF THE RWY 21, IT VEERED SHARPLY BACK TO THE LEFT COLLAPSING THE RIGHT MAIN LANDING GEAR. THE WINDS WERE REPORTED FROM 060 DEG AT 7 KTS AT THE TIME OF THE ACCIDENT. THE PAX INDICATED THAT A VARIABLE QUARTERING TAILWIND CONDITION EXISTED AND THAT THE PLT WAS NOT COMFORTABLE WITH TAKING OFF WITH A TAIL WIND. HE ALSO INDICATED THAT THE ACFT VEERED RIGHT ON INITIAL TAKEOFF GROUND RUN AND THE PLT'S APPLICATION OF LEFT RUDDER WAS INEFFECTIVE. AS THE ACFT ACCELERATED THE LEFT RUDDER INPUT BECAME EFFECTIVE AND THE ACFT HEADED FOR THE LEFT SIDE OF THE RWY. THE PASSENGER STATED, "THE PIC RESPONDED WITH FULL RIGHT RUDDER NOW TO COUNTERACT THE LEFT VEERING TENDANCY." THE ACFT THEN VEERED BACK TO THE LEFT COLLAPSING THE RIGHT MAIN LANDING GEAR.

Brief of Accident (Continued)

File No. - 1720

7/20/86

FLAGSTAFF, AZ

A/C Reg. No. N76553

Time (Lcl) - 0820 MST

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

Finding(s)

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

Occurrence #2 MAIN GEAR COLLAPSED
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

6. GROUND LOOP/SWERVE - PERFORMED - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1703	9/19/86	ST. JOHNS, AZ	A/C Reg. No. N99QB	Time (Lcl) - 1130 MST
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-----Basic Information-----

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

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

Make/Model - FORBES-WOLFRAM SPECIAL DSA-1M	Eng Make/Model - LYCOMING O-320-A2B	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - UNK/NR	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	ST. JOHN, AZ	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	DALLAS, TX	ST. JOHNS INDUSTR.
Wind Dir/Speed- 210/015 KTS	ATC/Airspace	Runway Ident - 20
Visibility - 60.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3400/ 60
Lowest Sky/Clouds - 4000 FT THIN OVC	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 4000 FT OVERCAST	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 34	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1334
SE LAND	Months Since - 12	Make/Model- 320
	Aircraft Type - UNK/NR	Instrument- 21
		Multi-Eng - 4
		Last 24 Hrs - 4
		Last 30 Days- UNK/NR
		Last 90 Days- 82
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT PERSONS OVER 5 FT 9 IN TALL EXPERIENCE LIMITED RIGHT AILERON CONTROL AUTHORITY DUE TO THE SMALL COCKPIT OF THE HOMEBUILT EXPERIMENTAL ACFT, WHICH IS USED EXCLUSIVELY FOR AIR RACING. THE PLT SAID THE RIGHT KNEE OF TALL PERSONS LIMITS THE CONTROL STICK MOVEMENT TO "ABOUT 2/5THS OF THE AVAILABLE TRAVEL." THE ACFT HAS NO ELEC SYSTEM & MUST BE FLOWN X-COUNTRY WITH ANOTHER ACFT FOR COM & NAV CAPABILITY. THE ACFT WAS BEING ESCORTED BY A HARVARD MK VII ACFT. THE PLT SAID HE DEPARTED IMMEDIATELY BEHIND THE HARVARD & ENCOUNTERED "THE WING VORTEX" FROM IT, WHICH ROLLED THE AIRCRAFT TO THE LEFT AT AN ALT OF 6 FT AGL. THE PILOT SAID THAT WITH THE LIMITED RIGHT AILERON AUTHORITY, HE COULD NOT ARREST THE ROLL RATE PRIOR TO REACHING THE INVERTED POSITION. THE PILOT SAID HE THEN LANDED THE AIRCRAFT "STRAIGHT AHEAD AS GENTLY AS POSSIBLE."

Brief of Accident (Continued)

File No. - 1703

9/19/86

ST. JOHNS, AZ

A/C Reg. No. N99QB

Time (Lc1) - 1130 MST

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

Finding(s)

1. CLEARANCE - IMPROPER - PILOT IN COMMAND
2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND

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

Finding(s)

3. FLIGHT CONTROL SYSTEM - LACK OF
4. REMEDIAL ACTION - NOT POSSIBLE - PILOT IN COMMAND
5. AIRCRAFT/EQUIPMENT, INADEQUATE DESIGN (STANDARD/REQUIREMENT), CONTROL LOCATION - MANUFACTURER
6. AIRCRAFT/EQUIPMENT, INADEQUATE DESIGN (STANDARD/REQUIREMENT), COCKPIT/WORKPLACE - MANUFACTURER

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

Finding(s)

7. MANEUVER - INADVERTENT - PILOT IN COMMAND
8. 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) 1,3,4,5,6,8

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. - 1726	12/27/86	PEORIA,AZ	A/C Reg. No. N5561P	Time (Lcl) - 0930 MST
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----Basic Information----				
Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		
		MINOR		
Type of Operation	-PERSONAL	Fire	Crew	Fatal
Flight Conducted Under	-14 CFR 91	NONE	Pass	0
Accident Occurred During	-DESCENT			0
				1
				1
				0
<hr/>				
----Aircraft Information----				
Make/Model	- RAVEN S55A/AX7	Eng Make/Model	- N/A	
Landing Gear	- N/A	Number Engines	- N/A	
Max Gross Wt	- 1430	Engine Type	- N/A	
No. of Seats	- UNK/NR	Rated Power	- N/A	
			ELT Installed/Activated - UNK/NR	
			Stall Warning System - NO	
<hr/>				
----Environment/Operations Information----				
Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP	
Method	- N/A	GLENDAL, AZ		
Completeness	- N/A	Destination	Airport Data	
Basic Weather	- VMC	PEORIA, AZ		
Wind Dir/Speed	- 023/025 KTS	ATC/Airspace	Runway Ident - N/A	
Visibility	- 25.0 SM	Type of Flight Plan	- N/A	
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- DIRT	
Lowest Ceiling	- NONE	Type Apch/Lndg	- DRY	
Obstructions to Vision	- NONE			
Precipitation	- NONE			
Condition of Light	- DAYLIGHT			
<hr/>				
----Personnel Information----				
Pilot-In-Command	Age - 51	Medical Certificate - UNK/NR		
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)		
PRIVATE	Current - YES	Total	- UNK/NR	
	Months Since - 20	Make/Model	- 145	
FREE BALLOON	Aircraft Type - S55A/AX	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	
<hr/>				
Instrument Rating(s) - NONE				
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----Narrative----				
<p>PRIOR TO LIFT-OFF THE PILOT NOTED THAT THE WIND CONDITIONS WERE CALM. DURING THE FLIGHT, THE SURFACE WINDS BEGAN TO INCREASE. THE PILOT PREPARED HIS PASSENGERS FOR A HIGH WIND LANDING AND BEGAN TO LIGHTLY VENT OFF HOT AIR. THE BALLOON BEGAN DESCENDING AT APPROXIMATELY 500 FPM. THE PILOT OPENED BOTH VENTS UNTIL IMPACT. ONE PASSENGER WAS THROWN OUT, BUT HUNG ONTO THE GONDOLO. WHEN THE PASSENGER LET GO, THE BALLOON BECAME AIRBORNE. THE BALLOON THEN TOUCHED-DOWN A SECOND TIME AND DRAGGED TO A STOP.</p>				
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Brief of Accident (Continued)

File No. - 1726

12/27/86

PEORIA, AZ

A/C Reg. No. N5561P

Time (Lcl) - 0930 MST

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

Finding(s)
1. WEATHER CONDITION - HIGH WIND

Occurrence #2 HARD LANDING
Phase of Operation DESCENT - NORMAL

Finding(s)
2. TERRAIN CONDITION - OPEN FIELD

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1618	5/17/86	VAN NUYS,CA	A/C Reg. No. N320SD	Time (Lcl) - 1738 PDT
-----Basic Information-----				
Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage DESTROYED	Fatal	Injuries Serious Minor None
Type of Operation -PERSONAL		Fire	Crew 1	0 0 0
Flight Conducted Under -14 CFR 91		NONE	Pass 5	0 0 0
Accident Occurred During -DESCENT				
-----Aircraft Information-----				
Make/Model - CESSNA 320D	Eng Make/Model - CONTINENTAL TS10-520-B	ELT Installed/Activated - YES-UNK/NR		
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES		
Max Gross Wt - 5200	Engine Type - RECIP-FUEL INJECTED			
No. of Seats - 6	Rated Power - 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		MOJAVE,CA		
Completeness - N/A		Destination	Airport Data	
Basic Weather - VMC		SAME AS ACC/INC	VAN NUYS	
Wind Dir/Speed- 280/015 KTS		ATC/Airspace	Runway Ident - 34L	
Visibility - 15.0 SM		Type of Flight Plan - NONE	Runway Lth/Wid - 8000/ 150	
Lowest Sky/Clouds - CLEAR		Type of Clearance - NONE	Runway Surface - ASPHALT	
Lowest Ceiling - NONE		Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY	
Obstructions to Vision- NONE		FULL STOP		
Precipitation - NONE				
Condition of Light - DAYLIGHT				
-----Personnel Information-----				
Pilot-In-Command	Age - 56	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT		
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)		
PRIVATE	Current - YES	Total - 618	Last 24 Hrs - UNK/NR	
SE LAND,ME LAND	Months Since - 9	Make/Model- 76	Last 30 Days- 4	
	Aircraft Type - C-320D	Instrument- UNK/NR	Last 90 Days- 11	
		Multi-Eng - 133	Rotorcraft - UNK/NR	
Instrument Rating(s) - NONE				
-----Narrative-----				
THE ACFT WAS RETURNING FROM A X-COUNTRY FLT WHEN THE ACCIDENT OCCURRED. WITNESSES OBSERVED THE ACFT ON A LOW DOWNWIND LEG AND MADE TWO SUDDEN STEEP TURNS, ONE TO THE EAST FOLLOWED BY A SUDDEN STEEP TURN TO THE NORTH PRIOR TO A NOSE DOWN IMPACT INTO THE GROUND. THE WITNESSES REPORTED SEEING OR HEARING NO MECHANICAL DIFFICULTIES WITH THE AIRCRAFT PRIOR TO THE CRASH. ONE WITNESS STATED THE AIRCRAFT STALLED DURING THE LAST TURN. A REVIEW OF THE RECORDED CONVERSATION BETWEEN THE PILOT AND THE AIR TRAFFIC CONTROLLER DID NOT REVEAL ANY UNUSUAL CIRCUMSTANCES DURING THE LANDING APPROACH.				

Brief of Accident (Continued)

File No. - 1618

5/17/86

VAN NUYS, CA

A/C Reg. No. N320SD

Time (Lc1) - 1738 PDT

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

Finding(s)

1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 2. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
-

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

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) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1707 6/22/86 SANTA PAULA, CA A/C Reg. No. N63437 Time (Lcl) - 1030 PDT

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	SANTA PAULA
Wind Dir/Speed- 270/005 KTS	ATC/Airspace	Runway Ident - 22
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2650/ 40
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 - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 33
	Months Since - N/A	Make/Model- 33
	Aircraft Type - N/A	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 1
		Last 30 Days- 10
		Last 90 Days- 19
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WHILE PRACTICING TAKEOFFS AND LANDINGS ON AN AUTHORIZED SOLO INSTRUCTIONAL FLIGHT THE STUDENT PILOT BALLOONED AND BEGAN TO PORPOISE DOWN THE RUNWAY. ON THE THIRD NOSE GEAR CONTACT WITH THE RUNWAY THE NOSE GEAR COLLAPSED.

Brief of Accident (Continued)

File No. - 1707

6/22/86

SANTA PAULA, CA

A/C Reg. No. N63437

Time (Lc1) - 1030 PDT

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

Finding(s)

1. AIRCRAFT HANDLING - POOR - PILOT IN COMMAND
2. FLARE - EXCESSIVE - PILOT IN COMMAND
3. RECOVERY FROM BOUNCED LANDING - NOT PERFORMED - PILOT IN COMMAND
4. REMEDIAL ACTION - NOT PERFORMED - PILOT IN COMMAND
5. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
6. LANDING GEAR, NOSE GEAR ASSEMBLY - FAILURE, TOTAL
7. LANDING GEAR, NOSE GEAR ASSEMBLY - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1705	6/29/86	PLEASANT GROVE, CA	A/C Reg. No. N3627K	Time (Lcl) - 1438 PDT
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-----Basic Information-----

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

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

Make/Model - PIPER J3C-65	Eng Make/Model - CONTINENTAL A-65-8	ELT Installed/Activated - UNK/NR
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1220	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 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- CALM</p> <p>Visibility - 10.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</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;">FULL STOP</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRSTRIP</p> <p>Airport Data</p> <p>Runway Ident - 18</p> <p>Runway Lth/Wid - 2900/ 50</p> <p>Runway Surface - DIRT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">PRIVATE</p> <p style="padding-left: 20px;">SE LAND</p>	<p>Age - 54</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - YES</p> <p style="padding-left: 20px;">Months Since - 17</p> <p style="padding-left: 20px;">Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p style="padding-left: 20px;">Flight Time (Hours)</p> <p style="padding-left: 40px;">Total - UNK/NR</p> <p style="padding-left: 40px;">Make/Model- UNK/NR</p> <p style="padding-left: 40px;">Instrument- UNK/NR</p> <p style="padding-left: 40px;">Multi-Eng - UNK/NR</p> <p style="padding-left: 40px;">Last 24 Hrs - UNK/NR</p> <p style="padding-left: 40px;">Last 30 Days- UNK/NR</p> <p style="padding-left: 40px;">Last 90 Days- UNK/NR</p> <p style="padding-left: 40px;">Rotorcraft - UNK/NR</p>
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Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT SAID THE AIRCRAFT HAD NEW BRAKES INSTALLED PRIOR TO THE FLIGHT. AFTER TOUCHDOWN AT THE CONCLUSION OF A LOCAL FLIGHT, THE PILOT SAID HE "APPLIED TOO MUCH PRESSURE TO THE PEDALS AND COULD NOT RELEASE THE PRESSURE IN TIME TO PREVENT THE AIRCRAFT FROM NOSING OVER." NO ACC. REPORT CONTAINING FLT TIME WAS RECEIVED FROM THE PLT.

Brief of Accident (Continued)

File No. - 1705

6/29/86

PLEASANT GROVE, CA

A/C Reg. No. N3627K

Time (Lcl) - 1438 PDT

Occurrence NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)
1. BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1643	7/09/86	PASO ROBLES, CA	A/C Reg. No. N39944	Time (Lcl) - 0733 PDT
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-----Basic Information-----

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

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

Make/Model - PIPER PA-32RT-300T	Eng Make/Model - LYCOMING TIO-540-S1AD	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3600	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 300 HP	

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

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - UNK/NR</p> <p>Completeness - FULL</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- UNK/NR</p> <p>Visibility - 25.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point SAN LUIS OBISPO, CA</p> <p>Destination FULLERTON, CA</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - IFR</p> <p>Type of Clearance - IFR</p> <p>Type Apch/Lndg - FORCED LANDING</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - ROUGH</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 - 40</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 8</p> <p>Aircraft Type - PA-32</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 1087</p> <p>Make/Model- 324</p> <p>Instrument- 118</p> <p>Multi-Eng - 10</p> <p>Last 24 Hrs - 1</p> <p>Last 30 Days- 12</p> <p>Last 90 Days- 19</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT WAS INFORMED THAT HE WAS TRAILING SMOKE ON CLIMB OUT. THE PLT ELECTED TO CONTINUE THE CLIMB DUE TO IMC AT THE DEPARTURE ARPT AND DIVERT TO ANOTHER ARPT LOCATED 26 NM NORTH. HE CONTINUED TO CLIMB TO 4,500 FT MSL TO VMC. THE OIL WARNING LIGHT ILLUMINATED DURING THE CLIMB AND THE PLT REQUESTED RADAR VECTORS TO ANOTHER ARPT AND VMC. APRX 20 NM SOUTH OF THE OF THE ARPT WHILE IN A DESCENT IN VMC THE ENG OIL PRESSURE GAGE INDICATED "0". THE ENG THEN SEIZED AND THE PLT LANDED IN A FIELD. DURING THE LANDING ROLL THE LEFT LANDING GEAR WAS SEVERED AND THE LEFT WING WAS DAMAGED. AFTER THE ACFT CAME TO REST, OIL WAS SEEN ON THE TOP OF THE ENG COWLING AND ON THE ACFT FUSELAGE. EXAM OF THE ENG REVEALED THE ENG CASE HAD FRACTURED ABOVE THE NUMBER 6 CYLINDER. ALL OIL FITTINGS WERE EXAMINED FOR PROPER SECURITY AND TIGHTNESS AND PRESSURE CHECKED. THERE WERE NO INDICATIONS OF LEAKAGE OR BLOCKAGE FOUND.

Brief of Accident (Continued)

File No. - 1643

7/09/86

PASO ROBLES, CA

A/C Reg. No. N39944

Time (Lc1) - 0733 PDT

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

Finding(s)

1. FLUID, OIL - LOW LEVEL
2. FLUID, OIL - PRESSURE TOO LOW
3. WEATHER CONDITION - LOW CEILING
4. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
5. PRECAUTIONARY LANDING - NOT PERFORMED - PILOT IN COMMAND

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

Finding(s)

6. ENGINE ASSEMBLY, BEARING - OVERTEMPERATURE
7. ENGINE ASSEMBLY, CONNECTING ROD - FAILURE, TOTAL

Occurrence #3 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

8. ENGINE ASSEMBLY - FAILURE, TOTAL

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

9. TERRAIN CONDITION - ROUGH/UNEVEN

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

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

Factor(s) relating to this accident is/are finding(s) 2,3,5,6,7,8,9

Brief of Accident

PAGE 48

Brief of Accident (Continued)

File No. - 1708

7/10/86

SUNNYMEAD, CA

A/C Reg. No. N704GW

Time (Lcl) - 2015 PDT

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

Finding(s)

1. FLUID, FUEL - EXHAUSTION
2. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND(CFI)
3. AIRCRAFT PREFLIGHT - IMPROPER - PILOT IN COMMAND(CFI)
4. FUEL CONSUMPTION CALCULATIONS - NOT PERFORMED - PILOT IN COMMAND(CFI)
5. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND(CFI)
6. REFUELING - NOT PERFORMED - PILOT IN COMMAND(CFI)

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

7. UNSUITABLE TERRAIN - SELECTED - DUAL STUDENT

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

8. OBJECT - TREE(S)
9. REMEDIAL ACTION - NOT POSSIBLE - PILOT IN COMMAND(CFI)

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1721	7/18/86	STOCKTON, CA	A/C Reg. No. N3195L	Time (Lcl) - 0825 PDT
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-----Basic Information-----

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

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

Make/Model - CESSNA 310J	Eng Make/Model - CONTINENTAL IO-470U	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 5100	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 260 HP	

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 270/008 KTS</p> <p>Visibility - 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 TRACY, CA</p> <p>Destination STOCKTON, CA</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN FULL STOP</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data STOCKTON-METRO</p> <p>Runway Ident - 29R</p> <p>Runway Lth/Wid - 8650/ 150</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s) COMMERCIAL, ATP, CFI SE LAND, ME LAND</p>	<p>Age - 52</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 3</p> <p>Aircraft Type - PA-44</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total - 2358</td> <td>Last 24 Hrs - 1</td> </tr> <tr> <td>Make/Model- 85</td> <td>Last 30 Days- 46</td> </tr> <tr> <td>Instrument- 194</td> <td>Last 90 Days- 137</td> </tr> <tr> <td>Multi-Eng - 401</td> <td>Rotorcraft - UNK/NR</td> </tr> </table>	Total - 2358	Last 24 Hrs - 1	Make/Model- 85	Last 30 Days- 46	Instrument- 194	Last 90 Days- 137	Multi-Eng - 401	Rotorcraft - UNK/NR
Total - 2358	Last 24 Hrs - 1									
Make/Model- 85	Last 30 Days- 46									
Instrument- 194	Last 90 Days- 137									
Multi-Eng - 401	Rotorcraft - UNK/NR									

Instrument Rating(s) - AIRPLANE

-----Narrative-----

A C-310J WENT OUT OF CTL ON THE RWY AND COLLIDED WITH A DIRT BANK. THE CFI INDICATED THAT THEY WERE PRACTICING SINGLE ENG PROCEDURES IN THE TFC PATTERN. AFTER TD ON A SINGLE ENG APCH THE CFI GAVE THE LEFT ENG BACK TO THE STUDENT AND ANNC GO-AROUND. INIT CLIMB WAS ESTAB. DIRECTIONAL CTL WAS MAINTAINED FOR 2 TO 3 SEC. AT 4 FT AGL, THE ACFT STARTED TO YAW AND ROLL LEFT. THE CFI STARTED TO REACH FOR THE FLT CONTROLS AND PWR LEVERS, BUT THE STUDENT HAD ALREADY REDUCED THE PWR. THE ACFT RIGHTED ITSELF AND TOUCHED DOWN WITH A HEADING 20 TO 30 DEG LEFT OF CENTERLINE. THE ACFT DEP THE RWY CROSSED A TWY, AND THEN STRUCK A 4 FT DIRT BANK. ACCORDING TO THE FAA ATCT PSNL WHO WITNESSED THE ACNT, THE ACFT DID NOT DO A CLOSED TFC PATTERN WITH A TGL PRIOR TO THE ACNT. THE LCL CTLR STATED HE HAD CLEARED THE ACFT FOR TAKEOFF AND TO REMAIN IN RIGHT CLOSED TFC AFTER THE ACFT HAD TAXIED BACK FROM A FULL STOP LANDING. THIS STATEMENT WAS CONFIRMED BY THE ATCT TAPE AND IS DOCUMENTED BY TRANSCRIPT.

Brief of Accident (Continued)

File No. - 1721

7/18/86

STOCKTON, CA

A/C Reg. No. N3195L

Time (Lcl) - 0825 PDT

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

Finding(s)
1. UNDETERMINED

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

Finding(s)
2. AIRSPEED(VYSE) - NOT ATTAINED - DUAL STUDENT
3. ABORTED TAKEOFF - DELAYED - DUAL STUDENT
4. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND(CFI)
5. PROPER ALIGNMENT - NOT MAINTAINED - DUAL STUDENT
6. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN KIND OF AIRCRAFT - DUAL STUDENT
7. DIRECTIONAL CONTROL - NOT MAINTAINED - DUAL STUDENT
8. SUPERVISION - POOR - PILOT IN COMMAND(CFI)

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

Finding(s)
9. TERRAIN CONDITION - DIRT BANK

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,5,7,8

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1740	7/23/86	SAN DIEGO, CA	A/C Reg. No. N5917T	Time (Lcl) - 1420 PDT
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----Basic Information----

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

----Aircraft Information----

Make/Model - CESSNA 150D	Eng Make/Model - CONTINENTAL O-200A	ELT Installed/Activated - YES-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	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAN DIEGO, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 280/008 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 2000 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 - 39	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - UNK/NR
	Months Since - N/A	Last 24 Hrs - UNK/NR
	Aircraft Type - N/A	Make/Model- UNK/NR
		Instrument- UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Multi-Eng - UNK/NR

Instrument Rating(s) - NONE

----Narrative----

A CESSNA 150D COLLIDED WITH THE PACIFIC OCEAN WHILE SPOTTING FISH APPROXIMATELY 5 MI FROM THE COAST. THE ACFT OWNER AND OPERATOR INDICATED THAT THE PLT WAS FAA LICENSED AND CURRENT. FAA RECORDS REVEALED THE PLT WAS ISSUED A STUDENT PLT CERTIFICATED ALONG WITH HIS THIRD CLASS MEDICAL ON MAY 8, 1986. THE ACFT WAS SPOTTING FISH FOR A FISHING VESSEL ALSO OWNED BY THE ACFT OPERATOR. THE ACFT NORMALLY CIRCLED THE BOAT AT APPROXIMATELY 800 FT AGL AND REPORTED FISH SIGHTINGS VIA THE RADIO. THE FISHING VESSEL CREWMEMBERS HEARD THE ACFT IMPACT THE WATER APPROXIMATELY 100 FT FROM THE SHIP, BUT DID NOT SEE IT. THE ACFT WAS IN CONTACT WITH THE SHIP VIA RADIO AND THERE WAS NO DISTRESS CALL. A CREWMEMBER STATED THERE DID NOT SEEM TO BE ANY CHANGE IN THE ENGINE NOISE PRIOR TO IMPACT. THE OPERATOR ALSO INDICATED THAT THE ACFT WAS LOST AT SEA. THE ACFT WAS DESTROYED WHEN IT SANK IN APPROXIMATELY 2,600 FEET OF WATER. THE STUDENT PLT IS MISSING AND PRESUMABLY FATALLY INJURED.

Brief of Accident (Continued)

File No. - 1740

7/23/86

SAN DIEGO, CA

A/C Reg. No. N5917T

Time (Lcl) - 1420 PDT

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

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. - 1719	7/27/86	GRASS VALLEY, CA	A/C Reg. No. N111T	Time (Lcl) - 1100 PST
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-----Basic Information-----				
Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries	
		SUBSTANTIAL		
Type of Operation	-PERSONAL	Fire	Crew	Fatal
Flight Conducted Under	-14 CFR 91	NONE	Pass	0
Accident Occurred During	-DESCENT			0
				0
				0
				1
				3
<hr/>				
-----Aircraft Information-----				
Make/Model	- NAVION A	Eng Make/Model	- CONTINENTAL E-225-4-I	
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	
Max Gross Wt	- 3000	Engine Type	- RECIP-FUEL INJECTED	
No. of Seats	- 4	Rated Power	- 225 HP	
			ELT Installed/Activated - YES/NO	
			Stall Warning System - NO	
<hr/>				
-----Environment/Operations Information-----				
Weather Data		Itinerary	Airport Proximity	
Wx Briefing - NO RECORD OF BRIEFING		Last Departure Point	ON AIRPORT	
Method - N/A		CHESTER, CA		
Completeness - N/A		Destination	Airport Data	
Basic Weather - VMC		GRASS VALLEY, CA	ALTA SIERRA	
Wind Dir/Speed	- 150/010 KTS	ATC/Airspace	Runway Ident - 01	
Visibility	- 10.0 SM	Type of Flight Plan	- 3000/ 50	
Lowest Sky/Clouds	- CLEAR	Type of Clearance	Runway Surface - ASPHALT	
Lowest Ceiling	- NONE	Type Apch/Lndg	Runway Status - DRY	
Obstructions to Vision	- NONE			
Precipitation	- NONE			
Condition of Light	- DAYLIGHT			
<hr/>				
-----Personnel Information-----				
Pilot-In-Command	Age - 45	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT		
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)		
COMMERCIAL	Current - YES	Total	- 1094	
SE LAND, ME LAND	Months Since - 24	Make/Model	- 520	
	Aircraft Type - UNK/NR	Instrument	- 58	
		Multi-Eng	- 30	
			Last 24 Hrs - 1	
			Last 30 Days - 5	
			Last 90 Days - 7	
			Rotorcraft - UNK/NR	
<hr/>				
Instrument Rating(s) - AIRPLANE				
<hr/>				
-----Narrative-----				
<p>A NAVION A LANDED HARD ON RWY 01 AFTER AN ATTEMPTED GO-AROUND. THE PLT INDICATED THAT HE WAS LANDING TO THE NORTH WITH FULL FLAPS AND DISCOVERED HE HAD A GUSTING TAILWIND. HE INITIATED A GO-AROUND AND AT 50 FT AGL HE BROUGHT THE FLAPS UP HALFWAY. THE ACFT SETTLED AND LANDED HARD ON THE RWY. THE WINDS WERE REPORTED FROM 150 DEG AT 10 KTS 24 NM WEST ARPT. THE FLIGHT TRAINING HANDBOOK, ADVISORY CIRCULAR 61-21A, CAUTIONS PLTS ABOUT THE PREMATURE RETRACTION OF FLAPS DURING A GO-AROUND. IT STATES, "CAUTION MUST BE USED IN RETRACTING THE FLAPS. DEPENDING ON THE AIRPLANE'S ALTITUDE AND AIR SPEED, IT MAY BE WISE TO RETRACT THE FLAPS INTERMITTENTLY IN SAMLL INCREMENTS TO ALLOW TIME FOR THE AIRPLANE TO ACCELERATE PROGRESSIVELY AS THEY ARE BEING RAISED. A SUDDEN AND COMPLETE RETRACTION OF THE FLAPS AT A VERY LOW AIRSPEED COULD CAUSE A LOSS OF LIFT RESULTING IN THE AIRPLANE SETTLING INTO THE GROUND."</p>				
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Brief of Accident (Continued)

File No. - 1719

7/27/86

GRASS VALLEY, CA

A/C Reg. No. N111T

Time (Lc1) - 1100 PST

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

Finding(s)

1. WEATHER CONDITION - TAILWIND
2. WEATHER EVALUATION - POOR - PILOT IN COMMAND

Occurrence #2 HARD LANDING
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

3. RAISING OF FLAPS - PREMATURE - PILOT IN COMMAND
4. DESCENT - NOT CORRECTED - PILOT IN COMMAND
5. AIRSPEED - NOT ATTAINED - PILOT IN COMMAND
6. STALL/MUSH - PERFORMED - PILOT IN COMMAND

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1619	7/27/86	LLANO, CA	A/C Reg. No. N118PC	Time (Lcl) - 1350 PDT
-----Basic Information-----				
Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage DESTROYED	Injuries	
Type of Operation - PERSONAL		Fire	Crew	Fatal
Flight Conducted Under -14 CFR 91		NONE	Pass	Serious
Accident Occurred During -UNKNOWN				Minor
				None
-----Aircraft Information-----				
Make/Model - CHERRY HP16	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 - 1050	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		LLANO, CA		
Completeness - N/A		Destination	Airport Data	
Basic Weather - VMC		LOCAL		
Wind Dir/Speed- 220/005 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 - ASPHALT	
Lowest Ceiling - NONE		Type Apch/Lndg - NONE	Runway Status - DRY	
Obstructions to Vision- NONE				
Precipitation - NONE				
Condition of Light - DAYLIGHT				
-----Personnel Information-----				
Pilot-In-Command	Age - 35	Medical Certificate - NO MEDICAL		
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)		
PRIVATE	Current - YES	Total - 83	Last 24 Hrs - UNK/NR	
	Months Since - 10	Make/Model- 12	Last 30 Days- 8	
GLIDER	Aircraft Type - GROB	Instrument- UNK/NR	Last 90 Days- 12	
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR	
Instrument Rating(s) - NONE				
-----Narrative-----				
THE GLIDER PILOT DEPARTED ON A LOCAL FLIGHT AND THE WRECKAGE OF HIS GLIDER WAS SPOTTED A LITTLE OVER AN HOUR LATER. THERE WERE NO KNOWN WITNESSES TO THE ACCIDENT WHICH OCCURRED IN VFR DAYLIGHT CONDITIONS.				

Brief of Accident (Continued)

File No. - 1619

7/27/86

LLANO, CA

A/C Reg. No. N118PC

Time (Lcl) - 1350 PDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation UNKNOWN

Finding(s)

1. UNDETERMINED

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1702	7/28/86	RAMONA, CA	A/C Reg. No. N3899V	Time (Lcl) - 1000 PDT
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-----Basic Information-----

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

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

Make/Model - CESSNA 195	Eng Make/Model - JACOBS R755A2	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 3150	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 6	Rated Power - 300 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	GILLESPIE, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	RAMONA
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 27
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4000/ 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		
Precipitation - NONE	FULL STOP	
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 46	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 5200
SE LAND,ME LAND	Months Since - 2	Make/Model- 11
	Aircraft Type - UNK/NR	Instrument- 414
		Multi-Eng - 1400
		Last 24 Hrs - 3
		Last 30 Days- 85
		Last 90 Days- 250
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT OWNER STATED THAT THE PURPOSE OF THE FLIGHT WAS TO OBTAIN 5 HOURS OF TRANSITION TRAINING IN THE TAIL DRAGGER AND ACCOMPLISH A BFR. AFTER DEPARTURE THE CFI HAD THE PILOT PERFORM AIRWORK MANEUVERS ENROUTE TO THE RAMONA AREA. THE PILOT SAID THAT A LIGHT OIL FILM HAD DEVELOPED ON THE WINDSHIELD DURING THE AIRWORK AND A DECISION WAS MADE TO LAND AT ROMONA TO CLEAN THE WINDSHIELD AND PRACTICE TAKEOFFS AND LANDINGS. INTENDING TO MAKE A THREE POINT LANDING, THE PILOT SAID THAT A "SLIGHT BOUNCE OCCURRED ON TOUCHDOWN" AND THE CFI TOLD HIM TO ADD A LITTLE POWER. THE PILOT SAID THAT HE COMPLIED AND THEN THE CFI TOLD HIM "NO," AND "YANKED THE THROTTLE OFF." THE PILOT SAID THAT AFTER THE CFI REDUCED THE POWER THE AIRCRAFT "WENT WILD AND TURNED SIDEWAYS." THE PILOT FURTHER SAID THAT THE CFI "GRABBED THE CONTROLS" AS HE REDUCED THE THROTTLE TO IDLE. ACCORDING TO THE PILOT'S REPORT, THE CFI HAD ONLY 11 HOURS TOTAL IN THE CESSNA 195, WITH ONLY ONE HOUR ACCRUED IN THE PAST 90 DAYS.

Brief of Accident (Continued)

File No. - 1702

7/28/86

RAMONA, CA

A/C Reg. No. N3899V

Time (Lc1) - 1000 PDT

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

Finding(s)

1. CONTROL INTERFERENCE
2. BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND(CFI)
3. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
4. IMPROPER USE OF PROCEDURE, LACK OF RECENT EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND(CFI)
5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND(CFI)
6. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND(CFI)
7. REMEDIAL ACTION - MISJUDGED - PILOT IN COMMAND(CFI)

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1699	8/21/86	COALINGA, CA	A/C Reg. No. N4831A	Time (Lcl) - 1930 PDT
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-----Basic Information-----				
Type Operating Certificate-ON-DEMAND AIR TAXI		Aircraft Damage		
		SUBSTANTIAL		
Type of Operation	-POSITIONING	Fire	Crew	Fatal
Flight Conducted Under	-14 CFR 91	NONE	Pass	0
Accident Occurred During	-LANDING			0
				0
<hr/>				
-----Aircraft Information-----				
Make/Model	- CESSNA P210N	Eng Make/Model	- CONTINENTAL TSI0-520-AF	ELT Installed/Activated - YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System - YES
Max Gross Wt	- 4000	Engine Type	- RECIP-FUEL INJECTED	
No. of Seats	- 6	Rated Power	- 310 HP	
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-----Environment/Operations Information-----				
Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- FSS	Last Departure Point	OFF AIRPORT/STRIP	
Method	- TELEPHONE	ONTARIO, CA		
Completeness	- WEATHER NOT PERTINENT	Destination	Airport Data	
Basic Weather	- VMC	HAYWARD, CA	COALINGA MUNI	
Wind Dir/Speed	- 320/002 KTS	ATC/Airspace	Runway Ident - 30	
Visibility	- 7.0 SM	Type of Flight Plan	Runway Lth/Wid - 4600/ 60	
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 - 26	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT		
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)		
COMMERCIAL, CFI	Current - YES	Total	- 1676	Last 24 Hrs - 4
SE LAND, ME LAND	Months Since - 5	Make/Model	- 74	Last 30 Days - 75
	Aircraft Type - 3D3	Instrument	- 134	Last 90 Days - 299
		Multi-Eng	- 230	Rotorcraft - 1
<hr/>				
Instrument Rating(s) - AIRPLANE				
<hr/>				
-----Narrative-----				
<p>THE FLIGHT WAS A REPOSITIONING FLIGHT BACK TO THE AIRCRAFT'S HOME BASE AT THE CONCLUSION OF AN ON DEMAND AIR TAXI FLIGHT. THE PILOT SAID THAT HE DEPARTED WITHOUT VISUALLY CHECKING THE FUEL TANK LEVEL. THE PILOT SAID THE FUEL GAUGES INDICATED ONE HALF TANKS AND HE "THOUGHT THE QUANTITY WAS SUFFICIENT TO COMPLETE THE RETURN FLIGHT." ENROUTE, THE PILOT BECAME CONCERNED WITH THE FUEL STATE OF THE AIRCRAFT AND DIVERTED TO THE COALINGA AIRPORT. ON FINAL APPROACH THE ENGINE LOST POWER AND THE AIRCRAFT LANDED GEAR UP IN A PLOWED FIELD ABOUT 1 MILE SHORT OF THE RUNWAY. INSPECTION FOUND THE FUEL SYSTEM INTACT AND A TOTAL OF BOUT 3 PINTS OF FUEL IN ALL OF THE FUEL TANKS.</p>				

Brief of Accident (Continued)

File No. - 1699

8/21/86

COALINGA, CA

A/C Reg. No. N4831A

Time (Lc1) - 1930 PDT

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

Finding(s)

1. FLUID, FUEL - EXHAUSTION
2. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
3. AIRCRAFT PREFLIGHT - IMPROPER - PILOT IN COMMAND
4. FUEL CONSUMPTION CALCULATIONS - NOT PERFORMED - PILOT IN COMMAND
5. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
6. REFUELING - NOT PERFORMED - PILOT IN COMMAND
7. PRECAUTIONARY LANDING - DELAYED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

8. TERRAIN CONDITION - GROUND

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1701	9/13/86	THERMAL, CA	A/C Reg. No. N917Q	Time (Lcl) - 1407 PDT
-----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	-APPROACH			Minor
				None
-----Aircraft Information-----				
Make/Model	- BEECH 35-B33	Eng Make/Model	- CONTINENTAL IO-470-K	ELT Installed/Activated - YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System - YES
Max Gross Wt	- 3000	Engine Type	- RECIP-FUEL INJECTED	
No. of Seats	- 4	Rated Power	- 225 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	THERMAL	
Wind Dir/Speed	- 180/006 KTS	ATC/Airspace	Runway Ident - 17	
Visibility	- 40.0 SM	Type of Flight Plan	Runway Lth/Wid - 5000/ 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 - 41	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)		
PRIVATE	Current - YES	Total - 526	Last 24 Hrs - 1	
SE LAND	Months Since - 10	Make/Model- 187	Last 30 Days- 24	
	Aircraft Type - 35-B33	Instrument- 0	Last 90 Days- 30	
Instrument Rating(s) - NONE				
-----Narrative-----				
THE PILOT DEPARTED ON A LOCAL FLIGHT TO PUT "SOME BREAK IN TIME" ON A NEWLY INSTALLED ENGINE CYLINDER. THE PILOT STATED THAT HE" DEPARTED WITH A LOW FUEL LEVEL BUT WAS ONLY GOING TO BE UP FOR A LITTLE WHILE." AFTER 40 MINUTES OF FLIGHT TIME, THE PILOT RETURNED TO THE AIRPORT AND THE ENGINE LOST POWER WHILE ON FINAL APPROACH. THE AIRCRAFT COLLIDED WITH TREES ABOUT ONE HALF MILE SHORT OF THE RUNWAY. EXAMINATION OF THE AIRCRAFT REVEALED "ONLY RESIDUAL FUEL" REMAINED IN BOTH WING TANKS.				

Brief of Accident (Continued)

File No. - 1701

9/13/86

THERMAL, CA

A/C Reg. No. N917Q

Time (Lc1) - 1407 PDT

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

Finding(s)

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

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

6. OBJECT - TREE(S)
7. PROPER DESCENT 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) 3,4,5

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1700	9/15/86	PORTERVILLE, CA	A/C Reg. No. N3879V	Time (Lcl) - 1050 PDT
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-----Basic Information-----

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

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

Make/Model - CESSNA 195	Eng Make/Model - JACOBS R755A-2	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3150	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 6	Rated Power - 300 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	GRAND CANYON, AZ	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	PORTERVILLE MUNI
Wind Dir/Speed- 300/005 KTS	ATC/Airspace	Runway Ident - 30
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 6000/ 146
Lowest Sky/Clouds - 25000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 69	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 8683
SE LAND, ME LAND	Months Since - 8	Make/Model- 3559
GLIDER	Aircraft Type - C-195	Instrument- 0
		Multi-Eng - 650
		Last 24 Hrs - 3
		Last 30 Days- 41
		Last 90 Days- 136

Instrument Rating(s) - NONE

-----Narrative-----

AFTER A NORMAL LANDING THE PILOT SAID HE BEGAN TO APPLY MODERATE BRAKE PRESSURE TO MAKE THE MID-FIELD TAXIWAY TURN OFF AND FELT WHAT HE DESCRIBED AS "A LIGHT JERK IN THE LEFT GEAR" FOLLOWED BY A "SNAPPING SOUND WHICH OCCURRED TWO OR THREE TIMES." THE PILOT THEN SAID THE LEFT BRAKE FAILED COMPLETELY AND THE "AIRCRAFT VEERED TO THE RIGHT AND ENTERED A GROUND LOOP." EXAMINATION OF THE LEFT BRAKE REVEALED THAT THE LEFT BRAKE DISC DRIVE KEY RETAINING SCREW FAILED, WHICH ALLOWED THE KEY TO FLOAT LOOSE IN THE BRAKE HOUSING. THE MECHANIC WHO EXAMINED THE BRAKE SYSTEM STATED THAT THE LOOSE KEY "BROKE OUT THE LOWER PART OF THE HOUSING ALLOWING THE BRAKE LINING TO FALL OUT."

Brief of Accident (Continued)

File No. - 1700

9/15/86

PORTERVILLE, CA

A/C Reg. No. N3879V

Time (Lcl) - 1050 PDT

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

Finding(s)

1. LANDING GEAR, NORMAL BRAKE SYSTEM - FAILURE, PARTIAL
-

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

Finding(s)

2. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
 3. 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) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1704	10/04/86	GOLETA, CA	A/C Reg. No. N22SD	Time (Lcl) - 1039 PDT
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-----Basic Information-----

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

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

Make/Model - GILLON QUICKIE Q2	Eng Make/Model - REVMASER R2100-D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1200	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 67 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	SANTA BARBARA
Wind Dir/Speed- 150/005 KTS	ATC/Airspace	Runway Ident - 15L
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4179/ 75
Lowest Sky/Clouds - CLEAR	Type of Clearance - VFR	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 43	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 650
SE LAND	Months Since - 14	Make/Model - 1
	Aircraft Type - PA-28	Instrument - UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 1
		Last 30 Days - 2
		Last 90 Days - 3
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

PRIOR TO THE ACCIDENT FLIGHT OF THE EXPERIMENTAL HOMEBUILT, THE SPARK PLUG INSERTS IN THE ENGINE CYLINDERS WERE CHANGED TO STEEL ONES. THE PILOT SAID THAT DURING THE FLIGHT HE HEARD A LOUD NOISE EMANATE FROM THE ENGINE FOLLOWED BY A PARTIAL LOSS OF POWER. THE PILOT SAID HE WAS ABLE TO MAINTAIN AN ALTITUDE OF 1,000 FT AGL AND RETURNED TO THE AIRPORT. ON FINAL APPROACH, THE PILOT DID NOT GET A LANDING CLEARANCE "DUE TO OTHER VOICE TRAFFIC" ON THE RADIO AND INITIATED A GO AROUND. THE PILOT FURTHER SAID THAT HE COULD ONLY MAINTAIN 300 FT AGL ON THE SECOND PATTERN. A WITNESS SAID THE AIRCRAFT MADE A NORMAL APPROACH THEN "BOUNCED UP AT A HIGH ANGLE ON TOUCHDOWN, THEN DROP ON THE NOSEWHEEL." THE PILOT REPORTED THAT EXAMINATION OF THE ENGINE REVEALED "A SLIVER OF STEEL FROM THE SPARK PLUG INSERT HAD LODGED IN THE CYLINDER HEAD CAUSING A BLOW TORCH EFFECT WHICH BURNED THROUGH THE CYLINDER HEAD AND FIN."

Brief of Accident (Continued)

File No. - 1704

10/04/86

GOLETA,CA

A/C Reg. No. N22SD

Time (Lcl) - 1039 PDT

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

Finding(s)

1. ENGINE ASSEMBLY,CYLINDER - FAILURE,TOTAL
2. MAINTENANCE,MAJOR REPAIR - IMPROPER - OTHER MAINTENANCE PSNL

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

Finding(s)

3. FLARE - MISJUDGED - PILOT IN COMMAND
4. IMPROPER USE OF PROCEDURE,SELF-INDUCED PRESSURE - PILOT IN COMMAND
5. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
6. IMPROPER USE OF PROCEDURE,LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
7. GO-AROUND - NOT POSSIBLE - PILOT IN COMMAND
8. REMEDIAL ACTION - 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) 3,5

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1722 10/19/86 MICHIGAN BAR,CA A/C Reg. No. N8449X Time (Lcl) - 1600 PDT

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

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

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

Make/Model - CESSNA 172C	Eng Make/Model - CONTINENTAL O-300-D	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 2100	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	COALINGA,CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	MICHIGAN BAR,CA	
Wind Dir/Speed- 060/004 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 9.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 44	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - UNK/NR
SE LAND	Months Since - UNK/NR	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING A PLEASURE CROSS-COUNTRY FLIGHT, THE AIRCRAFT EXPERIENCED AN ENGING FAILURE. EXAMINATION OF THE FUEL TANKS REVEALED THAT BOTH TANKS WERE EMPTY OF FUEL. THE CARBURETOR WAS REMOVED FROM THE ENGINE AND FOUND TO CONTAIN APPROXIMATELY 1 TABLESPOON OF FUEL. NO ACC REPORT OR FLT TIME WAS OBTAINED FROM THE PLT.

Brief of Accident (Continued)

File No. - 1722

10/19/86

MICHIGAN BAR,CA

A/C Reg. No. N8449X

Time (Lcl) - 1600 PDT

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

Finding(s)

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

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

5. TERRAIN CONDITION - DITCH

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1725	11/25/86	FRESNO, CA	A/C Reg. No. N11185	Time (Lcl) - 1506 PST
-----Basic Information-----				
Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries	
		DESTROYED	Fatal	Serious
Type of Operation	-INSTRUCTIONAL	Fire	Crew	Minor
Flight Conducted Under	-14 CFR 91	NONE	Pass	None
Accident Occurred During	-LANDING		0	0
			0	0
-----Aircraft Information-----				
Make/Model	- CESSNA 150L	Eng Make/Model	- CONTINENTAL O-200A	ELT Installed/Activated
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	- YES/YES
Max Gross Wt	- 1600	Engine Type	- RECIPROCATING-CARBURETOR	Stall Warning System
No. of Seats	- 2	Rated Power	- 100 HP	- YES
-----Environment/Operations Information-----				
Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- FSS	Last Departure Point	OFF AIRPORT/STRIP	
Method	- TELEPHONE	LOS BANOS, CA		
Completeness	- FULL	Destination	Airport Data	
Basic Weather	- VMC	FRESNO, CA	FRESNO AIR TERMINAL	
Wind Dir/Speed	- 220/006 KTS	ATC/Airspace	Runway Ident - 29	
Visibility	- 4.000 SM	Type of Flight Plan	Runway Lth/Wid - 9222/ 150	
Lowest Sky/Clouds	- CLEAR	Type of Clearance	Runway Surface - CONCRETE	
Lowest Ceiling	- NONE	Type Apch/Lndg	Runway Status - DRY	
Obstructions to Vision	- HAZE			
Precipitation	- NONE			
Condition of Light	- DAYLIGHT			
-----Personnel Information-----				
Pilot-In-Command	Age - 45	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)		
STUDENT	Current - N/A	Total - 45	Last 24 Hrs - UNK/NR	
	Months Since - N/A	Make/Model - 45	Last 30 Days - 5	
	Aircraft Type - N/A	Instrument - UNK/NR	Last 90 Days - 9	
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR	
Instrument Rating(s) - NONE				
-----Narrative-----				
DURING A SOLO INSTRUCTIONAL CROSS-COUNTRY FLIGHT THE ENGINE QUIT WHILE ON THE BASE LEG AT THE FRESNO AIRPORT. THE PILOT DID NOT FEEL THAT HE COULD MAKE THE RUNWAY DUE TO AN EXTENDED DOWNWIND AND LOW ALTITUDE. THE PILOT DECIDED TO TRY AND LAND IN A PLOWED FIELD TO HIS RIGHT THEN DECIDED NOT TO BECAUSE OF A FENCE. THE PILOT THEN CHOSE A NEARBY ROAD. THE AIRCRAFT THEN COLLIDED WITH A TELEPHONE POLE. THE AIRCRAFT WAS EXAMINED AND FOUND THAT THE RIGHT FUEL TANK WAS EMPTY AND THE LEFT FUEL TANK HAD APPROXIMATELY 1 GALLON OF FUEL.				

Brief of Accident (Continued)

File No. - 1725

11/25/86

FRESNO, CA

A/C Reg. No. N11185

Time (Lcl) - 1506 PST

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

Finding(s)

1. FLUID, FUEL - EXHAUSTION
2. FUEL CONSUMPTION CALCULATIONS - IMPROPER - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
4. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
5. IMPROPER USE OF PROCEDURE, TOTAL - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

6. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND

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

Finding(s)

7. OBJECT - UTILITY POLE

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1607	12/21/86	CHICO, CA	A/C Reg. No. N64533	Time (Lcl) - 2230 PST
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-----Basic Information-----

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

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

Make/Model - CESSNA 172M	Eng Make/Model - LYCOMING O-230-E2D	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	SACRAMENTO, CA	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	CHICO, CA	CHICO
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 13L
Visibility - .125 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 6724/ 150
Lowest Sky/Clouds - PART OBS	Type of Clearance - IFR	Runway Surface - DIRT
Lowest Ceiling - OBSCURED	Type Apch/Lndg - ILS-COMPLETE	Runway Status - DRY
Obstructions to Vision- FOG		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 41	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 382	Last 24 Hrs - 2
SE LAND	Months Since - 2	Make/Model- 187	Last 30 Days- 9
	Aircraft Type - C-172	Instrument- 44	Last 90 Days- 40

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING AN ILS APCH TO RWY 13L, THE PLT THINKING HE WAS AT THE MISSED APCH POINT COLLIDED WITH THE TERRAIN 200 YRDS WEST OF THE ARPT. THE ROUTE OF FLT WAS DETERMINED TO BE IN A NORTH WESTERLY DIRECTION. EXAM OF THE NAVIGATIONAL INSTRUMENTS REVEALED THAT THE NUMBER TWO NAVIGATIONAL RADIO WAS TUNED TO AN INCORRECT FREQ. THE PLT HAD RETURNED TO THE ACFT AFTER THE ACCIDENT AND TRIED TO MAKE RADIO CONTACT WITH NEARBY FACILITIES. HE DOES NOT REMEMBER IF HE CHANGED THE NAVIGATIONAL FREQS.

Brief of Accident (Continued)

File No. - 1607

12/21/86

CHICO, CA

A/C Reg. No. N64533

Time (Lcl) - 2230 PST

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

Finding(s)

1. WEATHER CONDITION - FOG
 2. WEATHER CONDITION - BELOW APPROACH MINIMUMS
 3. FLIGHT INTO KNOWN ADVERSE WEATHER - PERFORMED - PILOT IN COMMAND
 4. IN FLIGHT WEATHER ADVISORIES - NOT ATTAINED - PILOT IN COMMAND
 5. PROPER ALIGNMENT - NOT IDENTIFIED - PILOT IN COMMAND
 6. IMPROPER USE OF PROCEDURE, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND
 7. MISSED APPROACH - IMPROPER - PILOT IN COMMAND
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1729 5/04/86 ALMOSA,CO A/C Reg. No. N28SW Time (Lcl) - 1807 MDT

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

Type Operating Certificate-AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage				
Name of Carrier -SOUTHWEST AIRLINES CO.	NONE		Fatal	0	
Type of Operation -SCHEDULED,DOMESTIC,PAX/CARGO	Fire	Crew	0	Serious	2
Flight Conducted Under -14 CFR 121	NONE	Pass	0	Minor	0
Accident Occurred During -CRUISE				None	4
					46

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

Make/Model - BOEING 737-200	Eng Make/Model - P&W JT8-9	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 8000	Engine Type - TURBOFAN	
No. of Seats - 122	Rated Power - 14500 LBS THRUST	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NWS	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	DENVER,CO	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	ALBUQUERQUE,NM	
Wind Dir/Speed- 210/020 KTS		Runway Ident - N/A
Visibility - 40.0 SM	ATC/Airspace	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 2500 FT SCATTERED	Type of Flight Plan - IFR	Runway Surface - N/A
Lowest Ceiling - NONE	Type of Clearance - IFR	Runway Status - N/A
Obstructions to Vision- NONE	Type Apch/Lndg - NONE	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 39	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 9050
SE LAND,ME LAND	Months Since - 8	Make/Model- 4950
	Aircraft Type - B-737	Instrument- 1600
		Multi-Eng - 5950
		Last 24 Hrs - UNK/NR
		Last 30 Days- 80
		Last 90 Days- 220
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

A SOUTHWEST AIRLINE COMPANY BOEING 737, FLT NO. 558 EN ROUTE FROM DENVER, COLORADO, TO ALBUQUERQUE, NEW MEXICO, AT FL 350, ENCOUNTERED SEVERE CLEAR AIR TURBULENCE. THE UNEXPECTED WX PHENOMENA CAUSED THE ACFT TO "DROP" SUDDENLY RESULTING IN TWO FLT ATTENDANTS BEING INJURED. AFTER THE ACFT WAS AGAIN BROUGHT BACK TO LEVEL FLT THE REST OF THE FLT WAS UNEVENTFUL.

Brief of Accident (Continued)

File No. - 1729

5/04/86

ALMOSA,CO

A/C Reg. No. N28SW

Time (Lcl) - 1807 MDT

Occurrence IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE

Finding(s)

1. WEATHER CONDITION - MOUNTAIN WAVE
2. WEATHER CONDITION - TURBULENCE
3. WEATHER CONDITION - DOWNDRAFT
4. SEAT BELT SIGN - SELECTED - PILOT IN COMMAND
5. SEAT BELT - DELAYED - FLIGHT ATTENDANT
6. UNSAFE/HAZARDOUS CONDITION - NOT IDENTIFIED - COMPANY/OPERATOR MGMT
7. UNSAFE/HAZARDOUS CONDITION WARNING - NOT ISSUED - NWS PERSONNEL

----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) 5,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1678 9/25/86 CRAWFORD,CO A/C Reg. No. N6663G Time (Lcl) - 1740 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -BUSINESS	Fire	Crew 1	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass 4	0	0	0
Accident Occurred During -MANEUVERING					

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

Make/Model - CESSNA 340A	Eng Make/Model - CONTINENTAL TSIO-520-NB	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 5975	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 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	GUNNISON,CO	
Completeness - N/A	Destination	Airport Data
Basic Weather - IMC	GRAND JUNCTION,CO	Runway Ident - N/A
Wind Dir/Speed- 030/004 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 4000 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 10000 FT BROKEN	Type Apch/Lndg - NONE	
Obstructions to Vision- FOG		
Precipitation - RAIN SHOWERS		
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 - 2241
SE LAND,ME LAND	Months Since - 13	Last 24 Hrs - 1
	Aircraft Type - C-340A	Make/Model- 1420
		Last 30 Days- 21
		Instrument- UNK/NR
		Last 90 Days- 33
		Rotorcraft - UNK/NR
		Multi-Eng - 1699

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT TOOK OFF ON A VFR FLT WITH NO FLT PLAN FILED OR WX BRIEFING. HE ENCOUNTERED A WX SQUALL LINE EN ROUTE WITH LOW CEILINGS, FOG, MIXED RAIN AND SNOW. WHILE HE WAS ATTEMPTING TO MANEUVER VFR THROUGH THE WX AT A LOW ALTITUDE ABOVE THE GROUND, THE ACFT ENTERED CLOUDS AND IMPACTED TERRAIN AT 7,500 FEET MSL IN MOUNTAINOUS TERRAIN.

Brief of Accident (Continued)

File No. - 1678

9/25/86

CRAWFORD, CO

A/C Reg. No. N6663G

Time (Lcl) - 1740 MDT

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

Finding(s)

1. WEATHER CONDITION - LOW CEILING
2. WEATHER CONDITION - FOG
3. WEATHER CONDITION - RAIN
4. WEATHER CONDITION - SNOW
5. TERRAIN CONDITION - MOUNTAINOUS/HILLY
6. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
7. HAZARDOUS WEATHER ADVISORY - NOT OBTAINED - PILOT IN COMMAND
8. VFR FLIGHT INTO IMC - INADVERTENT - PILOT IN COMMAND

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

Finding(s)

9. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
10. 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) 6,7,8,9,10

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1794	11/29/86	ELLCOTT,CO	A/C Reg. No. N757TN	Time (Lc1) - 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	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	1
Accident Occurred During -DESCENT			0	0
			0	0

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

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

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 090/007 KTS</p> <p>Visibility - 100.0 SM</p> <p>Lowest Sky/Clouds - UNK/NR</p> <p>Lowest Ceiling - 25000 FT BROKEN</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point ELLCOTT,CO</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data ELLCOTT</p> <p>Runway Ident - 35</p> <p>Runway Lth/Wid - 5000/ 40</p> <p>Runway Surface - GRAVEL</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND</p>	<p>Age - 31</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 6</p> <p>Aircraft Type - C-152</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total - 153</td> <td>Last 24 Hrs - 3</td> </tr> <tr> <td>Make/Model- 34</td> <td>Last 30 Days- 3</td> </tr> <tr> <td>Instrument- 7</td> <td>Last 90 Days- 17</td> </tr> </table>	Total - 153	Last 24 Hrs - 3	Make/Model- 34	Last 30 Days- 3	Instrument- 7	Last 90 Days- 17
Total - 153	Last 24 Hrs - 3							
Make/Model- 34	Last 30 Days- 3							
Instrument- 7	Last 90 Days- 17							

Instrument Rating(s) - NONE

-----Narrative-----

DURING THE INITIAL CLIMB PHASE OF TAKEOFF THE PLT ENCOUNTERED A WIND SHEAR WITH STRONG GUSTY TAIL WINDS. THE ACFT ENTERED AN UNCONTROLLED DESCENT FROM 25 FEET AGL, STRUCK A WIRE FENCE OFF THE END OF THE RWY AND NOSED OVER.

Brief of Accident (Continued)

File No. - 1794

11/29/86

ELLICOTT, CO

A/C Reg. No. N757TN

Time (Lcl) - 1000 MST

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

Finding(s)
1. WEATHER CONDITION - WINDSHEAR

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

Occurrence #3 NOSE OVER
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1744	6/20/86	BARKHANSTEAD, CT	A/C Reg. No. N1166B	Time (Lcl) - 1300 EDT
<hr/>				
-----Basic Information-----				
Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries	
		SUBSTANTIAL	Fatal	Serious Minor None
Type of Operation	-PERSONAL	Fire	Crew	0 0 0 1
Flight Conducted Under	-14 CFR 91	NONE	Pass	0 0 0 0
Accident Occurred During	-LANDING			
<hr/>				
-----Aircraft Information-----				
Make/Model	- LUSCOMBE 8A	Eng Make/Model	- CONTINENTAL A65	ELT Installed/Activated - NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System - NO
Max Gross Wt	- 1200	Engine Type	- RECIPROCATING-CARBURETOR	
No. of Seats	- 2	Rated Power	- 65 HP	
<hr/>				
-----Environment/Operations Information-----				
Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP	
Method	- N/A	WARWICK, NY		
Completeness	- N/A	Destination	Airport Data	
Basic Weather	- VMC	SKYLARK, CT		
Wind Dir/Speed	- VARIABLE	ATC/Airspace	Runway Ident - N/A	
Visibility	- 20.0 SM	Type of Flight Plan	Runway Lth/Wid - N/A	
Lowest Sky/Clouds	- 3500 FT SCATTERED	Type of Clearance	Runway Surface - GRASS/TURF	
Lowest Ceiling	-	Type Apch/Lndg	Runway Status - DRY	
Obstructions to Vision	- NONE			
Precipitation	- NONE			
Condition of Light	- DAYLIGHT			
<hr/>				
-----Personnel Information-----				
Pilot-In-Command	Age - UNK/NR	Medical Certificate	- UNK/NR	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)		
PRIVATE	Current - UNK/NR	Total	- 168	Last 24 Hrs - 3
SE LAND	Months Since - UNK/NR	Make/Model-	64	Last 30 Days- UNK/NR
	Aircraft Type - UNK/NR	Instrument-	0	Last 90 Days- 18
<hr/>				
Instrument Rating(s) - NONE				
<hr/>				
-----Narrative-----				
THE FLIGHT TOOK OFF WITH ABOUT SEVEN GALLONS OF FUEL WITH A SLIGHT TAILWIND. BUT AFTER ABOUT 30 MINUTES OF FLIGHT THE FLIGHT ENCOUNTERED A HEADWIND. THE AIRCRAFT SUFFERED FUEL EXHAUSTION AND THE PILOT EXECUTED A PRECAUTIONARY LANDING IN A FIELD. DURING GROUND ROLL THE MAIN GEAR CONTACTED RUTS AND FOLDED BACK CAUSING SUBSTANTIAL DAMAGE.				
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Brief of Accident (Continued)

File No. - 1744

6/20/86

BARKHANSTEAD,CT

A/C Reg. No. N1166B

Time (Lcl) - 1300 EDT

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

Finding(s)

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

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

3. TERRAIN CONDITION - OPEN FIELD

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1778	5/07/86	ARCADIA, FL	A/C Reg. No. N756V	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	Crew	Fatal	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -LANDING			0	0	1	0

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

Make/Model - BREWSTER FLEET 7	Eng Make/Model - KINNER B5R	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1740	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - UNK/NR	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	ARCADIA MUNICIPAL
Wind Dir/Speed- 120/005 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3700/ 150
Lowest Sky/Clouds - 20000 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 - 57	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 537
SE LAND	Months Since - 3	Make/Model- 51
	Aircraft Type - UNK/NR	Instrument- 11
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 3

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO STATEMENTS, THE PILOT EXPERIENCED BRAKE DIFFICULTY & THE ACFT FLIPPED OVER DURING LANDING ROLLOUT & CAME TO REST INVERTED.

Brief of Accident (Continued)

File No. - 1778

5/07/86

ARCADIA,FL

A/C Reg. No. N756V

Time (Lc1) - 1430 EDT

Occurrence NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

1. LANDING GEAR,NORMAL BRAKE SYSTEM - 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. - 1628 8/26/86 HAWTHORNE, FL A/C Reg. No. N1629H Time (Lcl) - 1643 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	0	1	0
Accident Occurred During - DESCENT				0	3	0

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

Make/Model - GRUMMAN G-44A	Eng Make/Model - LYCOMING GO-480-B1D	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 4525	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 5	Rated Power - UNK/NR	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	GAINESVILLE, FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 120/005 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 6.0 SM	Type of Flight Plan - NONE	Runway Surface - WATER
Lowest Sky/Clouds -	Type of Clearance - NONE	Runway Status - WATER-CALM
Lowest Ceiling - 4000 FT BROKEN	Type Apch/Lndg - TOUCH AND GO	
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)
ATP,CFI	Current - YES	Total - 3246
SE LAND, ME LAND, ME SEA	Months Since - 6	Make/Model- 89
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 536
		Multi-Eng - 1140
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 145
		Rotorcraft - 701

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT UPON TOUCHDOWN ON THE LAKE THE ACFT FELT STRANGE. HE ADDED FULL PWR AND TOOK OFF AGAIN BUT JUST AFTER TAKEOFF THE ACFT ROLLED TO THE RIGHT AND THE NOSE DOVE. HE REMOVED PWR AND WITH THE CONTROLS FULL BACK, THE ACFT HIT THE WATER WITH NO LATERAL CONTROL. POST ACCIDENT EXAM OF THE ACFT REVEALED LARGE AMOUNTS OF SILICONE PRESENT IN THE RIGHT MAIN FUEL TANK AND IN BOTH FUEL FILTERS.

Brief of Accident (Continued)

File No. - 1628

8/26/86

HAWTHORNE,FL

A/C Reg. No. N1629H

Time (Lc1) - 1643 EDT

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

Finding(s)

1. FUEL SYSTEM,SCREEN - BLOCKED(PARTIAL)
 2. FUEL SYSTEM,FILTER - BLOCKED(PARTIAL)
-

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

Finding(s)

3. JUDGEMENT - POOR - PILOT IN COMMAND
 4. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
-

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

Finding(s)

5. TERRAIN CONDITION - WATER,GLASSY
-

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1625 9/23/86 CLEWISTON, FL A/C Reg. No. N4865L Time (Lcl) - 1045 EDT

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	CLEWISTON, FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 070/008 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 2000 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 12000 FT BROKEN	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 37	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 875
SE LAND, ME LAND	Months Since - 13	Last 24 Hrs - 4
	Aircraft Type - CL-440	Make/Model- 20
		Instrument- UNK/NR
		Last 30 Days- 4
		Last 90 Days- 15
		Rotorcraft - UNK/NR
		Multi-Eng - 300

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PURPOSE OF THE FLT WAS TO SPOT STRAY CATTLE. THE ACFT MADE A LOW PASS AFTER CHASING A COW. ACCORDING TO WITNESSES, THE ACFT STALLED AND DESCENDED TO GROUND IMPACT DURING THE PULL-UP MANEUVER FOLLOWING THE LOW PASS.

Brief of Accident (Continued)

File No. - 1625

9/23/86

CLEWISTON, FL

A/C Reg. No. N4865L

Time (Lc1) - 1045 EDT

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

Finding(s)

1. LOW PASS - PERFORMED - PILOT IN COMMAND
2. PULL-UP - PERFORMED - PILOT IN COMMAND
3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
4. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
5. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1676	11/01/86	JACKSONVILLE, FL	A/C Reg. No. N6123U	Time (Lcl) - 0214 EST
<hr/>				
-----Basic Information-----				
Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage	Injuries	
Name of Carrier	-TAMPA AIRWAYS, INC	SUBSTANTIAL	Fatal	Serious
Type of Operation	-NON SCHED, DOMESTIC, CARGO	Fire	Crew 0	1
Flight Conducted Under	-14 CFR 135	NONE	Pass 0	0
Accident Occurred During	-DESCENT			Minor 0
				None 0
<hr/>				
-----Aircraft Information-----				
Make/Model	- CESSNA 210	Eng Make/Model	- CONTINENTAL IO-520-C	
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	
Max Gross Wt	- 4100	Engine Type	- RECIP-FUEL INJECTED	
No. of Seats	- UNK/NR	Rated Power	- 310 HP	
			ELT Installed/Activated - YES/YES	
			Stall Warning System - YES	
<hr/>				
-----Environment/Operations Information-----				
Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- FSS	Last Departure Point	OFF AIRPORT/STRIP	
Method	- TELEPHONE	PANAMA CITY, FL		
Completeness	- FULL	Destination	Airport Data	
Basic Weather	- IMC	JACKSONVILLE, FL	CRAIG MUNICIPAL	
Wind Dir/Speed	- 340/007 KTS		Runway Ident - N/A	
Visibility	- 1.000 SM	ATC/Airspace	Runway Lth/Wid - N/A	
Lowest Sky/Clouds	- 100 FT	Type of Flight Plan	- IFR	
Lowest Ceiling	- 100 FT OBSCURED	Type of Clearance	- IFR	
Obstructions to Vision	- FOG	Type Apch/Lndg	- FORCED LANDING	
Precipitation	- NONE		Runway Surface - N/A	
Condition of Light	- NIGHT(DARK)		Runway Status - N/A	
<hr/>				
-----Personnel Information-----				
Pilot-In-Command		Age - 26	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT	
Certificate(s)/Rating(s)		Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL, CFI		Current - NO	Total - 1577	Last 24 Hrs - 6
SE LAND, ME LAND		Months Since - 4	Make/Model - 424	Last 30 Days - UNK/NR
		Aircraft Type - C-210	Instrument - 149	Last 90 Days - 308
			Multi-Eng - 17	
<hr/>				
Instrument Rating(s) - AIRPLANE				
<hr/>				
-----Narrative-----				
<p>THE FLT, TRANSPORTING BANKING RECORDS, HAD EXECUTED A VOR APCH TO THE RWY AFTER BEING GIVEN THE ARPT WX WHICH WAS CEILING INDEFINITE WITH 1 MI VISIBILITY IN FOG. THE PLT STATED THAT AFTER LANDING, HE REALIZED HE HAD TOUCHED DOWN TOO FAR DOWN THE RWY TO STOPPED, SO HE TOOK OFF AGAIN. AFTER TAKEOFF, HE BEGAN A RIGHT TURN AND AT 300 FT, THE ENGINE QUIT AND HE MADE A NIGHT FORCED LANDING IN TREES. AFTER THE ACCIDENT, ONLY ABOUT 1 PINT OF FUEL WAS FOUND IN THE FUEL SYSTEM WITH NO EVIDENCE OF ANY SPILL IN THE CRASH AREA. THE ENGINE WAS SUBSEQUENTLY TEST RUN AND NORMAL OPERATION WAS OBSERVED. TOTAL FUEL CONSUMPTION FOR THE FLT WAS CALCULATED TO HAVE BEEN 78 GALLONS. TOTAL FUEL AVAILABLE WAS APRX 97 GALLONS.</p>				
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Brief of Accident (Continued)

File No. - 1676

11/01/86

JACKSONVILLE, FL

A/C Reg. No. N6123U

Time (Lc1) - 0214 EST

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

Finding(s)

1. FLUID, FUEL - EXHAUSTION
2. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

3. OBJECT - TREE(S)

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1657	11/01/86	NEW SMYRNA BCH,FL	A/C Reg. No. N3059	Time (Lc1) - 1230 EST
-----Basic Information-----				
Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries	
Type of Operation	-PERSONAL	DESTROYED	Fatal	Serious
Flight Conducted Under	-14 CFR 91	Fire	Crew 1	0
Accident Occurred During	-MANEUVERING	NONE	Pass 0	0
-----Aircraft Information-----				
Make/Model	- BUSHY MM-1	Eng Make/Model	- LYCOMING O-235-C1	ELT Installed/Activated - NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System - NO
Max Gross Wt	- 1500	Engine Type	- RECIPROCATING-CARBURETOR	
No. of Seats	- 1	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	NEW SMYRNA BCH,FL		
Completeness	- N/A	Destination	Airport Data	
Basic Weather	- VMC	DAYTONA BEACH,FL		
Wind Dir/Speed	- 360/012 KTS	ATC/Airspace	Runway Ident - N/A	
Visibility	- 7.0 SM	Type of Flight Plan	- NONE	
Lowest Sky/Clouds	- 1300 FT	Type of Clearance	- NONE	
Lowest Ceiling	- 1300 FT BROKEN	Type Apch/Lndg	- NONE	
Obstructions to Vision	- NONE			
Precipitation	- NONE			
Condition of Light	- DAYLIGHT			
-----Personnel Information-----				
Pilot-In-Command	Age - 60	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)		
ATP	Current - YES	Total - 30000	Last 24 Hrs - UNK/NR	
SE LAND,ME LAND	Months Since - 19	Make/Model- 300	Last 30 Days- UNK/NR	
	Aircraft Type - 17-30	Instrument- UNK/NR	Last 90 Days- UNK/NR	
		Multi-Eng - 25000	Rotorcraft - UNK/NR	
Instrument Rating(s) - AIRPLANE				
-----Narrative-----				
WITNESSES, INCLUDING THE VICTIM'S SON RIDING AS A PAX IN ANOTHER ACFT FLYING AT 800 FT, OBSERVED THE MIDGET MUSTANG COMING UP FROM THE RIGHT, BEHIND AND BELOW THEM. WHILE STILL BELOW THEIR ALT, THE MUSTANG WAS OBSERVED TO ROLL TO THE RIGHT, AWAY FROM THEM, ROLL INVERTED AND ATTEMPT A "SPLIT-S" MANEUVER. THE "SPLIT-S" WAS NOT COMPLETED BEFORE THE ACFT STRUCK THE TOP OF A TREE ABOUT 50 FT HIGH AND CRASHED TO THE GROUND. THE PLT WITNESS, A FRIEND OF THE DECEASED PLT, STATED THAT ON PAST OCCASSIONS HE HAD OBSERVED THE PLT PULL UP IN THE VICINITY OF HIS ACFT AND PERFORM A ROLL.				

Brief of Accident (Continued)

File No. - 1657

11/01/86

NEW SMYRNA BCH, FL

A/C Reg. No. N3059

Time (Lcl) - 1230 EST

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)

1. OBJECT - TREE(S)
2. AEROBATICS - PERFORMED - PILOT IN COMMAND
3. PROPER ALTITUDE - NOT ATTAINED - PILOT IN COMMAND
4. ALTITUDE - MISJUDGED - PILOT IN COMMAND
5. JUDGEMENT - POOR - PILOT IN COMMAND

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1733	11/04/86	BRANDON, FL	A/C Reg. No. N37171	Time (Lcl) - 0830 EST
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-----Basic Information-----

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

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

Make/Model - BALLOON WORKS FIREFLY 8-24	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 - UNK/NR	Engine Type - N/A	
No. of Seats - UNK/NR	Rated Power - N/A	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	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- 060/007 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 7.0 SM	Type of Flight Plan - UNK/NR	Runway Surface - N/A
Lowest Sky/Clouds - 3500 FT SCATTERED	Type of Clearance - UNK/NR	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 30	Medical Certificate - NO MEDICAL	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 61	Last 24 Hrs - 1
	Months Since - 3	Make/Model- 8	Last 30 Days- UNK/NR
FREE BALLOON	Aircraft Type - UNK/NR	Instrument- 0	Last 90 Days- 22

Instrument Rating(s) - NONE

-----Narrative-----

A HIGH SINK RATE WAS NOT ARRESTED PRIOR TO THE HARD LDG. THE PLT STATED THAT HE BRIEFED THE PAX ON LDG PROCEDURES WHICH INCLUDED A TIGHT GRIP IN THE EVENT OF AN EMERG LDG. THE PAX STATEMENTS DIFFERED FROM THOSE OF THE BALLOON CREW CONCERNING THE CONTENT OF THE PRE FLT BRIEFING.

Brief of Accident (Continued)

File No. - 1733

11/04/86

BRANDON,FL

A/C Reg. No. N37171

Time (Lcl) - 0830 EST

Occurrence HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. PROPER DESCENT RATE - NOT MAINTAINED - PILOT IN COMMAND
2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
3. PASSENGER BRIEFING - NOT FOLLOWED - PASSENGER

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1777	11/05/86	HOMESTEAD, FL	A/C Reg. No. N27418	Time (Lcl) - 1800 EST
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-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage		Injuries	
	SUBSTANTIAL		Fatal	Serious
Type of Operation - POSITIONING	Fire	Crew	0	0
Flight Conducted Under - 14 CFR 91	NONE	Pass	0	0
Accident Occurred During - LANDING				Minor
				None
				1
				2

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

Make/Model - PIPER PA-31-350	Eng Make/Model - LYCOMING TIO-540-J2B0	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 7000	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 8	Rated Power - 350 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	MIAMI, FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	HOMESTEAD GENERAL
Wind Dir/Speed- 100/006 KTS	ATC/Airspace	Runway Ident - 36
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4000/ 100
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	FULL STOP	
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 62	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 12364
SE LAND, ME LAND, SE SEA, ME SEA	Months Since - 2	Last 24 Hrs - 4
GLIDER	Aircraft Type - UNK/NR	Make/Model- 260
		Instrument- 2257
		Multi-Eng - 6825
		Last 30 Days- UNK/NR
		Last 90 Days- 209

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT HE THOUGHT HE HAD PUT THE GEAR HANDLE DOWN BUT ON TOUCHDOWN THE GEAR WAS UP AND THE AIRCRAFT SLID TO A STOP ON THE RUNWAY. POST CRASH EXAMINATION OF THE LANDING GEAR SYSTEM REVEALED THAT THE LANDING GEAR WAS UP WHEN IT CONTACTED THE RUNWAY AND A SUBSEQUENT LANDING GEAR OPERATIONAL TEST WAS PERFORMED WITH NO DISCREPANCIES NOTED.

Brief of Accident (Continued)

File No. - 1777

11/05/86

HOMESTEAD, FL

A/C Reg. No. N27418

Time (Lcl) - 1800 EST

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

Finding(s)

1. TERRAIN CONDITION - GROUND
2. WHEELS UP LANDING - PERFORMED - PILOT IN COMMAND
3. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1668	11/06/86	TAMPA, FL	A/C Reg. No. N37359	Time (Lcl) - 1016 EST
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-----Basic Information-----

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

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

Make/Model - CESSNA 421C	Eng Make/Model - CONTINENTAL GTSIO-520-L	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 - UNK/NR	Rated Power - 375 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	OCALA, FL	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	TAMPA INTERNATIONAL
Wind Dir/Speed- 290/003 KTS	ATC/Airspace	Runway Ident - 18L
Visibility - 6.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 8300/ 150
Lowest Sky/Clouds - 1500 FT SCATTERED	Type of Clearance - VFR	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - VISUAL	Runway Status - DRY
Obstructions to Vision- NONE	TRAFFIC PATTERN	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 29	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 4740
SE LAND,ME LAND	Months Since - 18	Last 24 Hrs - 4
	Aircraft Type - UNK/NR	Make/Model- 355
		Instrument- 560
		Last 30 Days- UNK/NR
		Last 90 Days- 120
		Multi-Eng - 615

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE FLT HAD BEEN CLEARED FOR A VISUAL APPROACH BEHIND A LOCKHEED L-1011 AIRCRAFT AND WAS WARNED TO USE CAUTION AGAINST WAKE TURBULENCE. THE FLIGHT ENCOUNTERED THE WAKE TURBULENCE OF THE L-1011 AT 1600 FEET. CONTROL COULD NOT BE MAINTAINED AND THE AIRCRAFT ROLLED TO AN INVERTED POSITION. THE TWO PILOTS PERFORMED A "SPLIT-S" MANEUVER AND REGAINED CONTROL AT 400 FEET. A NORMAL LANDING WAS THEN MADE. RADAR DATA REVEALED THE L-1011 CROSSED THE POINT WHERE N37359 ENCOUNTERED THE TURBULENCE 1 MINUTE AND 34 SECONDS PRIOR AT AND ALT OF 2100 FEET.

Brief of Accident (Continued)

File No. - 1668

11/06/86

TAMPA, FL

A/C Reg. No. N37359

Time (Lcl) - 1016 EST

Occurrence VORTEX TURBULENCE ENCOUNTERED
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
1. PLANNED APPROACH - IMPROPER - PILOT IN COMMAND
2. 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1669 11/06/86 MARATHON, FL A/C Reg. No. N2107C Time (Lcl) - 2013 EST

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

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

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

Make/Model - PIPER PA-23-250	Eng Make/Model - LYCOMING O-540-A1B5	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - UNK/NR
Max Gross Wt - 4800	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - UNK/NR	Rated Power - 250 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	UNK/NR	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	UNK/NR	
Wind Dir/Speed- 120/014 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 2000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

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

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

Instrument Rating(s) - UNK/NR

-----Narrative-----

WHILE BEING FOLLOWED AT A LOW ALTITUDE BY A UNITED STATES CUSTOMS SERVICE AIRCRAFT, THE AIRCRAFT WAS OBSERVED ENTERING A LEFT TURN. THE LEFT WING TIP OF THE AIRCRAFT STRUCK THE WATER AND IT CARTWHEELED. AFTER THE CRASH, BALES OF AN UNKNOWN SUBSTANCE FLOATED TO THE SURFACE. WHEN THE AIRCRAFT WRECKAGE WAS INSPECTED BY DIVERS, THE LARGEST PORTION OF WRECKAGE WAS FOUND TO BE A SECTION OF THE TAIL. NO SIGNS OF THE OCCUPANTS OR THE BALES THAT FLOATED TO THE SURFACE WERE FOUND. THE AIRCRAFTS REGISTERED OWNER COULD NOT BE LOCATED AFTER THE ACCIDENT. THE AIRCRAFT WAS SOLD TO THE REGISTERED OWNER 3 DAYS BEFORE THE ACCIDENT.

Brief of Accident (Continued)

File No. - 1669

11/06/86

MARATHON, FL

A/C Reg. No. N2107C

Time (LC1) - 2013 EST

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation CRUISE

Finding(s)

1. 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1688	11/08/86	BROOKSVILLE, FL	A/C Reg. No. N78L	Time (Lcl) - 0616 EST
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-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED		Fatal	Injuries Serious	Minor	None
Type of Operation -BUSINESS	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 - BEECH A100	Eng Make/Model - P&W PT6A-28	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 6797	Engine Type - TURBOPROP	
No. of Seats - 10	Rated Power - 680 HP	

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

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - TELEPHONE</p> <p>Completeness - FULL</p> <p>Basic Weather - IMC</p> <p>Wind Dir/Speed- 090/006 KTS</p> <p>Visibility - 7.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- FOG</p> <p>Precipitation - NONE</p> <p>Condition of Light - NIGHT(DARK)</p>	<p>Itinerary</p> <p>Last Departure Point SAME AS ACC/INC</p> <p>Destination MIAMI, FL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - IFR</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 HERNANDO COUNTY</p> <p>Runway Ident - 02</p> <p>Runway Lth/Wid - 5000/ 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>ATP,CFI</p> <p>SE LAND,ME LAND,SE SEA</p> <p>HELICOPTER ,GLIDER</p>	<p>Age - 34</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 17</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 7290</p> <p>Make/Model- 150</p> <p>Instrument- 712</p> <p>Multi-Eng - 3170</p> <p>Last 24 Hrs - 1</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 190</p> <p>Rotorcraft - 935</p>
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Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

THE PILOT STATED THAT SHORTLY AFTER DEPARTURE THE COCKPIT FILLED WITH SMOKE. WHILE RETURNING FOR LANDING HIS VISIBILITY WAS REDUCED DUE TO THE SMOKE AND GROUND FOG. ON LANDING ROLL THE THE AIRCRAFT RAN OFF THE LEFT SIDE OF THE RUNWAY, WENT THROUGH A COW FENCE AND CAME TO REST AGAINST A TREE. A POST CRASH FIRE ERRUPTED IN THE LEFT WING AREA WHERE A FENCE POST PUNCTURED THE WING AND THE AIRCRAFT WAS DESTROYED BY THE FIRE. THE CAUSE OF THE SMOKE IN THE COCKPIT COULD NOT BE DETERMINED.

Brief of Accident (Continued)

File No. - 1688

11/08/86

BROOKSVILLE, FL

A/C Reg. No. N78L

Time (Lc1) - 0616 EST

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

Finding(s)

1. OTHER SYSTEM - SMOKE
2. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

3. WEATHER CONDITION - FOG
4. LIGHT CONDITION - NIGHT
5. OTHER SYSTEM - SMOKE
6. VISUAL LOOKOUT - NOT POSSIBLE - PILOT IN COMMAND
7. OBJECT - FENCE
8. OBJECT - TREE(S)

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1646 11/14/86 CEDAR KEY, FL A/C Reg. No. N20816 Time (Lc1) - 1859 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

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

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

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

Eng Make/Model - LYCOMING TIO-540
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 310 HP

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

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

Weather Data

Wx Briefing - FSS
Method - UNK/NR
Completeness - WEATHER NOT PERTINENT

Basic Weather - VMC

Wind Dir/Speed- 050/006 KTS

Visibility - 2.000 SM

Lowest Sky/Clouds -

Lowest Ceiling - 400 FT OVERCAST

Obstructions to Vision- HAZE

Precipitation - NONE

Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point

VERO BEACH, FL

Destination

CEDAR KEY, FL

ATC/Airspace

Type of Flight Plan - IFR

Type of Clearance - CRUISE

Type Apch/Lndg - TRAFFIC PATTERN

FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

CEDAR KEY

Runway Ident - 23

Runway Lth/Wid - 2400/ 100

Runway Surface - ASPHALT

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 32

Biennial Flight Review

Current - YES

Months Since - 3

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 2001

Make/Model- 1038

Instrument- 154

Multi-Eng - UNK/NR

Last 24 Hrs - 1

Last 30 Days- 1

Last 90 Days- 18

Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT HE WAS NOT ABLE TO SEE THE LIGHTED WIND SOCK FROM 1000 FT AS HE WAS UNFAMILIAR WITH ITS LOCATION. THE ACFT LANDED DOWNWIND ON THE RWY & WAS UNABLE TO STOP BEFORE RUNNING OFF THE END. A 15 TO 20 KT TAILWIND WAS PRESENT AT THE TIME. THE PLT STATED THAT IF HE HAD LANDED INTO THE WIND, THE NIGHT LANDING ACCIDENT COULD HAVE BEEN AVOIDED.

Brief of Accident (Continued)

File No. - 1646

11/14/86

CEDAR KEY, FL

A/C Reg. No. N20816

Time (Lcl) - 1859 EST

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - TAILWIND
2. WIND INFORMATION - NOT OBTAINED - PILOT IN COMMAND
3. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
4. ALL AVAILABLE RUNWAY - NOT USED - PILOT IN COMMAND
5. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
6. JUDGEMENT - POOR - PILOT IN COMMAND

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

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1776 11/22/86 LANTANA, FL A/C Reg. No. N24298 Time (Lcl) - 1100 EST

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	FORT MYERS, FL	PALM BEACH COUNTY PARK
Wind Dir/Speed- 090/013 KTS	ATC/Airspace	Runway Ident - 03
Visibility - 10.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 3550/ 150
Lowest Sky/Clouds - 2600 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 25000 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 - 42	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 11210
SE LAND, ME LAND, SE SEA, ME SEA	Months Since - 19	Make/Model- 2100
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 825
		Multi-Eng - 5685
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 96
		Rotorcraft - 1600

Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

THE PILOT STATED THE AIRCRAFT PERFORMED SLUGGISHLY DURING TAKEOFF AND WOULD NOT CLIMB TO CLEAR TREES AT THE DEPARTURE END OF THE RUNWAY. THE TAKEOFF WAS ABORTED AND THE AIRCRAFT OVERRAN THE RUNWAY ENCOUNTERING SAND AND NOSING OVER. THE PILOT STATED THAT DURING THE TAKEOFF THE AIRCRAFTS ENGINE PRODUCED BETWEEN 2000 AND 2100 RPM. POST CRASH RUNNING OF THE ENGINE REVEALED IT TO OPERATE TO FULL POWER WITH NO EVIDENCE OF FAILURE OR MALFUNCTION.

Brief of Accident (Continued)

File No. - 1776

11/22/86

LANTANA, FL

A/C Reg. No. N24298

Time (Lcl) - 1100 EST

Occurrence #1 UNDETERMINED
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND
2. UNDETERMINED

Occurrence #2 OVERRUN
Phase of Operation LANDING - ROLL

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. - 1672 12/06/86 APOLLO BEACH, FL A/C Reg. No. N6330G Time (Lcl) - 1742 EST

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

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

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

Make/Model - CESSNA 150K	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	WINTER HAVEN, FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	ST. PETERSBURG, FL	Runway Ident - N/A
Wind Dir/Speed- 050/008 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - WATER
Lowest Sky/Clouds - 3000 FT SCATTERED	Type of Clearance - NONE	Runway Status - WATER-CALM
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 27	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - UNK/NR	Total - 6039
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model- 1100
	Aircraft Type - UNK/NR	Instrument- 109
		Multi-Eng - 525
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 156
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE IN CRUISE FLT AT 600 FEET A SUDDEN LOSS OF ENGINE POWER OCCURRED. ATTEMPTS TO RESTART THE ENGINE WERE UNSUCCESSFUL AND THE AIRCRAFT WAS DITCHED. POST ACCIDENT EXAMINATION OF THE ENGINE REVEALED NO EVIDENCE OF MECHANICAL FAILURE OR MALFUNCTION. THE ICING PROBABILITY CURVE REVEALED THE AIRCRAFT TO HAVE BEEN FLYING IN CONDITIONS CONDUCIVE TO VISIBLE ICING AT GLIDE AND CRUISE POWER.

Brief of Accident (Continued)

File No. - 1672

12/06/86

APOLLO BEACH, FL

A/C Reg. No. N6330G

Time (Lcl) - 1742 EST

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

Finding(s)

1. CARBURETOR HEAT - NOT USED - PILOT IN COMMAND
2. FUEL SYSTEM, CARBURETOR - ICE

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 DITCHING
Phase of Operation LANDING - ROLL

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1731 12/12/86 ST. CLOUD, FL A/C Reg. No. N182LM Time (Lcl) - 1046 EST

-----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	1	0
Accident Occurred During	-LANDING	NONE	Pass	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-----

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - TELEPHONE</p> <p>Completeness - WEATHER NOT PERTINENT</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 190/011 KTS</p> <p>Visibility - 10.0 SM</p> <p>Lowest Sky/Clouds - 1200 FT SCATTERED</p> <p>Lowest Ceiling - 25000 FT BROKEN</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>MERRITT ISLAND, FL</p> <p>Destination</p> <p>ST. PETERSBURG, FL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - IFR</p> <p>Type of Clearance - IFR</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 - 35	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 695
SE LAND	Months Since - 12	Last 24 Hrs - 7
	Aircraft Type - C-182	Make/Model- 471
		Last 30 Days- UNK/NR
		Instrument- 141
		Last 90 Days- 20
		Multi-Eng - 1
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PRIVATE PILOT STATED THAT PRIOR TO TAKEOFF SHE DID NOT CHECK THE FUEL SUPPLY, AND INITIATED AN IFR FLIGHT. ABOUT 20 MINUTES INTO THE FLIGHT THE ENGINE FAILED AT 5000 FT MSL. DURING THE SUBSEQUENT FORCED LANDING ATTEMPT THE AIRCRAFT STRUCK A FENCE AND A TREE. EXAMINATION OF THE FUEL TANKS REVEALED THE RIGHT TANK WAS EMPTY AND THE LEFT TANK HAD ABOUT 1/2 GALLON OF FUEL.

Brief of Accident (Continued)

File No. - 1731

12/12/86

ST. CLOUD, FL

A/C Reg. No. N182LM

Time (Lcl) - 1046 EST

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

Finding(s)

1. FLUID, FUEL - EXHAUSTION
2. PREFLIGHT PLANNING/PREPARATION - NOT PERFORMED - PILOT IN COMMAND
3. FUEL SUPPLY - NOT IDENTIFIED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

4. OBJECT - FENCE
5. OBJECT - TREE(S)

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

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

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

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. - 1645 12/16/86 HOMESTEAD, FL A/C Reg. No. N11842 Time (Lcl) - 1347 EST

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	MARATHON, FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	FT. LAUDERDALE, FL	
Wind Dir/Speed- 010/015 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 8.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 3000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - WET
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 19	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 49
	Months Since - N/A	Last 24 Hrs - 4
	Aircraft Type - N/A	Make/Model- 43
		Instrument- UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 35
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT EXPERIENCED A SLOW DECELERATION OF ENG RPM FOLLOWED BY A TOTAL LOSS OF POWER. THE ENG COULD NOT BE RESTARTED AND A FORCED LANDING WAS MADE. POST ACCIDENT EXAM OF THE ENG, ENG ACCESSORIES, AND AIRFRAME FUEL SYSTEM REVEALED NO EVIDENCE TO INDICATE PRECRASH MECHANICAL FAILURE OR MALFUNCTION. FUEL WAS FOUND IN THE AIRCRAFTS WING TANKS AND CARBURETOR. THE ICING PROBABILITY CHART REVEALED THE ACFT WAS OPERATING IN CONDITIONS CONDUCIVE TO VISIBLE ICING.

Brief of Accident (Continued)

File No. - 1645

12/16/86

HOMESTEAD, FL

A/C Reg. No. N11842

Time (Lcl) - 1347 EST

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

Finding(s)

1. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND
 2. FUEL SYSTEM, CARBURETOR - ICE
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1674	12/18/86	HOLLYWOOD, FL	A/C Reg. No. N2279Q	Time (Lcl) - 1728 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	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -LANDING					

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

Make/Model - PIPER PA-32R-300	Eng Make/Model - LYCOMING IO-540-K165D	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 AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	MIAMI, FL	NORTH PERRY
Wind Dir/Speed- 240/004 KTS	ATC/Airspace	Runway Ident - 27L
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3000/ 100
Lowest Sky/Clouds - 3000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 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 - 42	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 584	Last 24 Hrs - 2
SE LAND, ME LAND	Months Since - 6	Make/Model- 9	Last 30 Days- UNK/NR
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 11	Last 90 Days- 57
		Multi-Eng - 175	Rotorcraft - 289

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT THE ACFT TILTED SHORTLY AFTER LIFTOFF AND HE ELECTED TO ABORT THE TAKEOFF. WHILE ON ROLL OUT, WHEN THE BRAKES WERE APPLIED, THE ACFT VEERED TO THE LEFT AND RAN OFF THE RWY COLLIDING WITH A FENCE. THE PLT REPORTED NO MECHANICAL DIFFICULTIES WITH THE ACFT.

Brief of Accident (Continued)

File No. - 1674

12/18/86

HOLLYWOOD, FL

A/C Reg. No. N2279Q

Time (Lcl) - 1728 EST

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

Finding(s)

1. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
 2. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND
-

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

Finding(s)

3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

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

Finding(s)

4. OBJECT - FENCE
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1723	12/22/86	OCALA, FL	A/C Reg. No. N151CD	Time (Lcl) - 1820 EST
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-----Basic Information-----

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

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

Make/Model - MAULE M-7-235	Eng Make/Model - LYCOMING IO-540-W1A5D	ELT Installed/Activated - UNK/NR
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 235 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	HOMESTEAD, FL	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	OCALA
Wind Dir/Speed- 070/012 KTS	ATC/Airspace	Runway Ident - 36
Visibility - 2.000 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5007/ 150
Lowest Sky/Clouds -	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 500 FT BROKEN	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- FOG		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 32	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 915
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model- 25
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT DRAGGED A WING DURING LNDG ACCORDING TO THE PLTS STATEMENT. THE ACFT CAME TO REST BESIDE THE RWY. THE PLT SAID HE LOST CONTROL OF THE ACFT DUE TO A FUEL IMBALANCE. AFTER THE ACCIDENT THE LEFT WING TIP TANK WAS FOUND FULL OF FUEL. ACCORDING TO THE ACFT MANUFACTURER THE ACFT SHOULD HAVE BEEN CONTROLLABLE IF FULL FLAPS HAD NOT BEEN SELECTED FOR THE X-WIND LNDG OR IF THE ACFT HAD BEEN LANDED IN ANOTHER DIRECTION TO PUT THE X-WIND ON THE OPPOSITE SIDE.

Brief of Accident (Continued)

File No. - 1723

12/22/86

Ocala, FL

A/C Reg. No. N151CD

Time (Lcl) - 1820 EST

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 3. GROUND LOOP/SWERVE - PERFORMED - PILOT IN COMMAND
 4. REMEDIAL ACTION - INADEQUATE - PILOT IN COMMAND
 5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
-

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

----Probable Cause----

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

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. - 1724	12/23/86	SARASOTA, FL	A/C Reg. No. N737ZB	Time (Lcl) - 1815 EST
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-----Basic Information-----

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

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

Make/Model - CESSNA 172N	Eng Make/Model - LYCOMING O-320-H2AD	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2150	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 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	ST PETERSBURG, FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - IMC	SARASOTA, FL	
Wind Dir/Speed- 200/010 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 4.000 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds -	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 1100 FT BROKEN	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - N/A
Obstructions to Vision- FOG		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 68	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 3805
SE LAND, ME LAND	Months Since - 1	Make/Model- 2366
	Aircraft Type - C-172	Instrument- 121
		Multi-Eng - 310
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 70
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

TWO LDG ATTEMPTS WERE MADE AT THE PHYSICIAN PLT'S PRIVATE ARPT BUT WERE ABANDONED DUE TO STRONG SHIFTING VIOLENT WINDS. THE PLT LATER STATED THE LAST THING HE REMEMBERED WAS SEEING 500 FT ON THE ALTIMETER & TELLING HIMSELF "TO GET UP & OUT OF THERE" THE ACFT COLLIDED WITH A TREE & THE PLT FOUND HIMSELF SITTING ON THE GRND OUTSIDE THE ACFT. THE WX FORECAST CALLED FOR THNDRSTRMS TO BE IN THE AREA AT THE TIME OF THE AFTER SUNSET ACCIDENT.

Brief of Accident (Continued)

File No. - 1724

12/23/86

SARASOTA, FL

A/C Reg. No. N737ZB

Time (Lcl) - 1815 EST

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

Finding(s)

1. OBJECT - TREE(S)
 2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
 3. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
 4. LIGHT CONDITION - NIGHT
 5. VFR FLIGHT INTO IMC - INADVERTENT - PILOT IN COMMAND
-

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1775	12/24/86	ORLANDO, FL	A/C Reg. No. N65484	Time (Lcl) - 0930 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	1
Accident Occurred During -LANDING					

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	ORLANDO, FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	ORLANDO, FL	ORLANDO WEST
Wind Dir/Speed- 240/010 KTS	ATC/Airspace	Runway Ident - 18
Visibility - 8.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2430/ 150
Lowest Sky/Clouds - 1000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - 5000 FT BROKEN	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - WET
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 27	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - UNK/NR	Total - 66	Last 24 Hrs - 1
SE LAND	Months Since - UNK/NR	Make/Model- 54	Last 30 Days- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 0	Last 90 Days- 27

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT SKIDDED OFF THE END OF THE WET GRASSY RUNWAY AFTER TOUCHING DOWN ABOUT MIDWAY DOWN THE RWY. THE PLT STATED THAT IN THE FUTURE, ALL AVAILABLE RWY SHOULD BE USED. THE PLT RECEIVED HIS PRIVATE CERTIFICATE JUST PRIOR TO THE ACCIDENT.

Brief of Accident (Continued)

File No. - 1775

12/24/86

ORLANDO, FL

A/C Reg. No. N65484

Time (Lcl) - 0930 EST

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

Finding(s)

1. TERRAIN CONDITION - WET
2. ALL AVAILABLE RUNWAY - NOT USED - PILOT IN COMMAND
3. PROPER TOUCHDOWN POINT - NOT SELECTED - PILOT IN COMMAND

Occurrence #2 OVERRUN
Phase of Operation LANDING - ROLL

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

Finding(s)

4. TERRAIN CONDITION - DITCH

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1727	8/21/86	WEST GREEN,GA	A/C Reg. No. N6655V	Time (Lcl) - 1342 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 0	Minor 0	None 0
Flight Conducted Under -14 CFR 91	NONE	Pass 1	0	0	0
Accident Occurred During -UNKNOWN					

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

Make/Model - BELLANCA 17-30	Eng Make/Model - CONTINENTAL IO-520-D	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3000	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 253 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	BRUNSWICK,GA	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - IMC	HAMPTON,GA	Runway Ident - N/A
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - .250 SM	Type of Flight Plan - IFR	Runway Surface - N/A
Lowest Sky/Clouds -	Type of Clearance - IFR	Runway Status - N/A
Lowest Ceiling - OVERCAST	Type Apch/Lndg - NONE	
Obstructions to Vision- UNK/NR		
Precipitation - RAIN		
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 - 410
SE LAND	Months Since - 18	Last 24 Hrs - 0
	Aircraft Type - 17-30	Make/Model- 104
		Last 30 Days- 6
		Instrument- 82
		Last 90 Days- 11

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT TOOK OFF AT 1259 EDT, & AT 1318, HE REPORTED LEVEL AT 10,000'. THERE WAS NO FURTHER COMM WITH THE ACFT. AT ABOUT 1342, RADAR CONTACT WAS LOST. SUBSEQUENTLY, THE ACFT WRECKAGE WAS FND SCATTERED OVER A 425 YD AREA, ALONG A SW AZMITH, APRX 1/2 MI FROM WHERE RADAR CONTACT WAS LOST. THE ENG, EMPENNAGE & L WING WERE SEPD FROM THE MAIN WRECKAGE WHICH CONTAINED THE FUSELAGE & RGT WING. THE L WING WAS FND ABOUT 425' NE OF THE FUSELAGE & THE HORIZONTAL STABILIZERS WERE FND NEAR THE L WING WITH EVIDENCE OF DOWNWARD FAILURE. PERSONNEL IN THE AREA RPRTD A SEVERE THUNDERSTORM (TSTM) AT ABOUT THE TIME OF THE ACNT. RADAR DATA INDICATED THE PRESENCE OF A LVL 4 OR STRONGER TSTM IN THE VICINITY. A SIGMET HAD BEEN ISSUED AT 1255 & WARNED OF TSTMS WITH TOPS ABOVE 45,000'. THE PLT DID NOT UPDATE HIS WX INFO WHILE EN ROUTE.

Brief of Accident (Continued)

File No. - 1727

8/21/86

WEST GREEN,GA

A/C Reg. No. N6655V

Time (Lc1) - 1342 EDT

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. IN FLIGHT BRIEFING SERVICE - NOT OBTAINED - PILOT IN COMMAND
3. WEATHER CONDITION - THUNDERSTORM

Occurrence #2 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation UNKNOWN

Finding(s)

4. WING - OVERLOAD
5. WING - SEPARATION
6. HORIZONTAL STABILIZER SURFACE - OVERLOAD
7. HORIZONTAL STABILIZER SURFACE - SEPARATION

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

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. - 1671	8/29/86	ROME, GA	A/C Reg. No. N22144	Time (Lcl) - 1545 EDT
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----Basic Information----

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

----Aircraft Information----

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SUBLIGNA, GA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	ROME, GA	RICHARD B. RUSSELL
Wind Dir/Speed- 110/012 KTS	ATC/Airspace	Runway Ident - 36
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 6000/ 150
Lowest Sky/Clouds - 4000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 7000 FT BROKEN	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FORCED LANDING	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

----Personnel Information----

Pilot-In-Command	Age - 46	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 475
SE LAND	Months Since - 4	Make/Model- 300
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 4

Instrument Rating(s) - NONE

----Narrative----

THE PLT SAID HE TOOK OFF WITH ABOUT 6 GALLONS OF AUTOMOTIVE GAS IN THE ACFT FOR THE 14 NM TRIP TO A LOCAL ARPT. DURING DESCENT FOR LANDING, THE ENG QUIT AND A FORCED LANDING WAS MADE IN A CORN FIELD. POST ACCIDENT EXAM OF THE ACFT FAILED TO REVEAL ANY FUEL IN THE ACFT AND NO SIGNS OF FUEL SPILLAGE AROUND THE WRECKAGE.

Brief of Accident (Continued)

File No. - 1671

8/29/86

ROME,GA

A/C Reg. No. N22144

Time (Lc1) - 1545 EDT

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

Finding(s)

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

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

3. LANDING GEAR,NOSE GEAR - OVERLOAD
4. TERRAIN CONDITION - CROP

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1660	8/30/86	ROME,GA	A/C Reg. No. N545JS	Time (Lc1) - 1600 EDT			
-----Basic Information-----							
Type Operating Certificate-NONE (GENERAL AVIATION)			Aircraft Damage	Injuries			
			SUBSTANTIAL	Fatal	Serious	Minor	
Type of Operation	-PERSONAL		Fire	Crew 0	0	0	
Flight Conducted Under	-14 CFR 91		NONE	Pass 0	0	0	
Accident Occurred During	-TAKEOFF						
-----Aircraft Information-----							
Make/Model	- BENHAM MIDGET MUSTANG M-1	Eng Make/Model	- LYCOMING O-290-D	ELT Installed/Activated - NO -N/A			
Landing Gear	- TAILWHEEL-RETRACTABLE MAINS	Number Engines	- 1	Stall Warning System - UNK/NR			
Max Gross Wt	- UNK/NR	Engine Type	- RECIPROCATING-CARBURETOR				
No. of Seats	- 1	Rated Power	- 135 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	EVANSVILLE,IN	RICHARD B. RUSSELL				
Wind Dir/Speed-	060/014 KTS	ATC/Airspace	Runway Ident - 18				
Visibility	- 25.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 6000/ 150				
Lowest Sky/Clouds	-	Type of Clearance - NONE	Runway Surface - ASPHALT				
Lowest Ceiling	- 1800 FT OVERCAST	Type Apch/Lndg - NONE	Runway Status - DRY				
Obstructions to Vision-	NONE						
Precipitation	- NONE						
Condition of Light	- DAYLIGHT						
-----Personnel Information-----							
Pilot-In-Command	Age - 47	Medical Certificate - EXPIRED					
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)					
COMMERCIAL	Current - YES	Total - 2049	Last 24 Hrs - 4				
SE LAND,ME LAND	Months Since - 16	Make/Model- 310	Last 30 Days- UNK/NR				
	Aircraft Type - UNK/NR	Instrument- 81	Last 90 Days- 18				
		Multi-Eng - 36	Rotorcraft - UNK/NR				
Instrument Rating(s) - AIRPLANE							
-----Narrative-----							
THE PLT REPORTED HE TOOK OFF TOO CLOSE BEHIND A PRECEDING ACFT AND WAS CAUGHT IN THE WING TIP VORTICIES. THE VORTICES COMBINED WITH A 110 DEG LEFT CROSSWIND (WIND 070/20 GUSTING HIGHER) RESULTED IN A LOSS OF CONTROL AND GROUND IMPACT. THE PLT SAID HE WAS IN A HURRY TO GET HOME BEFORE DARK.							

Brief of Accident (Continued)

File No. - 1660

8/30/86

ROME,GA

A/C Reg. No. N545JS

Time (Lc1) - 1600 EDT

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

Finding(s)

1. WEATHER CONDITION - TAILWIND
2. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
3. CLEARANCE - INADEQUATE - PILOT IN COMMAND
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. IMPROPER DECISION, SELF-INDUCED PRESSURE - 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. - 1683	9/05/86	MONROE, GA	A/C Reg. No. N12619	Time (Lcl) - 1645 EDT
-----Basic Information-----				
Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious Minor None
Type of Operation	-PERSONAL	Fire	Crew 0	0 0 1
Flight Conducted Under	-14 CFR 91	NONE	Pass 0	0 1 0
Accident Occurred During	-LANDING			
-----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-----				
Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- FSS	Last Departure Point	OFF AIRPORT/STRIP	
Method	- TELEPHONE	SAME AS ACC/INC		
Completeness	- FULL	Destination	Airport Data	
Basic Weather	- VMC	STONE MOUNTAIN, GA	WALTON CO.	
Wind Dir/Speed	- 320/003 KTS	ATC/Airspace	Runway Ident - N/A	
Visibility	- 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A	
Lowest Sky/Clouds	- 3200 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 - 61	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT		
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)		
PRIVATE	Current - NO	Total - 2000	Last 24 Hrs -	2
SE LAND	Months Since - 26	Make/Model - 400	Last 30 Days -	10
	Aircraft Type - C-150	Instrument - 0	Last 90 Days -	30
Instrument Rating(s) - NONE				
-----Narrative-----				
THE PLT DEPARTED COX SKY RANCH FOR A FLT TO STONE MT, GA. WHEN HE COULD NOT RECEIVE NORCROSS VOR, HE STATED THAT HE THOUGHT HE WAS HAVING NAV RADIO PROBLEMS AND ELECTED TO LAND AT MONROE, GA. PRIOR TO LANDING HE NOTED THE RIGHT FUEL GAUGE READING ALMOST EMPTY AND THE LEFT ALMOST 3/4 FULL. THE FUEL SELECTOR WAS ON BOTH. AFTER LANDING AT MONROE, THE PLT DID NOT VISUALLY CHECK THE FUEL LEVEL IN THE TANKS. AFTER ABOUT 30 MINUTES ON THE GROUND, THE PLT DEPARTED FOR STONE MT. AFTER 4-5 MINUTES IN THE AIR, THE ENG LOST POWER. DURING THE FORCED LANDING ROLL, THE NOSE GEAR STRUCK AN EARTH RIDGE AND COLLAPSED. THE ACFT CAME TO A STOP ON ITS BACK. THE LEFT FUEL TANK WAS FOUND ALMOST FULL OF FUEL. THE LEFT TANK OVERBOARD AND VENT PIPE BETWEEN THE TANKS WAS OBSTRUCTED BY EARTH LIKE SUBSTANCE. WHEN THE OBSTRUCTION WAS CLEARED, A STREAM OF FUEL FLOWED FROM THE PIPE.				

Brief of Accident (Continued)

File No. - 1683

9/05/86

MONROE,GA

A/C Reg. No. N12619

Time (Lc1) - 1645 EDT

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

Finding(s)

1. FUEL SYSTEM, VENT - BLOCKED(TOTAL)
 2. FLUID, FUEL - STARVATION
 3. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
 4. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

5. TERRAIN CONDITION - DIRT BANK
-

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1670	9/05/86	LAVONIA, GA	A/C Reg. No. N39068	Time (Lcl) - 1256 EDT
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-----Basic Information-----

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

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

Make/Model - LUSCOMBE 8C	Eng Make/Model - CONTINENTAL A-75	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1260	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 75 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	JEFFERSON, GA	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	MORGANTON, NC	Runway Ident - N/A
Wind Dir/Speed-	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds -	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - OVERCAST	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	Flight Time (Hours)
Certificate(s)/Rating(s)	Biennial Flight Review		
COMMERCIAL	Current - UNK/NR	Total - 460	Last 24 Hrs - UNK/NR
SE LAND	Months Since - UNK/NR	Make/Model- UNK/NR	Last 30 Days- UNK/NR
	Aircraft Type - UNK/NR	Instrument- UNK/NR	Last 90 Days- UNK/NR
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT HAD BEEN DIAGNOSED AS HAVING A BRAIN TUMOR AND WAS TAKING 300 MG OF DILANTIN DAILY FOR THE GILOMA. HE SUFFERED A GRAND MAL SEIZURE ABOUT TWO MONTHS BEFORE THE ACCIDENT. HIS MOTHER STATED THAT THE PILOT TOLD HER DURING A TELEPHONE CONVERSATION THAT HE HAD TAKEN HIS MORNING DOSAGE OF DILANTIN PRIOR TO DEPARTING FOR MORGANTON, NC. THE AIRCRAFT IMPACTED THE WOODED AREA IN A NEAR VERTICAL ATTITUDE. THERE WERE SEVERAL FRESHLY CUT TREE BRANCHES ALONG THE WRECKAGE PATH. EXAMINATION OF THE CRASH SITE AND WRECKAGE FAILED TO DISCLOSE ANY AIRCRAFT MALFUNCTION OR FAILURE. THE EXACT DEVELOPMENT OF THE GILOMA WAS NOT DETERMINED DURING THE AUTOPSY. FAR PART 61.53 STATES THAT NO PERSON MAY ACT AS PILOT IN COMMAND WHILE HE HAS A KNOWN MEDICAL DEFICIENCY, AND THE REQUIREMENTS OF THE MEDICAL CERTIFICATE HELD ARE NOT MET.

Brief of Accident (Continued)

File No. - 1670

9/05/86

LAVONIA,GA

A/C Reg. No. N39068

Time (Lc1) - 1256 EDT

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

Finding(s)

1. AIRCRAFT HANDLING - UNCONTROLLED - PILOT IN COMMAND
 2. UNDETERMINED
 3. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
-

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

Finding(s)

4. OBJECT - TREE(S)
-

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1613	9/06/86	SCREVEN,GA	A/C Reg. No. N9351R	Time (Lcl) - 1600 EDT
-----Basic Information-----				
Type Operating Certificate-AGRICULTURAL AIRCRAFT		Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious Minor None
Type of Operation -AERIAL APPLICATION		Fire	Crew 0	0 0 1
Flight Conducted Under -14 CFR 137		NONE	Pass 0	0 0 0
Accident Occurred During -LANDING				
-----Aircraft Information-----				
Make/Model - 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	Runway Ident - N/A		
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - N/A		
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A		
Lowest Sky/Clouds -	Type of Clearance - NONE	Runway Status - N/A		
Lowest Ceiling - 2500 FT OVERCAST	Type Apch/Lndg - FULL STOP			
Obstructions to Vision- HAZE				
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 - 3035	Last 24 Hrs - UNK/NR	
SE LAND	Months Since - 3	Make/Model- 2000	Last 30 Days- UNK/NR	
	Aircraft Type - UNK/NR	Instrument- UNK/NR	Last 90 Days- UNK/NR	
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR	
Instrument Rating(s) - NONE				
-----Narrative-----				
THE PLT WAS MAKING A LANDING ON AN UNPAVED ROAD NEAR THE AERIAL APPLICATION SITE. HE REPORTED THAT THE SPRAY BOOM CONTACTED PEANUT VINES CAUSING THE ACFT TO GROUND LOOP. THE PLT STATED THAT HE "MIGHT HAVE HAD A SMALL BANK TO THE RIGHT" AT THE TIME. THE WIND WAS REPORTED AS CALM AT THE TIME OF THE ACCIDENT.				

Brief of Accident (Continued)

File No. - 1613

9/06/86

SCREVEN,GA

A/C Reg. No. N9351R

Time (Lcl) - 1600 EDT

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

Finding(s)

1. TERRAIN CONDITION - CROP
2. PROPER ALIGNMENT - MISJUDGED - PILOT IN COMMAND

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

Finding(s)

3. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1612	9/13/86	GRIFFIN, GA	A/C Reg. No. N15FW	Time (Lcl) - 1400 EDT
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-----Basic Information-----

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

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

Make/Model - SCHLEICHER ASW-19B	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 - 700	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	WILLIAMSON, GA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	SPALDING COUNTY
Wind Dir/Speed- 135/005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 3000 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 - 45	Medical Certificate - EXPIRED	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 1444	Last 24 Hrs - UNK/NR
SE LAND	Months Since - 16	Make/Model- 140	Last 30 Days- UNK/NR
GLIDER	Aircraft Type - UNK/NR	Instrument- UNK/NR	Last 90 Days- 52
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE GLIDER DEPARTED ON AN AERIAL TOW AND WAS RELEASED AT 1700' AGL. INTENTION OF THE FLT WAS AN OUT AND BACK X-COUNTRY. DURING THE FLT THE PLT COULD NOT FIND LIFT AND RADIOED A FRIEND, ALSO IN A GLIDER, THAT HE INTENDED TO LAND AT A SOD STRIP. THE PLT STATED THAT THE LAST THING HE CLEARLY REMEMBERS WAS BEING JUST NORTH OF GRIFFIN. HE DID REMEMBER COMING OVER THE INTENDED LANDING STRIP AND SEEING POWER LINES AND TREES AT ONE END AND TREES ON THE OTHER. HE STATED HE THOUGHT THAT HE WAS DISTRACTED FROM HIS NORMAL APCH PROCEDURES AND ALLOWED THE ACFT TO STALL AND ENTER A SPIN.

Brief of Accident (Continued)

File No. - 1612

9/13/86

GRIFFIN,GA

A/C Reg. No. N15FW

Time (Lcl) - 1400 EDT

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

Finding(s)

1. OBJECT - WIRE,TRANSMISSION
2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
3. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT,DIVERTED ATTENTION - PILOT IN COMMAND

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

Finding(s)

5. OBJECT - TREE(S)

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1788 9/20/86 SCREVEN,GA A/C Reg. No. N66297 Time (Lcl) - 0730 EDT

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

-----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	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	JESUP,GA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	JESUP-WAYNE CO.
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - N/A
Visibility - 5.0 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- FOG		
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)
PRIVATE	Current - YES	Total - 179
SE LAND	Months Since - 12	Make/Model- 120
	Aircraft Type - C-172	Instrument- 20
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT AND HIS BEST MAN FOR HIS WEDDING SCHEDULED FOR LATER IN THE DAY DEP LCL APT EARLY IN THE AM. THE ACFT WAS OBSERVED MANEUVERING AT A LOW ALT OVER THE PLTS PARENTS HOME. WITNESSES DESCRIBED THE MANEUVERS TO BE LIKE A CROP DUSTER MAKING PULL UPS AND TURNS AT THE END OF A SWATH RUN. JUST PRIOR TO THE CRASH, WITH THE ACFT FLYING FROM WEST TO EAST, A WITNESS STATED THAT THE ACFT PULLED UP INTO 60-70 DEG OF PITCH, PUT THE LEFT WING STRAIGHT DOWN AND DESCEND OUT OF SIGHT BEHIND TREES. THE SOUND OF THE CRASH WAS HEARD AND SHORTLY SMOKE WAS SIGHTED. THE ACFT DESCENT ANGLE WAS NEAR VERTICAL AT IMPACT. SUNRISE WAS JUST ABOVE HORIZON.

Brief of Accident (Continued)

File No. - 1788

9/20/86

SCREVEN,GA

A/C Reg. No. N66297

Time (Lc1) - 0730 EDT

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

Finding(s)

1. LIGHT CONDITION - SUNGLARE
2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT,OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
4. JUDGEMENT - POOR - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT,OSTENTATIOUS DISPLAY - PILOT IN COMMAND
6. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
7. IMPROPER DECISION,OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
8. BUZZING - PERFORMED - PILOT IN COMMAND
9. STALL - INADVERTENT - PILOT IN COMMAND

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) 2,3,4,5,6,7,8,9

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1792	10/11/86	MELDRIM, GA	A/C Reg. No. N60BL	Time (Lcl) - 0130 EDT
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----Basic Information----

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

----Aircraft Information----

Make/Model - BEECH A-23-24	Eng Make/Model - LYCOMING IO-360A2B	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2550	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 200 HP	

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

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - TELEPHONE</p> <p>Completeness - FULL</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 040/015 KTS</p> <p>Visibility - 10.0 SM</p> <p>Lowest Sky/Clouds - UNK/NR</p> <p>Lowest Ceiling - 1300 FT OVERCAST</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - NIGHT(DARK)</p>	<p>Itinerary</p> <p>Last Departure Point ELIZABETH CITY, NC</p> <p>Destination SAVANNAH, GA</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - IFR</p> <p>Type of Clearance - IFR</p> <p>Type Apch/Lndg - ADF/NDB</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data SAVANNAH</p> <p>Runway Ident - 27</p> <p>Runway Lth/Wid - 9003/ 150</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 SE LAND, ME LAND</p>	<p>Age - 23</p> <p>Biennial Flight Review Current - YES</p> <p>Months Since - 2</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total - 646</td> <td>Last 24 Hrs - 7</td> </tr> <tr> <td>Make/Model- 9</td> <td>Last 30 Days- UNK/NR</td> </tr> <tr> <td>Instrument- 58</td> <td>Last 90 Days- 180</td> </tr> <tr> <td>Multi-Eng - 18</td> <td>Rotorcraft - UNK/NR</td> </tr> </table>	Total - 646	Last 24 Hrs - 7	Make/Model- 9	Last 30 Days- UNK/NR	Instrument- 58	Last 90 Days- 180	Multi-Eng - 18	Rotorcraft - UNK/NR
Total - 646	Last 24 Hrs - 7									
Make/Model- 9	Last 30 Days- UNK/NR									
Instrument- 58	Last 90 Days- 180									
Multi-Eng - 18	Rotorcraft - UNK/NR									

Instrument Rating(s) - AIRPLANE

----Narrative----

THE PILOT FLIGHT PLANNED A TOTAL TIME ENROUTE OF 2HRS. 45 MIN. THE AIRCRAFT FUEL ENDURANCE WAS FOUR HOURS. THE PILOT USED ABOUT 1 HR. 15 MIN. ATTEMPTING TO COMPLETE AN INSTRUMENT PROCEDURE. SAV WAS VFR THROUGHOUT THE ENTIRE FLIGHT AND PRIOR TO THE ACCIDENT. THE PILOT HAD PERFORMED ERRATICALLY THROUGHOUT THE FLT, BY NOT MAINTAINING ASSIGNED HEADINGS AND TRACKING ENROUTE TO SAVANNAH. THIS BEHAVIOR WAS ALSO DISPLAYED DURING THE CONDUCT OF THE APPROACH PROCEDURE. THE ENG LOST POWER DURING THE APPROACH AND THE ACFT COLLIDED WITH A POWER LINE DURING THE FORCED LNDG. POST ACCIDENT EXAM REVEALED THAT THE ACFT HAD RUN OUT OF FUEL.

Brief of Accident (Continued)

File No. - 1792

10/11/86

MELDRIM,GA

A/C Reg. No. N60BL

Time (Lc1) - 0130 EDT

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

Finding(s)

1. FLUID,FUEL - EXHAUSTION
2. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
3. IFR PROCEDURE - POOR - PILOT IN COMMAND
4. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
5. IMPROPER USE OF PROCEDURE,MENTAL PERFORMANCE OVERLOAD - PILOT IN COMMAND
6. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation MANEUVERING

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

Finding(s)

7. OBJECT - WIRE,TRANSMISSION
8. LIGHT CONDITION - DARK NIGHT

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

Finding(s)

9. TERRAIN CONDITION - GROUND

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1798	10/21/86	KENNESAW, GA	A/C Reg. No. N47JJ	Time (Lcl) - 1100 EDT
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-----Basic Information-----

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

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

Make/Model - JERE L. ROSSER RAND KR-2	Eng Make/Model - VOLKSWAGEN 2100CC	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TAILWHEEL-RETRACTABLE MAINS	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 900	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 60 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	KENNESAW, GA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	MARIETTA, GA	MCCOLLUM
Wind Dir/Speed- 360/004 KTS	ATC/Airspace	Runway Ident - 27
Visibility - 40.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4591/ 75
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 42	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 450
SE LAND	Months Since - 23	Last 24 Hrs - UNK/NR
	Aircraft Type - PA28161	Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING INITIAL CLIMB THE AIRCRAFT WAS OBSERVED AT A HIGH ANGLE OF ATTACK AT LOW ALTITUDE BEFORE DESCENDING IN A STALL/SPIN COLLISION WITH THE GROUND. WITNESSES AT THE APRT REPORTED THAT THE ENGINE SOUNDED ROUGH DURING THE TAXI AND TAKEOFF ROLL. THE PLT HAD RECENTLY PURCHASED THE EXPERIMENTAL HOMEBUILT ACFT AND SEVERAL WEEKS BEFORE THE ACCIDENT HAD ATTEMPTED TO LAND THE TAIL-WHEEL ACFT FOR THE FIRST TIME. THE PLT HAD NO PRIOR TAIL-WHEEL EXPERIENCE. THE ACFT GROUND LOOPED CAUSING SUBSTANTIAL LANDING GEAR DAMAGE AND SUDDEN STOPPAGE OF THE ENGINE. THERE WAS NO RECORDED MAINTENANCE PERFORMED ON THE ENGINE SINCE THE INCIDENT. THE ACCIDENT FLIGHT WAS THE FIRST FLIGHT ON THE ACFT SINCE THE INCIDENT AND THE PLT'S SECOND FLIGHT IN THE ACFT. THE CAUSE OF THE LOSS OF POWER WAS NOT DETERMINED. THERE WAS NO EVIDENCE OF CONTROL SYSTEM MALFUNCTION.

Brief of Accident (Continued)

File No. - 1798

10/21/86

KENNESAW, GA

A/C Reg. No. N47JU

Time (Lcl) - 1100 EDT

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

Finding(s)

1. ENGINE ASSEMBLY - UNDETERMINED
2. MAINTENANCE, INSPECTION OF AIRCRAFT - IMPROPER - PILOT IN COMMAND
3. PROCEDURES/DIRECTIVES - IMPROPER - PILOT IN COMMAND

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

Finding(s)

4. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
5. IMPROPER USE OF PROCEDURE, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
6. JUDGEMENT - POOR - PILOT IN COMMAND
7. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND

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

Finding(s)

8. OBJECT - TREE(S)

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

Finding(s)

9. TERRAIN CONDITION - GROUND

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1663	11/22/86	AUGUSTA, GA	A/C Reg. No. N313RR	Time (Lcl) - 1500 EST
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-----Basic Information-----

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

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

Make/Model - MULLINAX KR-2	Eng Make/Model - VOLKSWAGON 2200CC	ELT Installed/Activated - UNK/NR
Landing Gear - UNK/NR	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - UNK/NR	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - UNK/NR	Rated Power - UNK/NR	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	DANIEL FIELD
Wind Dir/Speed- 100/007 KTS	ATC/Airspace	Runway Ident - 10
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3773/ 150
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 - DAYLIGHT		

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

Pilot-In-Command	Age - UNK/NR	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - UNK/NR
SE LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT THE ENG ALWAYS RAN ROUGH AT FULL PWR DUE TO A RICH MIXTURE SETTING ON THE CARBURETOR. NORMALLY THE ENG ROUGHNESS COULD BE CORRECTED BY RETARDING THE THROTTLE OR MIXTURE CONTROL. THE PLT SAID THAT HE ADJUSTED THE MIXTURE ON THE CARBURETOR ONE TURN TOWARDS LEAN PRIOR TO THE ACCIDENT FLT. AFTER 30 MINUTES OF FLT, THE PLT ATTEMPTED A TOUCH AND GO LANDING. ON INITIAL CLIMB FROM THE LANDING, THE ENG FAILED. TO AVOID A HIGHWAY AT THE END OF THE RWY, THE PLT MADE A RIGHT TURN IN AN ATTEMPT TO RETURN TO THE ARPT. THE ACFT THEN STALLED AND DESCENDED TO GROUND IMPACT. THE PLTS FLT TIME WAS NOT REPORTED OR AVAILABLE.

Brief of Accident (Continued)

File No. - 1663

11/22/86

AUGUSTA,GA

A/C Reg. No. N313RR

Time (Lc1) - 1500 EST

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

Finding(s)

1. FUEL SYSTEM,CARBURETOR - FUEL
 2. FUEL SYSTEM,CARBURETOR - IMPROPER
 3. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - DISREGARDED - PILOT IN COMMAND
 4. MAINTENANCE,ADJUSTMENT - IMPROPER - PILOT IN COMMAND
-

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

Finding(s)

5. ALL AVAILABLE RUNWAY - NOT POSSIBLE - PILOT IN COMMAND
 6. STALL - INADVERTENT - PILOT IN COMMAND
-

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

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1637	8/30/86	GRAND ISLE,GM	A/C Reg. No. N3905G	Time (Lcl) - 1545 CDT
-----Basic Information-----				
Type Operating Certificate-ON-DEMAND AIR TAXI		Aircraft Damage DESTROYED	Fatal	Injuries Serious Minor None
Type of Operation	-POSITIONING	Fire	Crew 0	1 0 0
Flight Conducted Under	-14 CFR 91	UNK/NR	Pass 0	0 0 0
Accident Occurred During	-LANDING			
-----Aircraft Information-----				
Make/Model	- BELL 206L-1	Eng Make/Model	- ALLISON 250-C28B	ELT Installed/Activated - NO -N/A
Landing Gear	- EMERGENCY FLOAT	Number Engines	- 1	Stall Warning System - NO
Max Gross Wt	- 4150	Engine Type	- TURBOSHAFT	
No. of Seats	- 7	Rated Power	- 435 HP	
-----Environment/Operations Information-----				
Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- COMPANY	Last Departure Point	UNK/NR	
Method	- ACFT RADIO	SAME AS ACC/INC		
Completeness	- WEATHER NOT PERTINENT	Destination	Airport Data	
Basic Weather	- VMC	LOCAL	GRAND ISLE-43	
Wind Dir/Speed	- 060/020 KTS	ATC/Airspace	Runway Ident - N/A	
Visibility	- 5.0 SM	Type of Flight Plan	Runway Lth/Wid - N/A	
Lowest Sky/Clouds	-	Type of Clearance	Runway Surface - N/A	
Lowest Ceiling	- 1000 FT BROKEN	Type Apch/Lndg	Runway Status - N/A	
Obstructions to Vision	- NONE			
Precipitation	- NONE			
Condition of Light	- DAYLIGHT			
-----Personnel Information-----				
Pilot-In-Command	Age - 40	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)		
COMMERCIAL	Current - YES	Total - 8468	Last 24 Hrs - 4	
	Months Since - 4	Make/Model- 5264	Last 30 Days- UNK/NR	
HELICOPTER	Aircraft Type - BELL206	Instrument- 50	Last 90 Days- 97	
			Rotorcraft - 8468	
Instrument Rating(s) - NONE				
-----Narrative-----				
THE ACFT CRASHED INTO THE GULF OF MEXICO FOLLOWING A SUSPECTED ENG FAILURE SHORTLY AFTER LIFT OFF FROM AN OFFSHORE PLATFORM. THE PLT STATED THAT AFTER TAKEOFF, WHILE AT 40 KTS AND 200 FT ABOVE THE WATER, HE HEARD A LOUD SQUEAL FOLLOWED BY THE LOW RPM AUDIO AND A LOSS OF ENG POWER. HE ATTEMPTED TO INFLATE THE EMERGENCY FLOATS 2 OR 3 TIMES, BUT WAS NOT SUCCESSFUL. THE ACFT LANDED HARD ROLLED OVER AND SANK. THE PLT EXTRICATED HIMSELF AND SWAM BACK TO THE RIG WHERE HE WAS FOUND SEVERAL MINUTES LATER ON THE LOWER BOAT DECK. THE WRECKAGE SANK AND WAS NEVER RECOVERED.				

Brief of Accident (Continued)

File No. - 1637

8/30/86

GRAND ISLE,GM

A/C Reg. No. N3905G

Time (Lcl) - 1545 CDT

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

Finding(s)

1. TURBOSHAFT ENGINE - UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

2. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - NONE SUITABLE

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1686	11/06/86	HONOLULU, HI	A/C Reg. No. N6184D	Time (Lcl) - 1920 HST
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----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Fatal	Injuries	Minor	None
	DESTROYED				
Type of Operation - FAR 61	Fire	Crew 0	Serious 0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	1
Accident Occurred During -LANDING					

----Aircraft Information----

Make/Model - CESSNA 172N	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 - 2300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 160 HP	

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

<p>Weather Data</p> <p>Wx Briefing - PATWAS</p> <p>Method - TELEPHONE</p> <p>Completeness - WEATHER NOT PERTINENT</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- VARIABLE</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 - NIGHT(DARK)</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">HONOLULU, HI</p> <p>Destination</p> <p style="padding-left: 20px;">HONOLULU, HI</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - VFR</p> <p>Type Apch/Lndg - VOR/TVOR</p> <p style="padding-left: 20px;">STRAIGHT-IN</p> <p style="padding-left: 20px;">FORCED LANDING</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p style="padding-left: 20px;">HONOLULU INTL.</p> <p style="padding-left: 20px;">Runway Ident - N/A</p> <p style="padding-left: 20px;">Runway Lth/Wid - N/A</p> <p style="padding-left: 20px;">Runway Surface - WATER</p> <p style="padding-left: 20px;">Runway Status - WATER - CHOPPY</p>
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----Personnel Information----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">COMMERCIAL</p> <p style="padding-left: 20px;">SE LAND, ME LAND</p>	<p>Age - 40</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - YES</p> <p style="padding-left: 20px;">Months Since - 0</p> <p style="padding-left: 20px;">Aircraft Type - C-172XP</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total - 430</td> <td>Last 24 Hrs - 1</td> </tr> <tr> <td>Make/Model- 15</td> <td>Last 30 Days- UNK/NR</td> </tr> <tr> <td>Instrument- 14</td> <td>Last 90 Days- 15</td> </tr> <tr> <td>Multi-Eng - 15</td> <td></td> </tr> </table>	Total - 430	Last 24 Hrs - 1	Make/Model- 15	Last 30 Days- UNK/NR	Instrument- 14	Last 90 Days- 15	Multi-Eng - 15	
Total - 430	Last 24 Hrs - 1									
Make/Model- 15	Last 30 Days- UNK/NR									
Instrument- 14	Last 90 Days- 15									
Multi-Eng - 15										

Instrument Rating(s) - NONE

----Narrative----

THE ACFT EXPERIENCED A LOSS OF ENGINE POWER WHILE DESCENDING DURING A PRACTICE INSTRUMENT APCH. THE TEMPERATURE WAS 81 DEGREES (F) WITH THE DEW POINT OF 71 DEGREES (F). ACCORDING TO THE ICING PROBABILITY CHART, THERE IS A POSSIBILITY OF SERIOUS CARBURETOR ICING AT GLIDE POWER UNDER THOSE CONDITIONS. BOTH PILOTS REPORTED NO OTHER MECHANICAL FAILURE OR MALFUNCTION WITH THE ENGINE PRIOR TO THE LOSS OF POWER.

Brief of Accident (Continued)

File No. - 1686

11/06/86

HONOLULU, HI

A/C Reg. No. N6184D

Time (Lcl) - 1920 HST

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

Finding(s)

1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
2. WEATHER EVALUATION - DISREGARDED - PILOT IN COMMAND
3. SUPERVISION - INATTENTIVE - PILOT IN COMMAND(CFI)

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

4. LIGHT CONDITION - NIGHT

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

Finding(s)

5. TERRAIN CONDITION - WATER, GLASSY

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1761	8/23/86	WEIPPE, ID	A/C Reg. No. N4694K	Time (Lc1) - 2010 MDT
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----Basic Information----

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

----Aircraft Information----

Make/Model - CESSNA 182	Eng Make/Model - CONTINENTAL D-470 SERIES	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2950	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 230 HP	

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 360/005 KTS</p> <p>Visibility - 30.0 SM</p> <p>Lowest Sky/Clouds -</p> <p>Lowest Ceiling - 10000 FT OVERCAST</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DUSK</p>	<p>Itinerary</p> <p>Last Departure Point LEWISTON, ID</p> <p>Destination WEIPPE, ID</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 AIRSTIP</p> <p>Airport Data</p> <p>LACKEY FIELD</p> <p>Runway Ident - 06</p> <p>Runway Lth/Wid - 3200 -UNK/NR</p> <p>Runway Surface - DIRT</p> <p>Runway Status - DRY</p>
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----Personnel Information----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND</p>	<p>Age - 59</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 5</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 686</p> <p>Make/Model- 39</p> <p>Instrument- 29</p> <p>Multi-Eng - 10</p> <p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 77</p>
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Instrument Rating(s) - NONE

----Narrative----

AN UNDERSHOOT OCCURRED DURING LANDING AT AN UNLIT AIRSTIP AT DUSK. SHORTLY AFTER TOUCHDOWN THE AIRCRAFT STRUCK A SIX FOOT MOUND OF DIRT. THE AIRCRAFT THEN NOSED OVER INVERTED AND SLID 60 TO 70 FEET BEFORE IT CAME TO REST.

Brief of Accident (Continued)

File No. - 1761

8/23/86

WEIPPE, ID

A/C Reg. No. N4694K

Time (Lcl) - 2010 MDT

Occurrence #1 UNDERSHOOT
Phase of Operation LANDING

Finding(s)

1. WEATHER CONDITION - GUSTS
2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
3. LIGHT CONDITION - DUSK
4. PLANNED APPROACH - IMPROPER - PILOT IN COMMAND
5. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
6. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1629 8/24/86 SANDPOINT, ID A/C Reg. No. N4151Y Time (Lcl) - 1500 MDT

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

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

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

Make/Model - BELLANCA 7ECA	Eng Make/Model - LYCOMING O-235-CI	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 115 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	ATOL, ID	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SANDPOINT, ID	SANDPOINT ARPT
Wind Dir/Speed- 190/006 KTS	ATC/Airspace	Runway Ident - 19
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3900/ 75
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 34	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 123
SE LAND	Months Since - 13	Make/Model- 30
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 16
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT LOST DIRECTIONAL CONTROL OF THE ACFT FOR UNKNOWN REASONS DURING THE LANDING ROLL AND A GROUND LOOP RESULTED.

Brief of Accident (Continued)

File No. - 1629

8/24/86

SANDPOINT, ID

A/C Reg. No. N4151Y

Time (Lc1) - 1500 MDT

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. - 1680	7/14/86	CHICAGO, IL	A/C Reg. No. N31588	Time (Lcl) - 1200 CDT
-----Basic Information-----				
Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Fatal	Injuries	
	SUBSTANTIAL		Serious	Minor
Type of Operation -PERSONAL	Fire	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Crew	0	1
Accident Occurred During -LANDING		Pass	0	0
-----Aircraft Information-----				
Make/Model - PIPER PA-28R-201	Eng Make/Model - LYCOMING IO-360-C1C6	ELT Installed/Activated - YES/NO		
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES		
Max Gross Wt - 2750	Engine Type - RECIP-FUEL INJECTED			
No. of Seats - 4	Rated Power - 200 HP			
-----Environment/Operations Information-----				
Weather Data	Itinerary	Airport Proximity		
Wx Briefing - FSS	Last Departure Point	ON AIRPORT		
Method - UNK/NR	PERU, IL			
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data		
Basic Weather - VMC	SAME AS ACC/INC	MEIGS		
Wind Dir/Speed- 080/010 KTS	ATC/Airspace	Runway Ident - 36		
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3948/ 100		
Lowest Sky/Clouds - 10000 FT THIN BKN	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 - 53	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT		
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)		
PRIVATE	Current - YES	Total - 839	Last 24 Hrs - 1	
SE LAND	Months Since - 10	Make/Model- 293	Last 30 Days- UNK/NR	
	Aircraft Type - UNK/NR	Instrument- 103	Last 90 Days- 68	
Instrument Rating(s) - AIRPLANE				
-----Narrative-----				
THE PILOT WAS UNABLE TO GET A DOWN AND LOCKED INDICATION FOR THE LEFT MAIN GEAR AND UPON TOUCHDOWN THE LEFT GEAR COLLAPSED. INSPECTION REVEALED AN INTERNAL FAILURE OF THE LEFT MAIN ACTUATOR. THE FLUID HAD LEAKED PAST THE O-RINGS AND PREVENTED THE GEAR FROM BEING LOCKED IN THE DOWN POSITION.				

Brief of Accident (Continued)

File No. - 1680

7/14/86

CHICAGO,IL

A/C Reg. No. N31588

Time (Lc1) - 1200 CDT

Occurrence MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

1. LANDING GEAR,NORMAL RETRACTION/EXTENSION ASSEMBLY - FAILURE,PARTIAL
 2. FLUID,HYDRAULIC - LOOSE
 3. GEAR DOWN AND LOCKED - 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1770 8/09/86 WHEELING, IL A/C Reg. No. N6120J Time (Lcl) - 1420 CDT

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

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

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

Make/Model - PIPER PA-34-200T	Eng Make/Model - CONTINENTAL TS10-360-E	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 4570	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 7	Rated Power - 200 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	MILWAUKEE, WI	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	PAL-WAUKEE
Wind Dir/Speed - CALM		Runway Ident - 16
Visibility - 15.0 SM	ATC/Airspace	Runway Lth/Wid - 5000/ 100
Lowest Sky/Clouds - 4500 FT SCATTERED	Type of Flight Plan - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 25000 FT OVERCAST	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 - 71	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 8800
ME LAND	Months Since - 2	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Last 30 Days - UNK/NR
		Last 90 Days - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PLT REPORTED THAT UPON LANDING, GEAR WAS DOWN AND LOCKED AND AFTER LANDING RIGHT WHEEL BUCKLED. INVESTIGATION REVEALED BREAK RESULTED FROM HARD SIDE LOAD.

Brief of Accident (Continued)

File No. - 1770

8/09/86

WHEELING, IL

A/C Reg. No. N6120J

Time (Lcl) - 1420 CDT

Occurrence MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

1. LANDING GEAR, MAIN GEAR - OVERLOAD
2. LANDING GEAR, MAIN GEAR - FAILURE, TOTAL
3. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1681	8/29/86	BEMENT, IL	A/C Reg. No. N8404X	Time (Lcl) - 1930 CDT
<hr/>				
----Basic Information----				
Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		
		SUBSTANTIAL		
Type of Operation	-PERSONAL	Fire	Crew	Fatal
Flight Conducted Under	-14 CFR 91	NONE	Pass	0
Accident Occurred During	-LANDING			0
		Injuries		
		Serious Minor None		
		0 0 0 1		
		0 0 0 1		
<hr/>				
----Aircraft Information----				
Make/Model	- CESSNA 172C	Eng Make/Model	- CONTINENTAL O-300-D	ELT Installed/Activated
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	- NO -N/A
Max Gross Wt	- 2250	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	ON AIRSTRIP	
Method - N/A		MORRIS, IL		
Completeness - N/A		Destination	Airport Data	
Basic Weather - VMC		LOCAL	BEMENT	
Wind Dir/Speed- 130/007 KTS		ATC/Airspace	Runway Ident - 18	
Visibility - 20.0 SM		Type of Flight Plan	Runway Lth/Wid - 2590/ 70	
Lowest Sky/Clouds - 15000 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 - DUSK				
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----Personnel Information----				
Pilot-In-Command	Age - 72	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT		
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)		
PRIVATE	Current - YES	Total	- 224	Last 24 Hrs - 1
SE LAND	Months Since - 0	Make/Model-	224	Last 30 Days- UNK/NR
	Aircraft Type - C-172C	Instrument-	8	Last 90 Days- 5
<hr/>				
Instrument Rating(s) - NONE				
<hr/>				
----Narrative----				
ON TOUCHDOWN THE AIRCRAFT WAS NOT PROPERLY ALIGNED WITH THE RWY. WHILE ROLLING OUT THE LEFT WING CAUGHT THE FULL GROWN CORN ON THE LEFT EDGE OF THE RWY AND PULLED THE AIRCRAFT INTO THE CORN.				
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Brief of Accident (Continued)

File No. - 1681

8/29/86

BEMENT, IL

A/C Reg. No. N8404X

Time (Lcl) - 1930 CDT

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

Finding(s)

1. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
-

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

Finding(s)

2. 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1710	10/05/86	WEST CHICAGO, IL	A/C Reg. No. N5488B	Time (Lcl) - 1550 CDT
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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
				None 1

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	SAME AS ACC/INC	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	LOCAL	DUPAGE
Wind Dir/Speed- 330/010 KTS	ATC/Airspace	Runway Ident - 33
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3401/ 100
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 3800 FT OVERCAST	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 31	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
STUDENT	Current - N/A	Total - 59	Last 24 Hrs - 4
	Months Since - N/A	Make/Model- 57	Last 30 Days- UNK/NR
	Aircraft Type - N/A	Instrument- 0	Last 90 Days- 32

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT ASSUMED HE HAD FULL FUEL TANKS PRIOR TO TAKEOFF. HE THEN PROCEEDED TO FLY THE AIRCRAFT FOR APPROXIMATELY 4.4 HOURS. JUST PRIOR TO HIS FINAL LANDING HE WAS FORCED TO GO AROUND DUE TO AN AIRCRAFT ON THE RUNWAY. FOLLOWING THIS GO AROUND HE ESTABLISHED HIMSELF ON BASE LEG. AT THIS POINT HE RAN OUT OF FUEL. HE WAS UNAWARE THAT THE AIRCRAFT HAD BEEN FLOWN FOR 1.1 HOURS TWO DAYS AFTER IT WAS FULLY FUELED AND EIGHT DAYS PRIOR TO HIS 4.4 HOUR FLIGHT. THEREFORE THE AIRCRAFT HAD FLOWN FOR APPROXIMATELY 5.6 HOURS WHEN IT RAN OUT OF FUEL.

Brief of Accident (Continued)

File No. - 1710

10/05/86

WEST CHICAGO, IL

A/C Reg. No. N5488B

Time (Lc1) - 1550 CDT

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

Finding(s)

1. FLUID, FUEL - EXHAUSTION
2. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, TOTAL - PILOT IN COMMAND
4. AIRCRAFT SERVICE - NOT IDENTIFIED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1696	12/05/86	VERGENNS, IL	A/C Reg. No. N95614	Time (Lcl) - 1249 CST
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-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage		Injuries		
	SUBSTANTIAL		Fatal	Serious	Minor
Type of Operation - INSTRUCTIONAL	Fire	Crew	0	2	0
Flight Conducted Under - 14 CFR 91	NONE	Pass	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 - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 110 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	CARBONDALE, IL	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 010/005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 SM	Type of Flight Plan - COMPANY (VFR)	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 23	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - UNK/NR	Total - 742
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model- 604
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - 38
		Last 24 Hrs - 0
		Last 30 Days- UNK/NR
		Last 90 Days- 128
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACCORDING TO THE STUDENT PILOT, WHILE PRACTICING EMERGENCY LANDINGS, HE DESCENDED TO ABOUT 250 FEET AGL AND THEN SURRENDERED THE CONTROLS TO THE INSTRUCTOR. THE STUDENT PILOT STATED THAT THE INSTRUCTOR IMMEDIATELY ADDED FULL POWER AND BANKED THE ACFT TO THE LEFT, HOWEVER, THE ACFT THEN COLLIDED WITH THE GROUND. THE INSTRUCTOR STATED THAT HE HAD NO MEMORY OF THE ACCIDENT OR THE EVENTS PRIOR TO THE COLLISION WITH TERRAIN.

Brief of Accident (Continued)

File No. - 1696

12/05/86

VERGENNS,IL

A/C Reg. No. N95614

Time (Lc1) - 1249 CST

Occurrence #1 ABRUPT MANEUVER
Phase of Operation MANEUVERING

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND(CFI)
 2. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND(CFI)
 3. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
 4. MANEUVER - EXCESSIVE - PILOT IN COMMAND(CFI)
-

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

Finding(s)

5. TERRAIN CONDITION - OPEN FIELD
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1659	3/28/86	HENRYVILLE, IN	A/C Reg. No. N4804S	Time (Lcl) - 0800 EST
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-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries		
Type of Operation - PERSONAL	Fire	Crew	0	1	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	4	0
Accident Occurred During -LANDING				0	0

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

Make/Model - PIPER PA-32-260	Eng Make/Model - LYCOMING O-540-E4B5	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3400	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 7	Rated Power - 260 HP	

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

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - TELEPHONE</p> <p>Completeness - WEATHER NOT PERTINENT</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- CALM</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 FT. WAYNE, IN</p> <p>Destination COLUMBUS, GA</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - IFR</p> <p>Type of Clearance - IFR</p> <p>Type Apch/Lndg - FORCED LANDING</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - 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 - 43</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 21</p> <p>Aircraft Type - PA-32</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total - 350</td> <td>Last 24 Hrs - 1</td> </tr> <tr> <td>Make/Model- 150</td> <td>Last 30 Days- 4</td> </tr> <tr> <td>Instrument- 60</td> <td>Last 90 Days- 8</td> </tr> </table>	Total - 350	Last 24 Hrs - 1	Make/Model- 150	Last 30 Days- 4	Instrument- 60	Last 90 Days- 8
Total - 350	Last 24 Hrs - 1							
Make/Model- 150	Last 30 Days- 4							
Instrument- 60	Last 90 Days- 8							

Instrument Rating(s) - AIRPLANE

-----Narrative-----

SHORTLY AFTER LEVELING THE ACFT OFF AT 9000 FT MSL, THE PLT EXPERIENCED AN ENGINE FAILURE. DURING THE SUBSEQUENT FORCED LANDING THE ACFT STRUCK A TREE AND WAS FURTHER DAMAGED DURING THE FORCED LANDING ROLL. METALLURGICAL EXAM REVEALED THE CRANKSHAFT FAILED DUE TO HIGH CYCLE, LOW STRESS FATIGUE CRACKING WHICH INITIATED FROM A SUBSURFACE ORIGIN AREA. THE CAMSHAFT WAS ALSO FOUND FAILED, BUT THIS WAS DETERMINED TO HAVE OCCURRED FOLLOWING THE CRANKSHAFT FAILURE.

Brief of Accident (Continued)

File No. - 1659

3/28/86

HENRYVILLE, IN

A/C Reg. No. N4804S

Time (Lc1) - 0800 EST

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

Finding(s)

1. ENGINE ASSEMBLY, CRANKSHAFT - FATIGUE
2. ENGINE ASSEMBLY, CRANKSHAFT - FAILURE, TOTAL

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

3. TERRAIN CONDITION - NONE SUITABLE

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

Finding(s)

4. OBJECT - TREE(S)
5. TERRAIN CONDITION - HIGH VEGETATION

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1622	5/31/86	ROLLING PRAIRIE, IN	A/C Reg. No. N7734K	Time (Lcl) - 0756 CDT			
-----Basic Information-----							
Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries				
		SUBSTANTIAL	Fatal	Serious	Minor	None	
Type of Operation	-PERSONAL	Fire	Crew	0	1	0	
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0	
Accident Occurred During	-DESCENT						
-----Aircraft Information-----							
Make/Model	- PIPER PA-20	Eng Make/Model	- LYCOMING O-290-D	ELT Installed/Activated		- YES/NO	
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System		- NO	
Max Gross Wt	- 1800	Engine Type	- RECIPROCATING-CARBURETOR				
No. of Seats	- 4	Rated Power	- 125 HP				
-----Environment/Operations Information-----							
Weather Data		Itinerary	Airport Proximity				
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP				
Method	- N/A	MICHIGAN CITY, IN					
Completeness	- N/A	Destination	Airport Data				
Basic Weather	- VMC	SAME AS ACC/INC	LARRY COMMINGS AIRSTRIP				
Wind Dir/Speed	- 220/008 KTS	ATC/Airspace	Runway Ident - N/A				
Visibility	- 4.000 SM	Type of Flight Plan	- NONE				
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- NONE				
Lowest Ceiling	- NONE	Type Apch/Lndg	- GO AROUND				
Obstructions to Vision	- HAZE	FORCED LANDING	Runway Surface - GRASS/TURF				
Precipitation	- NONE		Runway Status - DRY				
Condition of Light	- DAYLIGHT						
-----Personnel Information-----							
Pilot-In-Command	Age - 72	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT				
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)					
PRIVATE	Current - YES	Total - 364	Last 24 Hrs - UNK/NR				
SE LAND	Months Since - 0	Make/Model - 69	Last 30 Days - UNK/NR				
	Aircraft Type - PA-20	Instrument - 6	Last 90 Days - 3				
		Multi-Eng - 8	Rotorcraft - 7				
Instrument Rating(s) - NONE							
-----Narrative-----							
DURING A GO-AROUND FROM AN ABORTED LANDING THE ACFT STRUCK UNMARKED POWER LINES AT THE DEPARTURE END OF THE LANDING RWY. THE ACFT COLLIDED WITH TERRAIN DURING THE RESULTING UNCONTROLLED DESCENT. THE RWY BEING USED WAS A 2400 FT LONG AND 50 FT WIDE SOD PRIVATE STRIP. THIS STRIP WAS NOT CERTIFIED SO NO OBSTRUCTION WARNINGS WERE AVAILABLE. THE PLT FAILED TO REPORT RWY IDENT OR HEADING.							

Brief of Accident (Continued)

File No. - 1622

5/31/86

ROLLING PRAIRIE, IN

A/C Reg. No. N7734K

Time (Lcl) - 0756 CDT

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

Finding(s)

1. OBJECT - WIRE, TRANSMISSION
2. IN-FLIGHT PLANNING/DECISION - DELAYED - 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) 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. - 1652	8/01/86	PERRYSVILLE, IN	A/C Reg. No. N80591	Time (Lcl) - 1030 EST
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-----Basic Information-----

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

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

Make/Model - GLOBE GC-1B	Eng Make/Model - CONTINENTAL O-320	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 - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SMYRNA, TN	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	OSHKOSH, WI	
Wind Dir/Speed- 320/012 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 30000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling -	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 45	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1009
SE LAND, ME LAND	Months Since - 6	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model - 59
		Last 30 Days - UNK/NR
		Instrument - 15
		Last 90 Days - 35
		Multi-Eng - 209
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS SUBSTANTIALLY DAMAGED DURING A FORCED LANDING IN A CORN FIELD FOLLOWING A LOSS OF POWER. POST ACCIDENT INSPECTION OF THE ACFT FAILED TO REVEAL ANY FUEL IN EITHER THE FUEL TANKS OR CARBURETOR.

Brief of Accident (Continued)

File No. - 1652

8/01/86

PERRYSVILLE, IN

A/C Reg. No. N80591

Time (Lcl) - 1030 EST

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

Finding(s)

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

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. TERRAIN CONDITION - CROP

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1682	9/28/86	SHELBYVILLE, IN	A/C Reg. No. N562T	Time (Lc1) - 1900 EST
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-----Basic Information-----

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

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

Make/Model - BEECH BE-95-55	Eng Make/Model - CONTINENTAL IO-470-L	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 4880	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 260 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 - 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 - DUSK</p>	<p>Itinerary</p> <p>Last Departure Point ST. LOUIS, MO</p> <p>Destination SHELBYVILLE, IN</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 AIRSTRIP</p> <p>Airport Data SHELBYVILLE MUNICIPAL</p> <p>Runway Ident - 18</p> <p>Runway Lth/Wid - 3737/ 50</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s) COMMERCIAL, CFI SE LAND, ME LAND</p>	<p>Age - 38</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 - 1193</td> <td>Last 24 Hrs - 5</td> </tr> <tr> <td>Make/Model- 6</td> <td>Last 30 Days- UNK/NR</td> </tr> <tr> <td>Instrument- 89</td> <td>Last 90 Days- 115</td> </tr> <tr> <td>Multi-Eng - 92</td> <td>Rotorcraft - 2</td> </tr> </table>	Total - 1193	Last 24 Hrs - 5	Make/Model- 6	Last 30 Days- UNK/NR	Instrument- 89	Last 90 Days- 115	Multi-Eng - 92	Rotorcraft - 2
Total - 1193	Last 24 Hrs - 5									
Make/Model- 6	Last 30 Days- UNK/NR									
Instrument- 89	Last 90 Days- 115									
Multi-Eng - 92	Rotorcraft - 2									

Instrument Rating(s) - NONE

-----Narrative-----

WHILE AT CRUISE AFTER SUNSET, THE PILOTS DISCOVERED THAT THE LEFT PANEL LIGHTS AND THE OVERHEAD LIGHT WERE NOT OPERATING. A WHITE BEAM FLASHLIGHT WAS USED TO OBSERVE THE AIRSPEED INDICATOR, HOWEVER, CONTINUED USE OF THE FLASHLIGHT BLINDED THE PILOTS' VISION OF THE RUNWAY, ACCORDING TO THE INSTRUCTOR PLT. ADDITIONALLY, THE INSTRUCTOR STATED THAT ON SHORT FINAL POWER WAS REDUCED TO THE POINT THAT THE AIRCRAFT'S AIRSPEED DROPPED OVER THE TOUCHDOWN POINT AND THE AIRCRAFT MADE A HARD LANDING. DURING A PHONE CONVERSATION THE INSTRUCTOR PLT STATED THE PANEL LIGHTS WERE NOT CHECKED DURING PREFLIGHT INSPECTION.

Brief of Accident (Continued)

File No. - 1682

9/28/86

SHELBYVILLE, IN

A/C Reg. No. N562T

Time (Lcl) - 1900 EST

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

Finding(s)

1. INSTRUMENT LIGHTS - INOPERATIVE
2. FLIGHT COMPARTMENT LIGHTS - INOPERATIVE
3. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
4. IMPROPER USE OF PROCEDURE, COMPLACENCY - PILOT IN COMMAND

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

Finding(s)

5. AIRSPEED - INADEQUATE - PILOT IN COMMAND
6. FLARE - IMPROPER - PILOT IN COMMAND

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1737 12/15/86 LAKE VILLAGE, IN A/C Reg. No. N3969E Time (Lcl) - 1600 CST

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

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

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

Make/Model - AERONCA 11BC	Eng Make/Model - CONTINENTAL 85-E	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1250	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 85 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	LAKE VILLAGE APT.
Wind Dir/Speed- 240/010 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 6.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling -	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DUSK		

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

Pilot-In-Command	Age - 71	Medical Certificate - NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
NONE	Current - N/A	Total - 90
	Months Since - N/A	Last 24 Hrs - 1
	Aircraft Type - N/A	Make/Model- 90
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 1

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT HE GRADUALLY LOST POWER WHILE ON FINAL APPROACH. HE FINALLY STALLED THE AIRCRAFT AND PANKAKED IT INTO THE TREES BEFORE THE RUNWAY. THE PILOT ALSO STATED THAT HE SUSPECTED CARBURETOR ICE WAS INVOLVED.

Brief of Accident (Continued)

File No. - 1737

12/15/86

LAKE VILLAGE, IN

A/C Reg. No. N3969E

Time (Lcl) - 1600 CST

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

Finding(s)

1. FUEL SYSTEM, CARBURETOR - ICE

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

Finding(s)

2. OBJECT - TREE(S)
3. STALL/MUSH - INITIATED - PILOT IN COMMAND
4. IMPROPER USE OF PROCEDURE, INADEQUATE TRAINING - PILOT IN COMMAND
5. IMPROPER USE OF PROCEDURE, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
6. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1772	10/05/86	TRIBUNE,KS	A/C Reg. No. N84911	Time (Lcl) - 1900 CDT
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-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Injuries			
Type of Operation - PERSONAL	Fire	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 - AERONCA 7AC	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 - 1220	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 65 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	TRIBUNE,KS	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 080/006 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - DIRT
Lowest Sky/Clouds - 10000 FT SCATTERED	Type of Clearance - NONE	Runway Status - DRY
Lowest Ceiling - 25000 FT BROKEN	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DUSK		

-----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 - 52
	Months Since - N/A	Last 24 Hrs - 1
	Aircraft Type - N/A	Make/Model- 52
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- 7
		Rotorcraft - UNK/NR
		Multi-Eng - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PIC RPTD ENG FAILURE WHILE IN CRUISE FLT. THE STUDENT PIC SUSPECTED CARB ICING AS THE CAUSE OF THE ENG FAILURE. NO MECHANICAL PBLM WAS DISCOVERED DURING THE ENG INSPECTION. THE ICING PROBABILITY CHARTS INDICATED THAT CARBURETOR ICING WAS LIKELY IN THE CRUISE PWR CONFIGURATION THE PIC WAS USING. NO FUEL CONTAMINATES OR OTHER DISCREPANCIES WERE DISCOVERED DURING THE FOLLOW-UP INSPECTION.

Brief of Accident (Continued)

File No. - 1772

10/05/86

TRIBUNE,KS

A/C Reg. No. N84911

Time (Lcl) - 1900 CDT

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

Finding(s)

1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
2. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND
3. FUEL SYSTEM, CARBURETOR - ICE

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

4. OBJECT - UTILITY POLE

-----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. - 1735	8/08/86	BOWLING GREEN,KY	A/C Reg. No. N78261	Time (Lcl) - 1749 EDT
-----Basic Information-----				
Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries	
Type of Operation	-PERSONAL	SUBSTANTIAL	Fatal	Serious
Flight Conducted Under	-14 CFR 91	Fire	Crew	Minor
Accident Occurred During	-LANDING	NONE	Pass	None
-----Aircraft Information-----				
Make/Model	- TEMCO GC-1B	Eng Make/Model	- FRANKLIN 6A-350-C1	ELT Installed/Activated - YES/NO
Landing Gear	- TAILWHEEL-RETRACTABLE MAINS	Number Engines	- 1	Stall Warning System - UNK/NR
Max Gross Wt	- 1710	Engine Type	- RECIPROCATING-CARBURETOR	
No. of Seats	- 2	Rated Power	- 220 HP	
-----Environment/Operations Information-----				
Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- FSS	Last Departure Point	OFF AIRPORT/STRIP	
Method	- UNK/NR	DANVILLE,IL		
Completeness	- WEATHER NOT PERTINENT	Destination	Airport Data	
Basic Weather	- VMC	CROSSVILLE,TN	BOWLING GREEN-WARREN CO.	
Wind Dir/Speed	- 250/013 KTS	ATC/Airspace	Runway Ident - 30	
Visibility	- 7.0 SM	Type of Flight Plan	Runway Lth/Wid - 3956/ 150	
Lowest Sky/Clouds	- 2000 FT SCATTERED	Type of Clearance	Runway Surface - ASPHALT	
Lowest Ceiling	- 10000 FT BROKEN	Type Apch/Lndg	Runway Status - DRY	
Obstructions to Vision	- NONE			
Precipitation	- NONE			
Condition of Light	- DAYLIGHT			
-----Personnel Information-----				
Pilot-In-Command	Age - 66	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)		
COMMERCIAL	Current - YES	Total	- 1392	Last 24 Hrs - 4
SE LAND,ME LAND,SE SEA	Months Since - 6	Make/Model	- 574	Last 30 Days- UNK/NR
	Aircraft Type - UNK/NR	Instrument	- 45	Last 90 Days- 22
		Multi-Eng	- 49	
Instrument Rating(s) - NONE				
-----Narrative-----				
PLT REPORTED THAT HE FAILED TO REPOSITION THE FUEL SELECTOR FROM AUXILLARY FUEL TANK TO MAIN FUEL TANK DURING THE LANDING CHECK. ENGINE QUIT DUE TO FUEL STARVATION ON SHORT FINAL APPROACH AT TOO LOW AN ALTITUDE FOR CORRECTIVE ACTION.				

Brief of Accident (Continued)

File No. - 1735

8/08/86

BOWLING GREEN, KY

A/C Reg. No. N78261

Time (Lcl) - 1749 EDT

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

Finding(s)

1. FLUID, FUEL - STARVATION
 2. FUEL TANK SELECTOR POSITION - NOT CORRECTED - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1651 1/04/86 NORCO, LA A/C Reg. No. N9253Y Time (Lcl) - 1814 CST

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

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

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

Make/Model - PIPER PA-31P-350	Eng Make/Model - LYCOMING TIO-540-V2AD	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 7200	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 7	Rated Power - 350 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	GREER, SC	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	SAME AS ACC/INC	MOISANT
Wind Dir/Speed- 360/005 KTS	ATC/Airspace	Runway Ident - 10
Visibility - .063 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 9228/ 150
Lowest Sky/Clouds - 100 FT PART OBS	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - OBSCURED	Type Apch/Lndg - ILS-COMPLETE	Runway Status - WET
Obstructions to Vision- FOG		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 51	Medical Certificate - EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 1085
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model- 140
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - 480
		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 INITIATED AN ILS APCH IN BELOW MINIMUM WEATHER CONDITIONS SHORTLY AFTER NIGHT FALL. HE WAS GIVEN A LOW ALT ALERT, BUT CONTINUED THE APCH. HE ANNOUNCED A MISSED APCH, AND INDICATED PROBLEMS CLIMBING TO ALT. HE THEN DECLARED AN UNSPECIFIED EMERGENCY, AND REQUESTED VECTORS TO A LARGER ARPT, IN SPITE OF WORSENING WEATHER CONDITIONS. HE REACHED AN ALT OF 2100 FT, BUT COMMENCED ANOTHER ILS APCH DESPITE PREVIOUS DIFFICULTIES. RADAR DATA INDICATES EXCESSIVE MANEUVERING TO INTERCEPT THE INBOUND COURSE, WITH WIDE VARIATIONS IN GROUND SPEED AND ALT. FOLLOWING A STEEP CLIMB AT A LOW GROUND SPEED, THE ACFT DISAPPEARED BELOW RADAR COVERAGE. WITNESSES INDICATED IRREGULAR ENGINE SOUNDS AS THE ACFT MADE A TIGHT LEVEL TURN AT LOW ALT PRIOR TO IMPACTING TREES IN A NEAR LEVEL ATTITUDE. ON-SCENE EVIDENCE SHOWS POWER WAS BEING PRODUCED FROM BOTH ENGINES UPON IMPACT. POST-IMPACT FIRE CONSUMED THE WRECKAGE.

Brief of Accident (Continued)

File No. - 1651

1/04/86

NORCO, LA

A/C Reg. No. N9253Y

Time (Lc1) - 1814 CST

Occurrence #1 MISCELLANEOUS/OTHER
Phase of Operation APPROACH - MISSED APPROACH (IFR)

Finding(s)

1. AIRCRAFT PERFORMANCE, CLIMB CAPABILITY - LOSS, PARTIAL
2. UNDETERMINED
3. FLIGHT TO ALTERNATE DESTINATION - NOT PERFORMED - OTHER MAINTENANCE PSNL

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - IAF TO FAF/OUTER MARKER (IFR)

Finding(s)

4. WEATHER CONDITION - BELOW APPROACH MINIMUMS
5. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
6. FLIGHT INTO KNOWN ADVERSE WEATHER - INTENTIONAL - PILOT IN COMMAND
7. MANEUVER - EXCESSIVE - PILOT IN COMMAND
8. AIRSPEED - IMPROPER - PILOT IN COMMAND
9. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND

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

Finding(s)

10. OBJECT - TREE(S)

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,7,8,9

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1631	1/31/86	SUNDERLAND, MA	A/C Reg. No. N6641A	Time (Lc1) - 1205 EDT
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-----Basic Information-----

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

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

Make/Model - BEECHCRAFT E-55	Eng Make/Model - CONTINENTAL IO-520-CB	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 5300	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	NORTHAMPTON, MA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	LA FLEUR
Wind Dir/Speed- 270/008 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 25.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 5000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
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	Current - YES	Total - 1681
SE LAND, ME LAND	Months Since - 23	Make/Model- 343
GLIDER	Aircraft Type - E55	Instrument- 192
		Multi-Eng - 1681

Instrument Rating(s) - AIRPLANE	<table border="0" style="width: 100%;"> <tr> <td style="width: 30%;">Last 24 Hrs -</td> <td style="width: 70%;">1</td> </tr> <tr> <td>Last 30 Days-</td> <td>4</td> </tr> <tr> <td>Last 90 Days-</td> <td>23</td> </tr> </table>	Last 24 Hrs -	1	Last 30 Days-	4	Last 90 Days-	23
Last 24 Hrs -	1						
Last 30 Days-	4						
Last 90 Days-	23						

-----Narrative-----

WITNESSES REPORTED SEEING THE ACFT DESCEND VERTICALLY IN A FLAT SPIN UNTIL IMPACT IN OPEN, FLAT TERRAIN. THE PLT HAD TAKEN OFF APRX 45 MINUTES PRIOR TO THE ACCIDENT FOR A LOCAL PROFICIENCY FLT.

Brief of Accident (Continued)

File No. - 1631

1/31/86

SUNDERLAND, MA

A/C Reg. No. N6641A

Time (Lcl) - 1205 EDT

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

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. - 1745	7/06/86	FALL RIVER,MA	A/C Reg. No. N4237D	Time (Lcl) - 2300 EDT
-----Basic Information-----				
Type Operating Certificate-NONE (GENERAL AVIATION)			Aircraft Damage SUBSTANTIAL	Injuries
Type of Operation -PERSONAL			Fire	Fatal Serious Minor None
Flight Conducted Under -14 CFR 91			NONE	Crew 0 0 0 1
Accident Occurred During -DESCENT				Pass 0 0 0 1
-----Aircraft Information-----				
Make/Model - HUGHES 500A		Eng Make/Model - ALLISON 250-C18	ELT Installed/Activated - YES/YES	
Landing Gear - SKID		Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - 2400		Engine Type - TURBOJET		
No. of Seats - 4		Rated Power - 250 HP		
-----Environment/Operations Information-----				
Weather Data		Itinerary	Airport Proximity	
Wx Briefing - NO RECORD OF BRIEFING		Last Departure Point	OFF AIRPORT/STRIP	
Method - N/A		NEW BEDFORD,MA		
Completeness - N/A		Destination	Airport Data	
Basic Weather - IMC		SAME AS ACC/INC		
Wind Dir/Speed- CALM			Runway Ident - N/A	
Visibility - 10.0 SM		ATC/Airspace	Runway Lth/Wid - N/A	
Lowest Sky/Clouds - PART OBS		Type of Flight Plan - NONE	Runway Surface - N/A	
Lowest Ceiling - 400 FT OBSCURED		Type of Clearance - VFR	Runway Status - N/A	
Obstructions to Vision- HAZE		Type Apch/Lndg - NONE		
Precipitation - NONE				
Condition of Light - NIGHT(BRIGHT)				
-----Personnel Information-----				
Pilot-In-Command	Age - 34	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT		
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)		
PRIVATE	Current - YES	Total - 700	Last 24 Hrs - UNK/NR	
	Months Since - 12	Make/Model- 700	Last 30 Days- UNK/NR	
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 0	Last 90 Days- 25	
			Rotorcraft - 700	
Instrument Rating(s) - NONE				
-----Narrative-----				
THE FLIGHT ENCOUNTERED FOG AND HAZE DURING RETURN FLIGHT TO NEW BEDFORD, MASSACHUSETTS. THE PILOT FAILED TO MAINTAIN DIRECTION CONTROL OF THE HELICOPTER AND CRASHED INTO THE NORTH WATUPPA POND.				

Brief of Accident (Continued)

File No. - 1745

7/06/86

FALL RIVER, MA

A/C Reg. No. N4237D

Time (Lc1) - 2300 EDT

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

Finding(s)

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

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

Finding(s)

4. MANEUVER - UNCONTROLLED - PILOT IN COMMAND
-

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

Finding(s)

5. TERRAIN CONDITION - WATER, GLASSY
-

----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. - 1741	7/11/86	NEWBURYPORT, MA	A/C Reg. No. N9574S	Time (Lcl) - 1400 EDT
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-----Basic Information-----

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

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

Make/Model - CHAMPION 7GCAA	Eng Make/Model - LYCOMING O-320-A2B	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 3	Rated Power - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	NEWBURYPORT, MA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	PLUM ISLAND
Wind Dir/Speed- 008 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 30.0 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 -	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 - 32	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 1181	Last 24 Hrs - UNK/NR
SE LAND	Months Since - 3	Make/Model- 118	Last 30 Days- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 11	Last 90 Days- 66

Instrument Rating(s) - NONE

-----Narrative-----

PILOT MADE A PRECAUTIONARY LANDING AFTER EXPERIENCING A RUDDER CONTROL FAILURE AFTER A BANNER PICK UP. THE LEFT AFT RUDDER CABLE HAD PARTED 49.5 INCHES AFT OF THE RUDDER PEDAL ATTACHMENT POINT.

Brief of Accident (Continued)

File No. - 1741

7/11/86

NEWBURYPORT, MA

A/C Reg. No. N9574S

Time (Lcl) - 1400 EDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FLT CONTROL SYST, RUDDER CONTROL - SEPARATION
2. DIRECTIONAL CONTROL - INADEQUATE - PILOT IN COMMAND
3. FLT CONTROL SYST, RUDDER CONTROL - FAILURE, PARTIAL

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

4. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - SOFT

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1747 7/26/86 BOSTON, MA A/C Reg. No. N333TE Time (Lcl) - 0223 EDT

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

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

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

Make/Model - GRUMMAN AA-5A	Eng Make/Model - LYCOMING O-320-E2G	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2000	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	BOSTON, MA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	FARMINGDALE, NY	BOSTON LOGAN
Wind Dir/Speed- CALM		Runway Ident - 15
Visibility - 12.0 SM	ATC/Airspace	Runway Lth/Wid - 10081/ 150
Lowest Sky/Clouds - 900 FT SCATTERED	Type of Flight Plan - NONE	Runway Surface - ASPHALT
Lowest Ceiling -	Type of Clearance - VFR	Runway Status - DRY
Obstructions to Vision- NONE	Type Apch/Lndg - NONE	
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----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 - 116
SE LAND	Months Since - 0	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 37
		Instrument- 11
		Last 30 Days- UNK/NR
		Last 90 Days- 9

Instrument Rating(s) - NONE

-----Narrative-----

SHORTLY AFTER TAKEOFF, THE AIRCRAFT WAS UNABLE TO CONTINUE CLIMB OUT. THE PILOT LOWERED THE NOSE TO LEVEL FLIGHT, HOWEVER THE AIRSPEED CONTINUED TO DROP AND THE AIRCRAFT CRASHED. THE CONTINUED DROP IN THE AIRSPEED WAS UNDETERMINED.

Brief of Accident (Continued)

File No. - 1747

7/26/86

BOSTON, MA

A/C Reg. No. N333TE

Time (Lcl) - 0223 EDT

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

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

Finding(s)
2. 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1632	9/11/86	HOLOYOKE, MA	A/C Reg. No. N8316Q	Time (Lcl) - 1406 EDT
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-----Basic Information-----

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

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

Make/Model - CESSNA U206F	Eng Make/Model - CONTINENTAL IO-520-F-9	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3600	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 300 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	JAFFREY, MA	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LEHIGHTON, PA	BARNES
Wind Dir/Speed- 210/010 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 5.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 2500 FT SCATTERED	Type of Clearance - IFR	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - HIGH VEGETATION
Obstructions to Vision- HAZE		
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 - 843	Last 24 Hrs - UNK/NR
SE LAND	Months Since - 6	Make/Model- 502	Last 30 Days- UNK/NR
	Aircraft Type - U206F	Instrument- 215	Last 90 Days- UNK/NR
		Multi-Eng - 3	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE EN ROUTE AT 6000 FT, THE ACFT LOST POWER. THE PLT DESCENDED THROUGH A SCATTERED LAYER OF CLOUDS AND MADE A FORCED LANDING IN A GRASS COVERED FIELD 1 1/2 MILES NORTH OF BARNES MUNICIPAL AIRPORT, SHEARING OFF THE NOSE GEAR AND COMING TO REST INVERTED. WHEN IT BECAME OBVIOUS TO THE PLT THAT HE WOULD NOT MAKE IT TO THE AIRPORT, HE CHANGED HIS LANDING AREA AT A LOW ALTITUDE AND LACKED SUFFICIENT AIRSPEED TO COMPLETE THE LANDING FLARE. TEARDOWN OF THE ENGINE SHOWED A FAILED NO. 2 CONNECTING ROD BEARING, BOLTS, AND CONNECTING ROD. THE NO. 3 CONNECTING ROD OIL PORT WAS CLOGGED WITH A SEALANT SIMILAR TO THAT USED IN THE CHANGE OF THE OIL COOLER. EXCESS SEALANT WAS FOUND TO HAVE BEADED ON THE INSIDE SURFACE OF THE OIL COOLER.

Brief of Accident (Continued)

File No. - 1632

9/11/86

HOLYOKE, MA

A/C Reg. No. N8316Q

Time (Lcl) - 1406 EDT

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

Finding(s)

1. BLEED AIR SYSTEM - BLOCKED(PARTIAL)
2. MAINTENANCE, INSTALLATION - IMPROPER - OTHER MAINTENANCE PSNL
3. FLUID, OIL - STARVATION
4. ENGINE ASSEMBLY, CRANKSHAFT - DISTORTED
5. ENGINE ASSEMBLY, CONNECTING ROD - FAILURE, TOTAL

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

6. REMEDIAL ACTION - ATTEMPTED - PILOT IN COMMAND

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

Finding(s)

7. TERRAIN CONDITION - RISING
8. FLARE - MISJUDGED - PILOT IN COMMAND
9. 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) 2,8

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1621	3/31/86	TECUMSEH, MI	A/C Reg. No. N3855G	Time (Lcl) - 1430 EST
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----Basic Information----

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

----Aircraft Information----

Make/Model - CESSNA U-206B	Eng Make/Model - CONTINENTAL 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 - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	DETROIT, MI	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	AL MEYERS
Wind Dir/Speed- VARIABLE/012 KTS	ATC/Airspace	Runway Ident - 18
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2650/ 75
Lowest Sky/Clouds - SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

----Personnel Information----

Pilot-In-Command	Age - 40	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1074
SE LAND	Months Since - 12	Make/Model- 22
HELICOPTER	Aircraft Type - UH-1	Instrument- 138
		Multi-Eng - 8
		Last 24 Hrs - UNK/NR
		Last 30 Days- 15
		Last 90 Days- 50
		Rotorcraft - 200

Instrument Rating(s) - AIRPLANE, HELICOPTER

----Narrative----

THE ACFT COLLIDED WITH TERRAIN FOLLOWING A LANDING ON RWY 18. ACCORDING TO THE PLT, A GUST OF WIND LIFTED THE RIGHT WING OF THE ACFT DURING ROLL OUT. THE PROPELLER THEN STRUCK THE GROUND AND THE ACFT ROCKED BACK ONTO THE RIGHT WING.

Brief of Accident (Continued)

File No. - 1621

3/31/86

TECUMSEH,MI

A/C Reg. No. N3855G

Time (Lcl) - 1430 EST

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

Finding(s)

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

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

----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. - 1709	4/06/86	LANSING, MI	A/C Reg. No. N192AP	Time (Lcl) - 0936 EST
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-----Basic Information-----				
Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries	
Type of Operation	-PERSONAL	SUBSTANTIAL	Fatal	Serious Minor None
Flight Conducted Under	-14 CFR 91	Fire	Crew 0	0 0 1
Accident Occurred During	-DESCENT	NONE	Pass 0	0 0 0
<hr/>				
-----Aircraft Information-----				
Make/Model	- PERKINS VIKING DRAGONFLY	Eng Make/Model	- HAPI 60-2DM	ELT Installed/Activated - YES/YES
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System - NO
Max Gross Wt	- 1150	Engine Type	- RECIPROCATING-CARBURETOR	
No. of Seats	- 1	Rated Power	- 60 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	SAME AS ACC/INC	
Basic Weather	- VMC	ATC/Airspace	Airport Data	
Wind Dir/Speed	- 250/014 KTS	Type of Flight Plan	CAPITAL CITY	
Visibility	- 10.0 SM	Type of Clearance	Runway Ident - 24	
Lowest Sky/Clouds	-	Type Apch/Lndg	Runway Lth/Wid - 5001/ 120	
Lowest Ceiling	- 2500 FT BROKEN		Runway Surface - CONCRETE	
Obstructions to Vision	- NONE		Runway Status - DRY	
Precipitation	- NONE			
Condition of Light	- DAYLIGHT			
<hr/>				
-----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 - 459	Last 24 Hrs - 1	
SE LAND	Months Since - 12	Make/Model - 1	Last 30 Days - 1	
	Aircraft Type - C-152	Instrument - 3	Last 90 Days - 1	
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR	
<hr/>				
Instrument Rating(s) - NONE				
<hr/>				
-----Narrative-----				
ON HIS FIRST FLIGHT IN THIS TYPE OF HOMEBUILT THE PILOT ENCOUNTERED WHAT HE SAID WAS WINDSHEAR ON FINAL APPROACH FOR HIS FIRST LANDING. HE ADDED POWER AND THE AIRCRAFT PITCHED UP 30 DEGREES. HE PUSHED DOWN ON THE STICK AND THE AIRCRAFT PITCHED DOWN VIOLENTLY. HE ADDED FULL POWER AND THE AIRCRAFT PITCHED UP AGAIN. THE NOSE FELL THROUGH VIOLENTLY AGAIN AND THE LEFT WING STRUCK THE RUNWAY. THE AIRCRAFT THEN SLID TO A STOP. HE ALSO STATED THAT THIS WAS HIS FIRST FLIGHT IN ANY AIRCRAFT IN ELEVEN MONTHS.				

Brief of Accident (Continued)

File No. - 1709

4/06/86

LANSING, MI

A/C Reg. No. N192AP

Time (Lcl) - 0936 EST

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

Finding(s)

1. WEATHER CONDITION - WINDSHEAR
2. PROPER DESCENT RATE - NOT ATTAINED - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, INADEQUATE INITIAL TRAINING - PILOT IN COMMAND
4. IMPROPER USE OF PROCEDURE, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND

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

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1655	8/04/86	MENOMINEE, MI	A/C Reg. No. N4394J	Time (Lcl) - 1530 CDT
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-----Basic Information-----

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

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

Make/Model - PIPER PA-28-140	Eng Make/Model - LYCOMING O-320-E2A	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2150	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 140 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	MENOMINEE, MI	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	OSHKOSH, WI	TWIN COUNTY
Wind Dir/Speed- 270/005 KTS	ATC/Airspace	Runway Ident - 21
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5999/ 100
Lowest Sky/Clouds - 8000 FT	Type of Clearance - NONE	Runway Surface - CONCRETE
Lowest Ceiling - 8000 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 - 38	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 700
SE LAND	Months Since - 1	Make/Model- 200
	Aircraft Type - PA-28	Instrument- 80
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT LOST ENG PWR SHORTLY AFTER TAKEOFF. THE PLT ATTEMPTED TO LAND BACK ON THE RWY BUT RAN OFF THE END INTO A DITCH. THE REASON FOR THE POWER LOSS COULD NOT BE DETERMINED.

Brief of Accident (Continued)

File No. - 1655

8/04/86

MENOMINEE,MI

A/C Reg. No. N4394J

Time (Lcl) - 1530 CDT

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

Finding(s)
1. UNDETERMINED

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

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
2. TERRAIN CONDITION - DITCH

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1791	8/17/86	IONIA, MI	A/C Reg. No. N12GH	Time (Lcl) - 1730 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	0
Accident Occurred During -LANDING				0
-----Aircraft Information-----				
Make/Model - SCHLEICHER ASW-20	Eng Make/Model - N/A	ELT Installed/Activated - NO -N/A		
Landing Gear - SKID	Number Engines - N/A	Stall Warning System - NO		
Max Gross Wt - 800	Engine Type - N/A			
No. of Seats - 1	Rated Power - N/A			
-----Environment/Operations Information-----				
Weather Data		Itinerary	Airport Proximity	
Wx Briefing - NO RECORD OF BRIEFING		Last Departure Point	ON AIRPORT	
Method - N/A		SAME AS ACC/INC		
Completeness - N/A		Destination	Airport Data	
Basic Weather - VMC		SAME AS ACC/INC	IONIA COUNTY	
Wind Dir/Speed- 360/005 KTS		ATC/Airspace	Runway Ident - 36	
Visibility - 20.0 SM		Type of Flight Plan - NONE	Runway Lth/Wid - 4125/ 400	
Lowest Sky/Clouds - 9000 FT SCATTERED		Type of Clearance - NONE	Runway Surface - GRASS/TURF	
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 - 51	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT		
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)		
COMMERCIAL, ATP, CFI	Current - UNK/NR	Total - 33333	Last 24 Hrs - 3	
SE LAND, ME LAND, SE SEA	Months Since - UNK/NR	Make/Model- 3333	Last 30 Days- UNK/NR	
GLIDER	Aircraft Type - UNK/NR	Instrument- 1500	Last 90 Days- 220	
		Multi-Eng - 16000		
Instrument Rating(s) - AIRPLANE				
-----Narrative-----				
ACCORDING TO THE PLT, AT APPROXIMATELY 20 MILES SOUTH OF IONIA COUNTY AIRPORT, IONIA, MICHIGAN, HE USED FRONTAL ZONE LIFT TO CLIMB TO 4600 MSL (3800 AGL), AND HE ENCOUNTERED NO FURTHER LIFT. THE PLT STATED THAT HE ANTICIPATED AN INCREASE IN WIND GRADIENT DURING DESCENT AND WHILE ON A ONE MILE FINAL HE STILL HAD VISUAL CONFIDENCE IN MAKING THE AIRPORT. ACCORDING TO THE PLT, HE THEN EXPERIENCED SEVERE SINK AND STRUCK A BUSH AND A LARGE ROCK BEFORE COMING TO REST APPROXIMATELY 1/4 MILE SHORT OF RWY 36 AT IONIA COUNTY AIRPORT.				

Brief of Accident (Continued)

File No. - 1791

8/17/86

IONIA,MI

A/C Reg. No. N12GH

Time (Lc1) - 1730 EDT

Occurrence #1 UNDERSHOOT

Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
2. PLANNED APPROACH - INACCURATE - PILOT IN COMMAND
3. DISTANCE - MISJUDGED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1653	9/14/86	YPSILANTI, MI	A/C Reg. No. N8996Z	Time (Lcl) - 1300 EDT
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-----Basic Information-----

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

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

Make/Model - CESSNA 310G	Eng Make/Model - CONTINENTAL IO-470-D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 4990	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 260 HP	

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 080/003 KTS</p> <p>Visibility - 25.0 SM</p> <p>Lowest Sky/Clouds -</p> <p>Lowest Ceiling - 6500 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 TROY, MI</p> <p>Destination YPSILANTI, MI</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN FULL STOP</p>	<p>Airport Proximity ON AIRSTRIP</p> <p>Airport Data</p> <p>WILLOW RUN</p> <p>Runway Ident - 09L</p> <p>Runway Lth/Wid - 7294/ 160</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>COMMERCIAL</p> <p>ME LAND</p>	<p>Age - 38</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 0</p> <p>Aircraft Type - C-310</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 545</p> <p>Make/Model- 31</p> <p>Instrument- 82</p> <p>Multi-Eng - 51</p> <p>Last 24 Hrs - 1</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 36</p> <p>Rotorcraft - UNK/NR</p>
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Instrument Rating(s) - NONE

-----Narrative-----

THE LEFT MAIN GEAR COLLAPSED AND THE ACFT VEERED OFF THE LEFT SIDE OF THE RUNWAY DURING THE LANDING ROLL AT AN GROUNDSPED OF APRX 30 KTS. INSPECTION OF THE LANDING GEAR DISCLOSED A BENT PUSH PULL TUBE.

Brief of Accident (Continued)

File No. - 1653

9/14/86

YPSILANTI,MI

A/C Reg. No. N8996Z

Time (Lcl) - 1300 EDT

Occurrence MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)
1. LANDING GEAR - FAILURE,PARTIAL
2. UNDETERMINED

----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. - 1694	10/08/86	EAST JORDAN, MI	A/C Reg. No. N1420Q	Time (Lcl) - 1800 EDT
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-----Basic Information-----

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

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

Make/Model - CESSNA 150L	Eng Make/Model - CONTINENTAL O-200-A	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL 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	EAST JORDAN, MI	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	EAST JORDAN CITY
Wind Dir/Speed- 360/010 KTS	ATC/Airspace	Runway Ident - 36
Visibility - 40.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 1675/ 100
Lowest Sky/Clouds - 5500 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	TOUCH AND GO	
Precipitation - NONE	FORCED LANDING	
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 45	Medical Certificate - EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 433
SE LAND	Months Since - 16	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 130
		Last 30 Days- UNK/NR
		Instrument- 8
		Last 90 Days- 15

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT AFTER EXTENDING 10 DEGREES OF FLAPS AND APPLYING CARBURETOR HEAT ON FINAL APCH, HE REDUCED THROTTLE. UPON THROTTLE REDUCTION, THE ENGINE QUIT. INSPECTION OF THE ENGINE REVEALED A BROKEN MIXTURE CONTROL CABLE HOUSING. THE ENGINE OPERATED NORMALLY AT A FULL RICH MIXTURE SETTING.

Brief of Accident (Continued)

File No. - 1694

10/08/86

EAST JORDAN, MI

A/C Reg. No. N1420Q

Time (Lc1) - 1800 EDT

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

Finding(s)

1. MIXTURE CONTROL - FAILURE, PARTIAL

Occurrence #2 FORCED LANDING
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

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. - 1697	8/07/86	EDEN PRAIRIE, MN	A/C Reg. No. N8556M	Time (Lc1) - 1810 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 -HOVER			0	0
			0	0

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

Make/Model - ROBINSON R22A	Eng Make/Model - LYCOMING O-320	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 124 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - ACFT RADIO	SAME AS ACC/INC	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	FLYING CLOUD AIRPORT
Wind Dir/Speed- 310/010 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - 6000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - 25000 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 22	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 839
SE LAND	Months Since - 4	Make/Model- 558
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 75
		Multi-Eng - 149
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 251
		Rotorcraft - 572

Instrument Rating(s) - HELICOPTER

-----Narrative-----

THE CFI REPORTED THAT UPON LIFTOFF, THE AIRCRAFT BEGAN DRIFT LEFT. WHEN HE TRIED TO CORRECT THIS CONDITION HE FOUND THAT HE COULD NOT MOVE THE CYCLIC TO THE RIGHT. WHILE DRIFTING TO THE LEFT, THE LEFT REAR SKID HIT THE GROUND, THE AIRCRAFT TILTED BACK AND THE TAILROTOR STRUCK THE GROUND. THE CFI LATER REPORTED THAT THE CYCLIC COULD NOT BE MOVED TO THE RIGHT BECAUSE THE STUDENT PILOTS LEG WAS CAUGHT BETWEEN THE CYCLIC AND THE VENT DOOR. WHEN THE STUDENT TRIED TO PULL HIS LEG BACK OUT OF THE WAY, HE ALSO PULLED THE CYCLIC BACK.

Brief of Accident (Continued)

File No. - 1697

8/07/86

EDEN PRAIRIE, MN

A/C Reg. No. N8556M

Time (Lcl) - 1810 CDT

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

Finding(s)

1. ROTORCRAFT FLIGHT CONTROL, CYCLIC CONTROL - JAMMED
 2. CONTROL INTERFERENCE - INADVERTENT - PILOT IN COMMAND
 3. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
-

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

----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. - 1711 9/17/86 ST. PAUL, MN A/C Reg. No. N707HB Time (Lcl) - 1958 CDT

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

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

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

Make/Model	- PIPER PA-31-310	Eng Make/Model	- LYCOMING TIO-540-A1A	ELT Installed/Activated	- YES-UNK/NR
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 6500	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 310 HP		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- UNK/NR	Last Departure Point		ON AIRPORT	
Method	- UNK/NR	ABERDEEN, SD			
Completeness	- WEATHER NOT PERTINENT	Destination		Airport Data	
Basic Weather	- IMC	SAME AS ACC/INC		MINNEAPOLIS/ST. PAUL INTL	
Wind Dir/Speed	- 130/003 KTS	ATC/Airspace		Runway Ident	- 11R
Visibility	- 1.000 SM	Type of Flight Plan	- IFR	Runway Lth/Wid	- 10000/ 200
Lowest Sky/Clouds	- UNK/NR	Type of Clearance	- IFR	Runway Surface	- ASPHALT
Lowest Ceiling	- 800 FT OVERCAST	Type Apch/Lndg	- ILS-COMPLETE	Runway Status	- DRY
Obstructions to Vision	- NONE				
Precipitation	- NONE				
Condition of Light	- NIGHT(DARK)				

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

Pilot-In-Command	Age - 64	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - UNK/NR	Total - 5736	Last 24 Hrs - 8
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model - 250	Last 30 Days - UNK/NR
GLIDER	Aircraft Type - UNK/NR	Instrument - 734	Last 90 Days - 167
		Multi-Eng - 986	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AT THE END OF AN UNEVENTFUL FLIGHT THE PILOT LOWERED THE LANDING GEAR AND NOTED THREE GEAR DOWN INDICATOR LIGHTS. UPON LANDING ROLLOUT THE NOSE GEAR COLLAPSED. AN INSPECTION FOLLOWING THE ACCIDENT REVEALED THAT A HYDRAULIC LEAK WAS PRESENT NEAR THE HYDRAULIC POWER PACK. THE HYDRAULIC RESERVOIR (WHICH NORMALLY HOLDS 54 OZ OF FLUID) WAS REFILLED WITH 42 OZ OF FLUID. THERE IS NO HYDRAULIC FLUID LEVEL INDICATOR IN THE COCKPIT OF THIS AIRCRAFT.

Brief of Accident (Continued)

File No. - 1711

9/17/86

ST. PAUL, MN

A/C Reg. No. N707HB

Time (Lc1) - 1958 CDT

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

Finding(s)

1. FLUID, HYDRAULIC - LOSS, PARTIAL
 2. MAINTENANCE, INSPECTION OF AIRCRAFT - INATTENTIVE - COMPANY MAINTENANCE PSNL
 3. FLUID, HYDRAULIC - LEAK
-

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1695	10/08/86	WHITE BEAR LAKE, MN	A/C Reg. No. N142AS	Time (Lcl) - 1815 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 -APPROACH			0	0
			0	0
			0	0

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

Make/Model - BLANIK L-13	Eng Make/Model - N/A	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - N/A	Stall Warning System - NO
Max Gross Wt - 1102	Engine Type - UNK/NR	
No. of Seats - 2	Rated Power - N/A	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LOCAL	BENSON AIRPORT
Wind Dir/Speed- 060/006 KTS	ATC/Airspace	Runway Ident - 30
Visibility - 25.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2000/ 200
Lowest Sky/Clouds - 3100 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	FULL STOP	
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)		
STUDENT	Current - N/A	Total - 13	Last 24 Hrs - 1	
	Months Since - N/A	Make/Model- 13	Last 30 Days- UNK/NR	
GLIDER	Aircraft Type - N/A	Instrument- 0	Last 90 Days- 11	

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT HE ENTERED THE TRAFFIC PATTERN FOR RWY 30 AT APRX 900 FT AND COMPLETED A RIGHT TURN TO BASE. THE PLT STATED THAT WHILE ON BASE, HE REALIZED THE AIRCRAFT WAS TOO HIGH AND DEPLOYED THE SPOILERS HALFWAY. AS HE TURNED TO FINAL, HE STATED THAT HE WAS TOO LOW AND AT THAT POINT OBSERVED THE AIRSPEED DROPPING TO THE STALL POINT. IN AN ATTEMPT TO AVOID A STALL, THE PLT LOWERED THE ACFT NOSE AND REALIZED THAT HE WOULD NOT MAKE THE ARPT. ACCORDING TO THE PLT, HE THEN FLEW UNDER POWER LINES AND DELIBERATELY STRUCK A POWER LINE POLE WITH THE RIGHT WING AT APPROXIMATELY 30 FT AGL, IN ORDER TO DISSAPATE ENERGY. APPROXIMATELY 10 FT OF THE OUTBOARD RIGHT WING WAS SEVERED FROM THE ACFT AS IT ROTATED 90 DEGREES TO THE RIGHT AND DROPPED ABOUT 15 FT BEFORE COMING TO REST IN A SWAMP ABOUT 200 YARDS FROM THE ARPT. A WITNESS STATED THAT HE CLEARLY OBSERVED THE GLIDER'S SPOILERS IN A FULLY DEPLOYED POSITION WHEN THE ACFT ROLLED OUT ON FINAL.

Brief of Accident (Continued)

File No. - 1695

10/08/86

WHITE BEAR LAKE, MN

A/C Reg. No. N142AS

Time (Lc1) - 1815 CDT

Occurrence #1 UNDERSHOOT

Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. SPOILER RETRACTION - NOT PERFORMED - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
3. PROPER DESCENT RATE - NOT MAINTAINED - PILOT IN COMMAND
4. WEATHER CONDITION - TAILWIND
5. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT

Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

6. OBJECT - UTILITY POLE

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1654	11/16/86	NICOLLET, MN	A/C Reg. No. N6442F	Time (Lcl) - 1600 CST
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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	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	0	0	0	0
Accident Occurred During -TAKEOFF					

----Aircraft Information----

Make/Model - CESSNA 150F	Eng Make/Model - CONTINENTAL D-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	UNK/NR	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	MANKATO, MN	
Wind Dir/Speed- 190/009 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 5500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 8000 FT OVERCAST	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

----Personnel Information----

Pilot-In-Command	Age - 39	Medical Certificate - NON-VALID MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 94
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 94
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

----Narrative----

THE PLT EXPERIENCED FUEL EXHAUSTION AND MADE AN EMERGENCY FORCED LANDING. WITH THE HELP OF A FARMER HE REFUELED THE ACFT AND GOT IT TO NEARBY HIGHWAY 14, WHERE HE ATTEMPTED TO TAKEOFF WHILE STATE POLICE PROVIDED ROAD BLOCKS. WHILE ON TAKEOFF, THE PLT LOST DIRECTIONAL CONTROL AND THE ACFT HIT A ROAD SIGN WITH THE LEFT WING, WHICH SPUN IT 180 DEGREES AND INTO A NEARBY FIELD.

Brief of Accident (Continued)

File No. - 1654

11/16/86

NICOLLET,MN

A/C Reg. No. N6442F

Time (Lcl) - 1600 CST

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

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH OBJECT
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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1790	3/08/86	OLD MONROE, MO	A/C Reg. No. N8143L	Time (Lc1) - 1200 CST
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----Basic Information----

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage DESTROYED	Fatal	Injuries		
Type of Operation - INSTRUCTIONAL	Fire	Crew	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	1	1
Accident Occurred During -LANDING			0	0	0

----Aircraft Information----

Make/Model - CESSNA A152	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 110 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	CREVE COEUR, MO	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 290/008 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - SIMULATED FORCED LANDING	Runway Status - SOFT
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, CFI	Current - YES	Total - 956
SE LAND	Months Since - 23	Make/Model- 153
FREE BALLOON	Aircraft Type - C-152	Instrument- 54
		Multi-Eng - 3
		Last 24 Hrs - 7
		Last 30 Days- 32
		Last 90 Days- 59
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

----Narrative----

THE STU PIC AND HIS INSTRUCTOR WERE PRACTICING FORCED LNDGS TO A CORN STUBBLEFIELD. AS THEY INITIATED A CLIMB FM A SIMULATED FORCED LNDG, THE ACFT CRASHED NOSE LOW, RIGHT WING LOW. NO MECH PBLM WAS FOUND WITH THE FLT CONTROLS OR THE PWRPLANT.

Brief of Accident (Continued)

File No. - 1790

3/08/86

OLD MONROE, MO

A/C Reg. No. N8143L

Time (Lcl) - 1200 CST

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

Finding(s)

1. AIRSPEED - INADEQUATE - DUAL STUDENT
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, TOTAL - DUAL STUDENT
3. STALL - INADVERTENT - DUAL STUDENT
4. IMPROPER USE OF PROCEDURE, INATTENTIVE - PILOT IN COMMAND(CFI)
5. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
6. REMEDIAL ACTION - INADEQUATE - PILOT IN COMMAND(CFI)

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

Finding(s)

7. TERRAIN CONDITION - OPEN FIELD

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1718 6/14/86 FENTON, MO

A/C Reg. No. N111TR

Time (Lcl) - 1253 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

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

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

Fire NONE
Crew Pass

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

Make/Model - ROBBINS ACRO-DUSTER II SA750
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1800
No. of Seats - 2

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

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

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

Weather Data

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

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

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

Age - 40

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	635	Last 24 Hrs	-	UNK/NR
Make/Model	-	8	Last 30 Days	-	8
Instrument	-	UNK/NR	Last 90 Days	-	8
Multi-Eng	-	UNK/NR	Rotorcraft	-	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT WAS OBSERVED TO GO INTO A STEEP CLIMB AFTER DEPARTURE FROM THE RUNWAY. AT 300 TO 500 FEET AGL, IT NOSED OVER AND STARTED A STEEP VERTICAL DIVE INTO THE GROUND. EXAMINATION OF WRECKAGE FOUND NO MALFUNCTION OR FAILURE OF THE AIRCRAFT. THE PILOT HAD JUST RECENTLY PURCHASED THE EXPERIMENTAL AIRCRAFT.

Brief of Accident (Continued)

File No. - 1718

6/14/86

FENTON, MO

A/C Reg. No. N111TR

Time (Lc1) - 1253 CDT

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

Finding(s)

1. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
3. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
4. CLIMB - EXCESSIVE - PILOT IN COMMAND
5. MANEUVER - EXCESSIVE - PILOT IN COMMAND
6. JUDGEMENT - POOR - PILOT IN COMMAND

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

Finding(s)

7. TERRAIN CONDITION - GROUND

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1644	10/05/86	PECULIAR,MO	A/C Reg. No. N6578S	Time (Lcl) - 1610 CDT
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-----Basic Information-----

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

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

Make/Model - CESSNA 150J	Eng Make/Model - CONTINENTAL O-200	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 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	HARRISONVILLE,MO	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	PECULIAR,MO	
Wind Dir/Speed- 250/007 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds -	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - 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 - 63	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 50
	Months Since - N/A	Make/Model- 50
	Aircraft Type - N/A	Instrument- 2
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 19

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT THE ACFT ENCOUNTERED A DOWNDRAFT AS HE MADE HIS APCH TO LAND AT HIS PVT STRIP. THE WIND WAS FROM 250 DEGS AT 7 KTS, A HEADWIND FOR THE LANDING ACFT. THE PLT REPORTED NO MECHANICAL CONTROL DIFFICULTY DURING FINAL APCH. THE PLT REPORTED DESCENDING WITHOUT CONTROL UNTIL IMPACTING THE TERRAIN SHORT OF THE RWY. THERE WERE NO REPORTS OF TURBULENCE OR CONDITIONS CONDUCIVE TO TURBULENCE IN THE AREA OF THE STRIP. THE PLT STATED THAT HE COULD HAVE AVOIDED THE ACCIDENT BY MAINTAINING A HIGHER APCH SPEED AND POSSIBLY MORE ALT DURING THE APCH.

Brief of Accident (Continued)

File No. - 1644

10/05/86

PECULIAR,MO

A/C Reg. No. N6578S

Time (Lc1) - 1610 CDT

Occurrence UNDERSHOOT

Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. PROPER GLIDEPATH - NOT MAINTAINED - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1617	10/05/86	RAYMOND, MS	A/C Reg. No. N124PK	Time (Lcl) - 1215 CDT
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-----Basic Information-----

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

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

Make/Model - GRIFFIN STAR-LITE	Eng Make/Model - ROTAX 447	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 480	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 40 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 230/008 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 3200 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 - 41	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT		
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)		
COMMERCIAL, CFI	Current - YES	Total - 3057	Last 24 Hrs -	0
	Months Since - 19	Make/Model- 0	Last 30 Days-	0
	Aircraft Type - 8KCAB	Instrument- 0	Last 90 Days-	0

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT HAD JUST COMPLETED BUILDING THE ACFT AND WAS ON THE INITIAL FLT. FAMILY MEMBERS WATCHED AS THE ACFT TOOKOFF AND CLIMBED OVER THE ARPT. THEY THEN OBSERVED PIECES FALLING FROM THE ACFT. THE ACFT ROLLED INVERTED AND CRASHED. AN EXAM OF THE ELEVATOR BELL CRANK REVEALED THE PLT HAD MADE AN UNAPPROVED MODIFICATION TO THE CRANK DUE TO A CONSTRUCTION ERROR BY THE PLT WHICH CONSISTED OF CUTTING THE BOTTOM OFF THE CRANK AND ATTACHING 2 STRIPS OF ALUMINUM TO THE CRANK WITH POP RIVETS. THE ELEVATORS AND STABILIZERS SEPARATED FROM THE ACFT IN FLT. THE UPPER AND LOWER HALVES OF THE LEFT ELEVATOR HAD SEPARATED AND AN EXAM REVEALED THE BONDING MATERIAL WAS STILL SOFT AND SITCKY TO THE TOUCH. THE DESIGNER OF THE ACFT STATED THAT FLUTTER WAS CREATED IN THE ELEVATORS BY THE MODIFICATION RESULTING IN FAILURE OF THE TAIL COMPONENTS.

Brief of Accident (Continued)

File No. - 1617

10/05/86

RAYMOND,MS

A/C Reg. No. N124PK

Time (Lcl) - 1215 CDT

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

Finding(s)

1. FLIGHT CONTROL,ELEVATOR - SEPARATION
 2. FLIGHT CONTROL,STABILATOR - SEPARATION
 3. FLIGHT CONTROL,ELEVATOR ATTACHMENT - IMPROPER
 4. MAINTENANCE,DESIGN CHANGE - IMPROPER - PILOT IN COMMAND
 5. AIRCRAFT/EQUIPMENT,INADEQUATE DESIGN - PRODUCTION/DESIGN PSNL
-

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

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

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1649	11/16/86	BAY ST. LOUIS, MS	A/C Reg. No. N9731N	Time (Lcl) - 1230 CST
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----Basic Information----

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

----Aircraft Information----

Make/Model - HICKHAM TWINSTAR	Eng Make/Model - ROTAX 532	ELT Installed/Activated - NO -N/A
Landing Gear - FLOAT	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - UNK/NR	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 40 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 180/006 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 4.000 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 600 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - 15000 FT BROKEN	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- FOG		
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 - 1200
SE LAND, ME LAND	Months Since - 8	Make/Model- 1
	Aircraft Type - UNK/NR	Instrument- 210
		Multi-Eng - 1000
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

----Narrative----

SHORTLY AFTER TAKEOFF ON THE INITIAL TEST FLT, SEVERE VIBRATION WAS FELT AND THE PLT ATTEMPTED TO RETURN THE FLOAT EQUIPPED ACFT TO THE WATER FOR A FORCED LDG. DUE TO LOW ALT, THE PLT HAD TO LAND IN TREES. AN EXAM OF ONE OF THE BLADES OF THE 3 BLADED COMPOSITE PROP REVEALED IT HAD SEPARATED CREATING A VIBRATION SO SEVERE THAT IT SHOOK BOTH CARBURETORS FROM THE ENGINE CAUSING THE ENG FAILURE.

Brief of Accident (Continued)

File No. - 1649

11/16/86

BAY ST. LOUIS, MS

A/C Reg. No. N9731N

Time (Lcl) - 1230 CST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. PROPELLER SYSTEM/ACCESSORIES, BLADE - FAILURE, TOTAL

Occurrence #2 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation DESCENT - EMERGENCY

Finding(s)
2. FUEL SYSTEM, CARBURETOR - SEPARATION

Occurrence #3 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1656	12/14/86	GULFPORT, MS	A/C Reg. No. N117CL	Time (Lcl) - 1600 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 - LANDING			0	0	0
					None 1

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

Make/Model - CHRISTEN PITTS S-2B	Eng Make/Model - LYCOMING AEIO-540-D4A5	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2400	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 2	Rated Power - 260 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	NEW ORLEANS, LA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	SHADE TREE AIRPORT
Wind Dir/Speed- 070/006 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2700 -UNK/NR
Lowest Sky/Clouds - 6000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - 20000 FT OVERCAST	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 36	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - YES	Total - 7297
SE LAND, ME LAND	Months Since - 13	Make/Model - 40
	Aircraft Type - UNK/NR	Instrument - 2027
		Multi-Eng - 236
		Last 24 Hrs - 2
		Last 30 Days - UNK/NR
		Last 90 Days - 135
		Rotorcraft - 15

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT TOUCHED DOWN AT A HIGH RATE OF SPEED WITH A LEFT QUARTERING TAILWIND AT THE HALFWAY POINT ON THE 2700 FT RWY. THE ACFT RAN OFF OF THE RIGHT SIDE OF THE RWY AND THE PLT REGAINED CONTROL GETTING THE ACFT BACK ONTO THE RWY. THE ACFT THEN OVERRAN THE END OF THE RWY AND COLLIDED WITH TWO FENCES.

Brief of Accident (Continued)

File No. - 1656

12/14/86

GULFPORT, MS

A/C Reg. No. N117CL

Time (Lc1) - 1600 EST

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

Finding(s)

1. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
2. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
3. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 OVERRUN
Phase of Operation LANDING - ROLL

Occurrence #3 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) 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. - 1793	11/24/86	ROCK SPRINGS, MT	A/C Reg. No. N4862Q	Time (Lcl) - 1000 MST
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-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage	Injuries			
	SUBSTANTIAL		Fatal	Serious	Minor
Type of Operation - AERIAL APPLICATION	Fire	Crew	0	0	0
Flight Conducted Under - 14 CFR 137	NONE	Pass	0	0	0
Accident Occurred During - TAKEOFF					1
					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 - FSS	Last Departure Point	ON AIRSTRIP
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 220/010 KTS	ATC/Airspace	Runway Ident - 31
Visibility - 40.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5000/ 50
Lowest Sky/Clouds - 12000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - 25000 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 36	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 3143
SE LAND	Months Since - 7	Make/Model- 1600
	Aircraft Type - A-36	Instrument- 77
		Multi-Eng - UNK/NR
		Last 24 Hrs - 3
		Last 30 Days- 34
		Last 90 Days- 100
		Rotorcraft - 4

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING THE INITIAL TAKEOFF GROUND RUN IN HIGH WIND CONDITIONS THE ACFT DRIFTED TO THE RIGHT, IMPACTED A DIRT BANK, GROUND LOOPED AND NOSED DOWN. DURING THE GROUND LOOP THE LEFT WING STRUCK THE GROUND, DAMAGING THE MAIN SPAR.

Brief of Accident (Continued)

File No. - 1793

11/24/86

ROCK SPRINGS, MT

A/C Reg. No. N4862Q

Time (Lcl) - 1000 MST

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
3. WEATHER CONDITION - HIGH WIND
4. COMPENSATION FOR WIND CONDITIONS - NOT ATTAINED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation OTHER

Finding(s)

5. TERRAIN CONDITION - DIRT BANK

Occurrence #3 NOSE DOWN
Phase of Operation OTHER

Finding(s)

6. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1756	7/03/86	CHERRY POINT,NC	A/C Reg. No. N1770M	Time (Lcl) - 2010 EDT
-----Basic Information-----				
Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries	
Type of Operation	-PERSONAL	SUBSTANTIAL	Fatal	0
Flight Conducted Under	-14 CFR 91	Fire	Crew	0
Accident Occurred During	-LANDING	NONE	Pass	0
			Serious	0
			Minor	0
			None	1
				2
-----Aircraft Information-----				
Make/Model	- CESSNA 337F	Eng Make/Model	- CONTINENTAL IO-360-C	ELT Installed/Activated - YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System - YES
Max Gross Wt	- 4500	Engine Type	- RECIP-FUEL INJECTED	
No. of Seats	- 6	Rated Power	- 210 HP	
-----Environment/Operations Information-----				
Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT	
Method	- N/A	KNOXVILLE,TN		
Completeness	- N/A	Destination	Airport Data	
Basic Weather	- VMC	BEAUFORT,NC	CH. PR MARINE CORPS AIRST	
Wind Dir/Speed	- 040/003 KTS	ATC/Airspace	Runway Ident - UNK/NR	
Visibility	- 6.0 SM	Type of Flight Plan	Runway Lth/Wid - UNK/NR	
Lowest Sky/Clouds	- CLEAR	Type of Clearance	Runway Surface - GRASS/TURF	
Lowest Ceiling	- NONE	Type Apch/Lndg	Runway Status - DRY	
Obstructions to Vision	- HAZE			
Precipitation	- NONE			
Condition of Light	- DAYLIGHT			
-----Personnel Information-----				
Pilot-In-Command	Age - 52	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)		
PRIVATE	Current - YES	Total - 1200	Last 24 Hrs - UNK/NR	
SE LAND,ME LAND	Months Since - 14	Make/Model- 450	Last 30 Days- UNK/NR	
	Aircraft Type - C-337	Instrument- 5	Last 90 Days- UNK/NR	
		Multi-Eng - 450	Rotorcraft - UNK/NR	
Instrument Rating(s) - NONE				
-----Narrative-----				
WHEN THE GEAR SELECTOR HANDLE WAS PLACED IN THE UP POSITION THE GEAR UNSAFE WARNING HORN SOUNDED. THE PLT REPORTED A STALL WARNING HORN TO ATC AND RETURNED TO THE AIRPORT AND LANDED. FINDING NOTHING WRONG WITH THE AIRCRAFT THE PLT. TOOK-OFF AGAIN. WHEN THE HORN AGAIN CAME ON HE AND ONE OF HIS PASSENGERS TOOK TURNS HOLDING THE TEST BOTTON IN TO KEEP THE HORN SILENT. FINALLY THEY PUT A PIECE OF PAPER UNDER THE BOTTON, THAT STOPPED THE HORN. THE LANDING GEAR WOULD NOT EXTEND NORMALLY WITH THE ALTERNATE/EMERGENCY SYSTEMS. A GEAR UP LANDING WAS MADE ON GRASS.				

Brief of Accident (Continued)

File No. - 1756 7/03/86 CHERRY POINT, NC A/C Reg. No. N1770M Time (Lc1) - 2010 EDT

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

Finding(s)

1. LANDING GEAR - OTHER
 2. UNSAFE/HAZARDOUS CONDITION WARNING - DISREGARDED - PILOT IN COMMAND
 3. MAINTENANCE, INSPECTION OF AIRCRAFT - NOT PERFORMED - PILOT IN COMMAND
 4. WARNING SYSTEM(OTHER) - DISABLED
 5. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - INTENTIONAL - PILOT IN COMMAND
 6. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
-

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

Finding(s)

7. WHEELS UP LANDING - PERFORMED - PILOT IN COMMAND
 8. GEAR EXTENSION - NOT POSSIBLE - PILOT IN COMMAND
-

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,5,6,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1603	7/24/86	RALEIGH, NC	A/C Reg. No. N3643Q	Time (Lcl) - 0845 EDT
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-----Basic Information-----

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

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

Make/Model - PIPER PA-60-600	Eng Make/Model - LYCOMING IO-540-K1J5	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - NO
Max Gross Wt - 5500	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 290 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	RALEIGH, NC	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	PAWTUCKET, RI	RALEIGH/DURHAM
Wind Dir/Speed- 040/006 KTS	ATC/Airspace	Runway Ident - 14
Visibility - 1.500 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 4498/ 100
Lowest Sky/Clouds - 400 FT	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - 400 FT OBSCURED	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- FOG		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 48	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - NO	Total - 4518
ME LAND	Months Since - 26	Last 24 Hrs - 2
	Aircraft Type - PA-60	Make/Model- 1954
		Last 30 Days- 50
		Instrument- 534
		Last 90 Days- 97
		Multi-Eng - 1954

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT WAS ISSUED RWY 5, 7,500', FOR IFR DEPARTURE WITH FAVORING 4 KT QUARTERING HEADWIND. PLT REQUESTED RWY 14, 4,498', FOR TAKEOFF WITH A 4 KT QUARTERING TAILWIND. GROUND WITNESS AND CONTROL TOWER OBSERVED ACFT USE NEARLY ALL OF THE RWY ON TAKEOFF ROLL. AFTER AN ABRUPT ROTATION, THE CONTROLLER OBSERVED ACFT YAW TO LEFT AND MAKE A LOW ALT LEFT TURN. SECONDS LATER THE ACFT RAPIDLY DESCENDED INTO TREES AND CAUGHT FIRE. THE LEFT PROPELLER WAS FOUND IN THE FEATHERED POSITION AND THE LEFT ENGINE WAS CONSUMED BY A GROUND FIRE. THERE WAS NO EVIDENCE OF ANY INTERNAL ENGINE FAILURE. THE ENGINE TIME SMOH WAS 43 HRS. WITNESS HEARD THE ACFT TAKEOFF WITH A SERIES OF LOUD BACKFIRES 25 DAYS PRIOR TO THE ACCIDENT. INJECTOR NOZZLES ON THE RIGHT ENGINE WERE LEANED TO CORRECT THE PROBLEM AFTER 6 HRS OF OPERATION ONE WEEK LATER. THE PLTS LOG FAILED TO SHOW ANY RECENT TRAINING IN SINGLE ENGINE PROCEDURES.

Brief of Accident (Continued)

File No. - 1603

7/24/86

RALEIGH, NC

A/C Reg. No. N3643Q

Time (Lc1) - 0845 EDT

Occurrence #1 LOSS OF POWER
Phase of Operation TAKEOFF

Finding(s)

1. UNDETERMINED
2. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND

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

Finding(s)

4. WEATHER CONDITION - LOW CEILING
5. WEATHER CONDITION - TAILWIND
6. AIRSPEED(VMC) - NOT MAINTAINED - PILOT IN COMMAND

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

Finding(s)

7. OBJECT - TREE(S)

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

Finding(s)

8. TERRAIN CONDITION - GROUND

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

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

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. - 1781	7/31/86	LENDIR, NC	A/C Reg. No. N8757G	Time (Lcl) - 1945 EDT
-----Basic Information-----				
Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage SUBSTANTIAL	Injuries	
Type of Operation	-INSTRUCTIONAL	Fire	Crew	Fatal
Flight Conducted Under	-14 CFR 91	NONE	Pass	0
Accident Occurred During	-LANDING			0
-----Aircraft Information-----				
Make/Model	- CESSNA 150F	Eng Make/Model	- CONTINENTAL O-200A	ELT Installed/Activated - YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System - YES
Max Gross Wt	- 1600	Engine Type	- RECIPROCATING-CARBURETOR	
No. of Seats	- 2	Rated Power	- 100 HP	
-----Environment/Operations Information-----				
Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT	
Method	- N/A	SAME AS ACC/INC		
Completeness	- N/A	Destination	Airport Data	
Basic Weather	- VMC	SAME AS ACC/INC	LOWER CREEK	
Wind Dir/Speed	- CALM	ATC/Airspace	Runway Ident - 23	
Visibility	- 15.0 SM	Type of Flight Plan	Runway Lth/Wid - 3200/ 100	
Lowest Sky/Clouds	- 25000 FT THIN BKN	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			
-----Personnel Information-----				
Pilot-In-Command	Age - 60	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)		
STUDENT	Current - N/A	Total - 25	Last 24 Hrs - 1	
	Months Since - N/A	Make/Model - 25	Last 30 Days - UNK/NR	
	Aircraft Type - N/A	Instrument - UNK/NR	Last 90 Days - 15	
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR	
Instrument Rating(s) - NONE				
-----Narrative-----				
THE STUDENT PLT WAS EXECUTING FULL STOP LANDINGS THEN MAKING A TAKE OFF AFTER EACH LANDING. HE WAS ATTEMPTING HIS FOURTH LANDING WHEN THE ACFT BOUNCED, HE APPLIED POWER TO TRY TO REGAIN CONTROL OF THE ACFT. THE NOSE GEAR COLLAPSED UPON TOUCH DOWN, THE STRUT DUG IN THE SOD AND THE ACFT NOSED OVER.				

Brief of Accident (Continued)

File No. - 1781

7/31/86

LENOIR, NC

A/C Reg. No. N8757G

Time (Lcl) - 1945 EDT

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

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

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

Finding(s)
2. REMEDIAL ACTION - INADEQUATE - PILOT IN COMMAND
3. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)
4. LANDING GEAR, NOSE GEAR ASSEMBLY - BUCKLED

----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. - 1604	8/26/86	BENSON, NC	A/C Reg. No. N25803	Time (Lcl) - 1822 EDT
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-----Basic Information-----

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

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

Make/Model - PIPER J3C-65	Eng Make/Model - CONTINENTAL A-65-8	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1220	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 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	SMITHFIELD, NC	
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 - 7.0 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 - 23	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 310
SE LAND	Months Since - 1	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 177
		Last 30 Days- UNK/NR
		Instrument- 4
		Last 90 Days- 58
		Multi-Eng - 32

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS BEING OPERATED AT LOW LEVEL BENEATH POWER LINES WHEN IT COLLIDED WITH THE GROUND. THE PLT SAID HE COULD NOT RECALL THE EVENTS OF THE ACCIDENT. EXAM OF THE ACFT REVEALED NO DEFECT IN THE FLT CONTROLS NOR THE ENGINE. EXAM OF THE ACCIDENT SITE INDICATED THAT THE ACFT FLEW INTO THE GROUND IN A LEVEL ATTITUDE AND COLLIDED WITH A LOW BERM. THE UNCLE OF THE PASSENGER REPORTED THAT HE HAD OBSERVED THE PLT "BUZZING" HIS HOUSE IN THE PAST.

Brief of Accident (Continued)

File No. - 1604

8/26/86

BENSON, NC

A/C Reg. No. N25803

Time (Lc1) - 1822 EDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

Finding(s)

1. TERRAIN CONDITION - DIRT BANK
2. LOW PASS - ATTEMPTED - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, OSTENTATIOUS DISPLAY - PILOT IN COMMAND
4. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1715	9/06/86	FUGUAY-VARINA, NC	A/C Reg. No. N4892G	Time (Lcl) - 2233 EDT
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-----Basic Information-----

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

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

Make/Model - CESSNA 172N	Eng Make/Model - LYCOMING O-360-H2AD	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 160 HP	

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

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - TELEPHONE</p> <p>Completeness - UNK/NR</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 030/003 KTS</p> <p>Visibility - 7.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- FOG</p> <p>Precipitation - NONE</p> <p>Condition of Light - NIGHT(DARK)</p>	<p>Itinerary</p> <p>Last Departure Point MOREHEAD CITY, NC</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</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>TRIPLE W AIR PARK</p> <p>Runway Ident - 16</p> <p>Runway Lth/Wid - 3004/ 70</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s) COMMERCIAL SE LAND</p>	<p>Age - 34</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 3</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total - 339</td> <td>Last 24 Hrs - 4</td> </tr> <tr> <td>Make/Model- 150</td> <td>Last 30 Days- UNK/NR</td> </tr> <tr> <td>Instrument- 101</td> <td>Last 90 Days- 27</td> </tr> </table>	Total - 339	Last 24 Hrs - 4	Make/Model- 150	Last 30 Days- UNK/NR	Instrument- 101	Last 90 Days- 27
Total - 339	Last 24 Hrs - 4							
Make/Model- 150	Last 30 Days- UNK/NR							
Instrument- 101	Last 90 Days- 27							

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PLT SAID HE SAW FOG AROUND RWY LIGHTS AS HE FLEW OVER AIRPORT TO ENTER DOWNWIND LEG FOR RWY 16. ON SHORT FINAL, BELOW LEVEL OF TREES THAT BORDERED RWY EAST SIDE. HE LOST GROUND REFERENCES. FLAPS WERE RETRACTED TO REDUCE DRAG BUT ACFT WAS NOT ACCELERATED TO BEST RATE OF CLIMB SPEED. PITCH ATTITUDE WAS NOT PROPERLY POSITIONED TO ACCOUNT FOR FLAP RETRACTION. ACFT DID NOT CLIMB AND STRUCK TREES ATO EAST OF RWY. PLT SAID HEADING WAS MAINTAINED ON 160 DEGREES. HE TOLD FAA INSPECTOR THAT HEADING INDICATOR WAS RESET DURING THE APPROACH AND TURN TO RWY 16.

Brief of Accident (Continued)

File No. - 1715

9/06/86

FUGUAY-VARINA, NC

A/C Reg. No. N4892G

Time (Lcl) - 2233 EDT

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

Finding(s)

1. OBJECT - TREE(S)
 2. WEATHER CONDITION - FOG
 3. GO-AROUND - ATTEMPTED - PILOT IN COMMAND
 4. MANEUVER - INACCURATE - PILOT IN COMMAND
 5. PULL-UP - IMPROPER - PILOT IN COMMAND
 6. 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) 5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1736	9/06/86	WILKESBORO, NC	A/C Reg. No. N547EZ	Time (Lcl) - 1326 EDT
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-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries		
	Fire		Serious	Minor	None
Type of Operation - PERSONAL		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 - ELLIS VARI-EZE	Eng Make/Model - CONTINENTAL A-65-8	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - UNK/NR	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 75 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	GALLIPOLIS, OH	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	CAMDEN, SC	WILKES COUNTY
Wind Dir/Speed- 240/005 KTS	ATC/Airspace	Runway Ident - 24
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4250/ 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		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 60	Medical Certificate - EXPIRED	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - UNK/NR	Last 24 Hrs - 1
SE LAND	Months Since - 8	Make/Model- 10	Last 30 Days- UNK/NR
	Aircraft Type - UNK/NR	Instrument- UNK/NR	Last 90 Days- 17
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

PLT SAID HE ATTEMPTED TO MAKE A GO AROUND DUE TO OTHER ACFT ON THE RWY. WHEN THROTTLE WAS ADVANCED ENGINE REMAINED AT IDLE POWER. PLT ELECTED TO LAND IN CORN FIELD AT END OF RWY. ON LANDING ROLL ACFT NOSED OVER INVERTED. LATER EXAM OF ENGINE SHOWED THROTTLE ARM WORN WHICH WEDGED ARM IN IDLE POSITION. THROTTLE SPRING COULD NOT OVERCOME WEDGED POSITION TO PULL THROTTLE ARM TO FULLY OPEN POSITION. PLT ACC REPORT NOT COMPLETE FOR FLT TIME.

Brief of Accident (Continued)

File No. - 1736

9/06/86

WILKESBORO, NC

A/C Reg. No. N547EZ

Time (Lcl) - 1326 EDT

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

Finding(s)

1. FUEL SYSTEM, CARBURETOR - JAMMED
2. THROTTLE/POWER LEVER, BELLCRANK - WORN

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - CROP

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1738	9/07/86	ELKIN, NC	A/C Reg. No. N44215	Time (Lcl) - 1230 EDT
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-----Basic Information-----

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

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

Make/Model - TAYLORCRAFT BC12-D	Eng Make/Model - CONTINENTAL A-65-8	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 1200	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 65 LBS THRUST	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LOCAL	SWAN CREEK
Wind Dir/Speed- 270/006 KTS	ATC/Airspace	Runway Ident - 27
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2120/ 180
Lowest Sky/Clouds - 25000 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 - 37	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 239
SE LAND	Months Since - 1	Make/Model- 9
	Aircraft Type - UNK/NR	Instrument- 2
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 9

Instrument Rating(s) - NONE

-----Narrative-----

PLT SAID HE HAD BEEN PERFORMING TAKE OFFS AND LANDINGS. ENGINE LOST RPM AT ABOUT 50 AGL. AN ATTEMPT WAS MADE TO LAND ON THE SOD Rwy WHICH RESULTED IN A HARD LANDING AND COLLAPSE OF THE RIGHT MAIN LANDING GEAR. PLT SAID HE SUSPECTED CARBURETOR ICING. ICING PROBABILITY CURVE INDICATED THAT SERIOUS ICING AT GLIDE POWER WAS PROBABLE.

Brief of Accident (Continued)

File No. - 1738

9/07/86

ELKIN, NC

A/C Reg. No. N44215

Time (Lc1) - 1230 EDT

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

Finding(s)

1. FUEL SYSTEM, CARBURETOR - ICE
2. CARBURETOR HEAT - NOT USED - 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. 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. - 1752 9/17/86 PLYMOUTH, NC A/C Reg. No. N9513P Time (Lc1) - 0830 EDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
SUBSTANTIAL

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

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

Fire NONE
Crew Pass

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

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

Eng Make/Model - LYCOMING O-540-62C5
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 235 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed - 200/003 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
PLYMOUTH, NC
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 52
Biennial Flight Review
Current - YES
Months Since - 16
Aircraft Type - UNK/NR

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

Total	- 10000	Last 24 Hrs	- 4
Make/Model	- 1500	Last 30 Days	- UNK/NR
Instrument	- 300	Last 90 Days	- 150
Multi-Eng	- 1000	Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A TURN TO REVERSE DIRECTION WHILE DISPERSING CHEMICALS OVER A PEANUT CROP, THE ENGINE LOST POWER. THE PILOT DUMPED THE LOAD OF CHEMICALS AND MADE A HARD FULL STALL FORCED LANDING IN THE PEANUT FIELD. INSPECTION OF THE ENGINE REVEALED THAT THE LEFT MAGNETO IMPULSE COUPLING HAD FAILED. THE COUPLING FRAGMENTS BECAME LODGED IN THE ACCESSORY CASE OF THE ENGINE AND SEPARATED THE CAMSHAFT DRIVE GEAR WHICH RENDERED THE ENGINE POWERLESS. AD78-09-07 R3 REQUIRES INSPECTION OF THE IMPULSE COUPLING AT INTERVALS NOT TO EXCEED 500 HOURS TIME IN SERVICE. AT THE TIME OF THE ACCIDENT THE SUBJECT MAGNETO HAD 576 HOURS TIME IN SERVICE AND HAD NOT BEEN INSPECTED.

Brief of Accident (Continued)

File No. - 1752

9/17/86

PLYMOUTH, NC

A/C Reg. No. N9513P

Time (Lc1) - 0830 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

1. IGNITION SYSTEM, MAGNETO - FAILURE, TOTAL
 2. MAINTENANCE, COMPLIANCE WITH AD - NOT PERFORMED - COMPANY MAINTENANCE PSNL
-

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1730 7/26/86 FARGO,ND A/C Reg. No. N7592W Time (Lcl) - 1412 CDT

-----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	1
Accident Occurred During -LANDING					

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

Make/Model - PIPER PA-28-180	Eng Make/Model - LYCOMING O-360-A3A	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 - ACFT RADIO	LITTLE FALLS,MN	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	HECTOR FIELD
Wind Dir/Speed- 170/010 KTS	ATC/Airspace	Runway Ident - 35
Visibility - 20.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 9546/ 150
Lowest Sky/Clouds - 5000 FT SCATTERED	Type of Clearance - VFR	Runway Surface - CONCRETE
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE	FORCED LANDING	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 31	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 180
SE LAND	Months Since - 11	Last 24 Hrs - 12
	Aircraft Type - C-152	Make/Model- 133
		Instrument- 5
		Last 30 Days- UNK/NR
		Last 90 Days- 68
		Rotorcraft - UNK/NR
		Multi-Eng - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTS THAT THE FLT WAS DESCENDING THROUGH 7,000 FT APPROACHING THE DEST ARPT WHEN THE ENG BEGAN TO RUN ROUGH AND LOST PWR. THE FLT CONTINUED TOWARD TO THE ARPT BUT WAS UNABLE TO REACH THE RWY AND LANDED ABOUT 1/4 MI SHORT. AFTER TOUCHDOWN THE ACFT COLLIDED WITH A FENCE. DISASSEMBLY OF THE ENG REVEALED THAT THE #3 CYL EXH VALVE WAS BROKEN. SOME PIECES OF THE BROKEN VALVE WERE NOT FOUND DURING THE EXAMINATION AND THE NATURE OF THE FAILURE WAS NOT DETERMINED.

Brief of Accident (Continued)

File No. - 1730

7/26/86

FARGO,ND

A/C Reg. No. N7592W

Time (Lc1) - 1412 CDT

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

Finding(s)

1. ENGINE ASSEMBLY, VALVE - FAILURE, TOTAL

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

2. OBJECT - FENCE

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1754	9/13/86	ERIE,ND	A/C Reg. No. N319ER	Time (Lcl) - 1300 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	1
Accident Occurred During -DESCENT			0	0
			0	0

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

Make/Model - RARSCH RV-4	Eng Make/Model - LYCOMING O-320-E2D	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1507	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NWS	Last Departure Point	OFF AIRPORT/STRIP
Method - ACFT RADIO	WEST FARGO,ND	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	SCHROEDER (PRIVATE)
Wind Dir/Speed- 050/006 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 25000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - 9000 FT BROKEN	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 67	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1200
SE LAND	Months Since - 11	Make/Model- 38
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 2
		Last 30 Days- 29
		Last 90 Days- 38
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT SAID HE WAS MAKING A SHORT FIELD APCH TO A PRIVATE, SOD, STRIP. HE SAID HE WAS IN A SHALLOW LT BANK ON FINAL APCH WHEN HE NOTICED THE ACFT WAS IN A SLIP AND DESCENDING TOO FAST TO AVOID A COLLISION WITH TREES 500 FT FROM THE APCH END OF THE STRIP. THE ACFT COLLIDED WITH THE TREES AND CRASHED IN A PLOWED FIELD SHORT OF THE RWY.

Brief of Accident (Continued)

File No. - 1754

9/13/86

ERIE,ND

A/C Reg. No. N319ER

Time (Lc1) - 1300 CDT

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

Finding(s)
1. PROPER DESCENT RATE - NOT MAINTAINED - PILOT IN COMMAND

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

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1784	2/20/86	ANDOVER, NJ	A/C Reg. No. N739SP	Time (Lcl) - 1647 EST
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-----Basic Information-----

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

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

Make/Model - CESSNA 172N	Eng Make/Model - LYCOMING O-320H2AD	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2150	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 160 HP	

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- CALM</p> <p>Visibility - 7.0 SM</p> <p>Lowest Sky/Clouds - 2000 FT SCATTERED</p> <p>Lowest Ceiling -</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point 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 - GO AROUND</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>AEROFLEX - ANDOVER</p> <p>Runway Ident - 03</p> <p>Runway Lth/Wid - 2004/ 50</p> <p>Runway Surface - ASPHALT</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 - 30</p> <p>Biennial Flight Review Current - N/A</p> <p>Months Since - N/A</p> <p>Aircraft Type - N/A</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total - 16</td> <td>Last 24 Hrs - 1</td> </tr> <tr> <td>Make/Model- 14</td> <td>Last 30 Days- UNK/NR</td> </tr> <tr> <td>Instrument- 0</td> <td>Last 90 Days- 16</td> </tr> </table>	Total - 16	Last 24 Hrs - 1	Make/Model- 14	Last 30 Days- UNK/NR	Instrument- 0	Last 90 Days- 16
Total - 16	Last 24 Hrs - 1							
Make/Model- 14	Last 30 Days- UNK/NR							
Instrument- 0	Last 90 Days- 16							

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT HAD DIFFICULTY LANDING THE ACFT AND INSTRUCTOR HAD DEVOTED TRAINING SESSION TO LANDING TECHNIQUE. THE DIFFICULTY WAS REPORTED TO BE A TENDENCY TO OVER-FLARE PRIOR TO TOUCHDOWN. SATISFIED THE STUDENT HAD CORRECTED HIS PROBLEM AREA, THE THIRD SUPERVISED SOLO FLIGHT WAS ALLOWED. AFTER ONE SUCCESSFUL TAKEOFF AND LANDING THE STUDENT ACKNOWLEDGED THAT HE WOULD LIKE TO TAKEOFF AND LAND ONE MORE TIME. UPON LANDING, THE ACFT OVER-FLARED AND A GO-AROUND WAS ATTEMPTED. THE STUDENT ENTERED A DEPARTURE STALL/SPIN OFF THE DEPARTURE END OF THE RUNWAY AND COLLIDED VERTICALLY WITH A FROZEN LAKE BED. THE STUDENT WAS A PROFESSIONAL MUSICIAN AND HAD BEEN WORKING STEADILY FOR THREE DAYS PRIOR TO THE ACCIDENT. TOX REPORT INDICATED POSITIVE FOR COCAINE. COCAINE WAS ALSO FOUND IN STUDENT'S PANT POCKET.

Brief of Accident (Continued)

File No. - 1784

2/20/86

ANDOVER, NJ

A/C Reg. No. N739SP

Time (Lc1) - 1647 EST

Occurrence #1 ABRUPT MANEUVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - EXCESSIVE - PILOT IN COMMAND
2. GO-AROUND - ATTEMPTED - PILOT IN COMMAND

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

Finding(s)

3. CLIMB - INADEQUATE - PILOT IN COMMAND
4. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
5. IMPROPER DECISION, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
6. JUDGEMENT - POOR - PILOT IN COMMAND
7. PHYSICAL IMPAIRMENT(DRUGS) - PILOT IN COMMAND
8. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND

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

Finding(s)

9. AIRPORT FACILITIES - WATER, GLASSY

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

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

Factor(s) relating to this accident is/are finding(s) 3,5,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1687	3/13/86	WILLIAMSTOWN,NJ	A/C Reg. No. N8259E	Time (Lcl) - 1905 EST
-----Basic Information-----				
Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage DESTROYED	Fatal	Injuries Serious Minor None
Type of Operation	-BUSINESS	Fire	Crew 1	0 0 0
Flight Conducted Under	-14 CFR 91	NONE	Pass 0	0 0 0
Accident Occurred During	-APPROACH			
-----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-----				
Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- FSS	Last Departure Point	OFF AIRPORT/STRIP	
Method	- TELEPHONE	MORRISTOWN,NJ		
Completeness	- UNK/NR	Destination	Airport Data	
Basic Weather	- IMC	CROSS KEYS,NJ	CROSS KEYS	
Wind Dir/Speed	- 100/003 KTS	ATC/Airspace	Runway Ident - N/A	
Visibility	- 25.0 SM	Type of Flight Plan	Runway Lth/Wid - 2250/ 100	
Lowest Sky/Clouds	- 100 FT	Type of Clearance	Runway Surface - ASPHALT	
Lowest Ceiling	- 100 FT OBSCURED	Type Apch/Lndg	Runway Status - N/A	
Obstructions to Vision	- FOG			
Precipitation	- NONE			
Condition of Light	- NIGHT(BRIGHT)			
-----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 - 477	Last 24 Hrs - UNK/NR	
SE LAND	Months Since - 18	Make/Model- UNK/NR	Last 30 Days- 10	
	Aircraft Type - PA-28	Instrument- 41	Last 90 Days- 19	
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR	
Instrument Rating(s) - AIRPLANE				
-----Narrative-----				
THE PLT EXECUTED VOR RWY 09 APCH TO THE ARPT AT NIGHT AND DURING LOW VISIBILITY CONDITIONS THAT RANGED FROM 100 TO 400 FEET DUE TO FOG. THE ACFT FIRST COLLIDED WITH A HOUSE, FOLLOWED BY TWO PARKED CARS AND THEN MAIN IMPACT WITH A SECOND HOUSE. THE ACCIDENT SITE WAS ABOUT ONE-HALF MILE EAST OF THE AIRPORT AND NORTH OF THE EXTENDED RWY 09/27 CENTERLINE. THE ACFT WAS HEADED NORTHWEST AT THE TIME OF THE IMPACT. WITNESSES HEARD ENGINE SOUNDS JUST PRIOR TO IMPACT. THE PLT WAS RETURNING HOME FROM A BUSINESS TRIP THAT CONSTITUTED THE DAY OF AND DAY BEFORE THE ACCIDENT				

Brief of Accident (Continued)

File No. - 1687

3/13/86

WILLIAMSTOWN,NJ

A/C Reg. No. N8259E

Time (Lcl) - 1905 EST

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH

Finding(s)

1. WEATHER CONDITION - WEATHER CONDITION
 2. IFR PROCEDURE - IMPROPER - PILOT IN COMMAND
 3. IMPROPER USE OF PROCEDURE,FATIGUE(GROUND SCHEDULE) - PILOT IN COMMAND
 4. MINIMUM DESCENT ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
 5. OBJECT - RESIDENCE
 6. CLEARANCE - INADEQUATE - PILOT IN COMMAND
-

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1746	7/04/86	MANVILLE, NJ	A/C Reg. No. N2320S	Time (Lcl) - 2330 EDT
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-----Basic Information-----

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

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

Make/Model - CESSNA T210C	Eng Make/Model - CONTINENTAL TS10-520H	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 3400	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 285 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	PRINCETON, NJ	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 300/005 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 -	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 55	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - YES	Total - 2184
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model - 9
HELICOPTER	Aircraft Type - UNK/NR	Instrument - 244
		Multi-Eng - 21
		Last 24 Hrs - 4
		Last 30 Days - UNK/NR
		Last 90 Days - 47
		Rotorcraft - 49

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING FLIGHT FROM PRINCETON TO KUPPER AIRPORT, AIRCRAFT SUFFERED ENGINE POWER LOSS FOR UNDETERMINED REASONS. AIRCRAFT CRASHED IN AN OPEN FIELD, CAUSING SUBSTANTIAL DAMAGE.

Brief of Accident (Continued)

File No. - 1746

7/04/86

MANVILLE, NJ

A/C Reg. No. N2320S

Time (Lc1) - 2330 EDT

Occurrence #1 LOSS OF POWER
Phase of Operation CRUISE

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. - 1712	2/17/86	DULCE,NM	A/C Reg. No. N5196W	Time (Lcl) - 1442 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	1
Accident Occurred During -LANDING			3	1
				Minor
				0
				None
				0

----Aircraft Information----

Make/Model - CESSNA P210N	Eng Make/Model - CONTINENTAL TS10-520P	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 4016	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 310 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NWS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELETYPE	DURANGO,CO	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	WICHITA,KS	
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - N/A
Visibility - 20.0 SM	Type of Flight Plan - VFR/IFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds -	Type of Clearance - IFR	Runway Surface - GRASS/TURF
Lowest Ceiling - 2000 FT BROKEN	Type Apch/Lndg - FORCED LANDING	Runway Status - SNOW - WET
Obstructions to Vision- NONE		HIGH VEGETATION
Precipitation - NONE		
Condition of Light - DAYLIGHT		

----Personnel Information----

Pilot-In-Command	Age - 42	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 3723	Last 24 Hrs - UNK/NR
SE LAND	Months Since - 34	Make/Model- UNK/NR	Last 30 Days- 25
	Aircraft Type - P210N	Instrument- 309	Last 90 Days- 40

Instrument Rating(s) - AIRPLANE

----Narrative----

THE PLT WITH HIS 4 PASSENGERS, DEPARTED DURANGO AIRPORT ON AN IFR FLT PLAN EN ROUTE TO WICHITA, KANSAS. THE ACFT HAD A COMPLETE LOSS OF PWR WHILE CLIMBING TO ATTITUDE. THE SUBSEQUENT FORCED LANDING ON UNSUITABLE TERRAIN RESULTED IN SUBSTANTIAL DAMAGE TO THE ACFT, 3 FATALITIES, AND 2 SERIOUS INJURIES TO THE OCCUPANTS. EXAMINATION OF THE ENGINE REVEALED A BLOCKED OIL PASSAGE SUPPLYING LUBRICATION TO THE NO. 1 CONNECTING ROD BEARING. THE CONNECTING ROD FAILED CAUSING ENGINE FAILURE.

Brief of Accident (Continued)

File No. - 1712

2/17/86

DULCE,NM

A/C Reg. No. N5196W

Time (Lc1) - 1442 MST

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

Finding(s)

1. LUBRICATING SYSTEM,OIL LINE - BLOCKED(PARTIAL)
2. MAINTENANCE,OVERHAUL - IMPROPER - OTHER MAINTENANCE PSNL
3. ENGINE ASSEMBLY,CONNECTING ROD - FAILURE,TOTAL

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

4. WEATHER CONDITION - LOW CEILING
5. TERRAIN CONDITION - NONE SUITABLE
6. TERRAIN CONDITION - MOUNTAINOUS/HILLY

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1677	6/18/86	MOSQUERO,NM	A/C Reg. No. N333RS	Time (Lcl) - 1758 MDT
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----Basic Information----				
Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries	
Type of Operation	-BUSINESS	DESTROYED	Fatal	1
Flight Conducted Under	-14 CFR 91	Fire	Crew	0
Accident Occurred During	-DESCENT	ON GROUND	Pass	0
			Serious	0
			Minor	0
			None	0
<hr/>				
----Aircraft Information----				
Make/Model	- BEECH A36	Eng Make/Model	CONTINENTAL IO-520-BA(12) ELT Installed/Activated - YES/NO	
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	
Max Gross Wt	- 3600	Engine Type	- RECIP-FUEL INJECTED	
No. of Seats	- 4	Rated Power	- 285 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	YATES,NM		
Completeness	- N/A	Destination	Airport Data	
Basic Weather	- VMC	ALBERT,NM		
Wind Dir/Speed	- 130/018 KTS	ATC/Airspace	Runway Ident - N/A	
Visibility	- 30.0 SM	Type of Flight Plan	- N/A	
Lowest Sky/Clouds	- 5000 FT SCATTERED	Type of Clearance	- N/A	
Lowest Ceiling	- 20000 FT BROKEN	Type Apch/Lndg	- N/A	
Obstructions to Vision	- NONE			
Precipitation	- NCNE			
Condition of Light	- DAYLIGHT			
<hr/>				
----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	- 6086	
SE LAND,ME LAND	Months Since - 11	Make/Model	- 1712	
HELICOPTER	Aircraft Type - BE-A36	Instrument	- UNK/NR	
		Multi-Eng	- 564	
		Last 24 Hrs	- UNK/NR	
		Last 30 Days	- 4	
		Last 90 Days	- 32	
		Rotorcraft	- 3181	
<hr/>				
Instrument Rating(s) - AIRPLANE				
<hr/>				
----Narrative----				
THE ACFT WAS OBSERVED FLYING AT LOW ALTITUDE WHEN IT PITCHED UP AT A STEEP ANGLE, CLIMBED ABOUT 400 FT, ROLLED OFF ON LEFT WING, DESCENDED INTO THE GROUND, EXPLODED AND BURNED. POST ACCIDENT EXAM REVEALED THE LANDING GEAR WAS RETRACTED BUT THE FLAPS WERE EXTENDED 12 DEGREES. NO EVIDENCE OF AIRFRAME, ENGINE, PROP, FLIGHT CONTROL, OR SYSTEM FAILURE WAS FOUND.				

Brief of Accident (Continued)

File No. - 1677

6/18/86

MOSQUERO,NM

A/C Reg. No. N333RS

Time (Lc1) - 1758 MDT

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

Finding(s)

1. STALL - INADVERTENT - PILOT IN COMMAND
 2. IMPROPER USE OF EQUIPMENT/AIRCRAFT,DIVERTED ATTENTION - PILOT IN COMMAND
-

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

Finding(s)

3. TERRAIN CONDITION - GROUND
-

Occurrence #3 FIRE/EXPLOSION
Phase of Operation OTHER

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1602	8/31/86	AZTEC,NM	A/C Reg. No. N63302	Time (Lcl) - 2010 MDT
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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	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -LANDING					

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

Make/Model - CESSNA 172	Eng Make/Model - LYCOMING O-320-D2J	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2400	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 160 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	AZTEC MUNICIPAL
Wind Dir/Speed- 270/020 KTS	ATC/Airspace	Runway Ident - 04
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3800/ 50
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - UNK/NR	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 27	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - UNK/NR
	Months Since - N/A	Last 24 Hrs - UNK/NR
	Aircraft Type - N/A	Make/Model- UNK/NR
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT WAS RETURNING TO THE ARPT AFTER A LOCAL FLT WHEN THE ACCIDENT OCCURRED. THE PLT ABORTED THE FIRST LANDING ATTEMPT ON RWY 04. DURING THE SECOND LANDING ATTEMPT, THE ACFT RAN OFF THE LEFT SIDE OF THE RWY, STRUCK A DIRT BANK AND NOSED OVER. THE WIND WAS REPORTED TO BE FROM THE WEST AT 20 KNOTS WITH GUSTS TO 30 KNOTS. THE WIND SOCK AT THE AZTEC ARPT WAS TORN AND THE RWY LIGHTS WERE BELOW STANDARD.

Brief of Accident (Continued)

File No. - 1602

8/31/86

AZTEC,NM

A/C Reg. No. N63302

Time (Lc1) - 2010 MDT

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

Finding(s)

1. AIRPORT FACILITIES,WIND DIRECTION INDICATOR - INOPERATIVE
 2. WIND INFORMATION - NOT POSSIBLE - PILOT IN COMMAND
 3. LIGHT CONDITION - DARK NIGHT
 4. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
 5. WEATHER CONDITION - TAILWIND
 6. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
 7. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 8. SUPERVISION - INADEQUATE - FLIGHT INSTRUCTOR(ON GROUND)
-

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

Finding(s)

9. TERRAIN CONDITION - DIRT BANK
-

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1627	9/01/86	LAS VEGAS, NM	A/C Reg. No. N83F	Time (Lcl) - 2353 MDT
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-----Basic Information-----

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

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

Make/Model - CESSNA 182D	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 - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	ALBUQUERQUE, NM	
Completeness - N/A	Destination	Airport Data
Basic Weather - IMC	LAS VEGAS, NM	Runway Ident - N/A
Wind Dir/Speed- 170/028 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - .500 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 600 FT	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 600 FT OBSCURED	Type Apch/Lndg - NONE	
Obstructions to Vision- UNK/NR		
Precipitation - HAIL		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 48	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 868
SE LAND	Months Since - 15	Last 24 Hrs - 2
	Aircraft Type - C-182	Make/Model- 500
		Last 30 Days- 17
		Instrument- 11
		Last 90 Days- 31

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT DEPARTED THE ALBUQUERQUE, NEW MEXICO, CORONADO ARPT, AT 2248 MDT, SEPTEMBER 1, 1986, EN ROUTE TO LAS VEGAS, NEW MEXICO. WHEN THE ACFT FAILED TO ARRIVE AS SCHEDULED, A SEARCH WAS INITIATED. THE FLIGHT WAS LOST ON RADAR AT 2353 MDT, 15 NAUTICAL MILES SOUTH OF LAS VEGAS. THE WRECKAGE WAS LOCATED AT 1700 MDT ON SEPTEMBER 2, 1986. THE ACFT HAD IMPACTED IN A 90 DEGREE LEFT WING LOW, NOSE DOWN ATTITUDE AND WAS SCATTERED OVER AN AREA 425 FEET LONG. WEATHER IN THE AREA WAS THUNDERSTORMS WITH RAIN SHOWERS AND HAIL.

Brief of Accident (Continued)

File No. - 1627

9/01/86

LAS VEGAS,NM

A/C Reg. No. N83F

Time (Lcl) - 2353 MDT

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

Finding(s)

1. WEATHER CONDITION - THUNDERSTORM
2. WEATHER CONDITION - HAIL
3. WEATHER CONDITION - RAIN
4. WEATHER CONDITION - LIGHTNING
5. LIGHT CONDITION - DARK NIGHT
6. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND

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

Finding(s)

7. SPIRAL - INADVERTENT - PILOT IN COMMAND
8. IMPROPER USE OF PROCEDURE, SPATIAL DISORIENTATION - PILOT IN COMMAND

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1698	1/24/86	STRONGSVILLE, OH	A/C Reg. No. N22755	Time (Lcl) - 1202 EST
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-----Basic Information-----				
Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage SUBSTANTIAL	Injuries	
Type of Operation	-INSTRUCTIONAL	Fire	Crew	Fatal
Flight Conducted Under	-14 CFR 91	NONE	Pass	0
Accident Occurred During	-LANDING			0
				0
				0
				0
				0
<hr/>				
-----Aircraft Information-----				
Make/Model	- CESSNA 150H	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	OFF AIRPORT/STRIP	
Method	- N/A	STRONGSVILLE, OH		
Completeness	- N/A	Destination	Airport Data	
Basic Weather	- VMC	STRONGSVILLE, OH		
Wind Dir/Speed	- 130/008 KTS	ATC/Airspace	Runway Ident	- N/A
Visibility	- 20.0 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			
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-----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	- 1060	Last 24 Hrs - 5
SE LAND, ME LAND	Months Since - 7	Make/Model	- 286	Last 30 Days - 70
	Aircraft Type - PA-23	Instrument	- 46	Last 90 Days - 200
		Multi-Eng	- 11	
<hr/>				
Instrument Rating(s) - AIRPLANE				
<hr/>				
-----Narrative-----				
DURING PREFLIGHT, THE STUDENT PILOT NOTICED WATER IN THE FUEL TANK WHEN HE CHECKED THE FUEL DRAIN. HE NOTIFIED HIS INSTRUCTOR, BUT NO FURTHER ACTION WAS TAKEN. SHORTLY AFTER TAKEOFF THE ENGINE QUIT. AN EMERGENCY LANDING WAS PERFORMED IN A PARKING LOT AND ONE AUTOMOBILE WAS STRUCK BY THE AIRCRAFT. FOLLOWING THE ACCIDENT TRACES OF ICE WERE FOUND IN THE GASCOLATOR SEDIMENT BOWL AND THE CARBURETOR FLOAT CHAMBER.				
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Brief of Accident (Continued)

File No. - 1698

1/24/86

STRONGSVILLE, OH

A/C Reg. No. N22755

Time (Lc1) - 1202 EST

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

Finding(s)

1. FLUID, FUEL - WATER
2. AIRCRAFT PREFLIGHT - POOR - DUAL STUDENT
3. REMEDIAL ACTION - NOT PERFORMED - PILOT IN COMMAND(CFI)

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

4. TERRAIN CONDITION - NONE SUITABLE
5. REMEDIAL ACTION - NOT POSSIBLE - PILOT IN COMMAND(CFI)

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

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) 1,2,3

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1713	6/25/86	LISBON, OH	A/C Reg. No. N984B	Time (Lcl) - 2035 EDT
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-----Basic Information-----

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

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

Make/Model - BELL 47G2	Eng Make/Model - LYCOMING VO-435-A1F	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2450	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 3	Rated Power - 200 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRSTRIP
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	Runway Ident - N/A
Wind Dir/Speed- 030/005 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 25.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 25000 FT THIN OVC	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 39	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 6280
SE LAND	Months Since - 12	Make/Model- 5950
HELICOPTER	Aircraft Type - 47G2	Instrument- 55
		Last 24 Hrs - 5
		Last 30 Days- 52
		Last 90 Days- 107
		Rotorcraft - 6100

Instrument Rating(s) - NONE

-----Narrative-----

THE AERIAL APPLICATION HELICOPTER WAS BEING SERVICED BY A CHEMICAL TRUCK THAT WAS PARKED ADJACENT TO THE ACFT. THE ACFT ENGINE WAS AT HIGH IDLE WITH THE MAIN ROTOR TURNING AT 250 RPM. THE GROUND CREWMAN JUMPED OFF THE SIDE OF THE CHEMICAL TRUCK INTO THE MAIN ROTOR ARC, AND SUSTAINED FATAL INJURIES. HE HAD REPORTEDLY BOARDED THE TRUCK FROM THE REAR.

Brief of Accident (Continued)

File No. - 1713

6/25/86

LISBON, OH

A/C Reg. No. N984B

Time (Lc1) - 2035 EDT

Occurrence PROPELLER/ROTOR CONTACT
Phase of Operation STANDING - IDLING ROTORS

Finding(s)

1. OBJECT - OTHER PERSON
2. VISUAL LOOKOUT - NOT MAINTAINED - GROUND PERSONNEL

----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. - 1782	8/09/86	TIFFIN, OH	A/C Reg. No. N8470R	Time (Lcl) - 1300 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 1	None 0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	1	0
Accident Occurred During -LANDING					

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

Make/Model - PIPER PA-28-140	Eng Make/Model - LYCOMING O-320	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2050	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 140 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	TIFFIN, OH	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	FLINT, MI	TIFFIN
Wind Dir/Speed- 270/006 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 3500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - UNK/NR	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 53	Medical Certificate - EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 700
SE LAND	Months Since - UNK/NR	Make/Model- 570
	Aircraft Type - UNK/NR	Instrument- 60
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - UNK/NR

-----Narrative-----

ABOUT FOUR MINUTES AFTER TAKE-OFF THE ENGINE LOST POWER AND THE PILOT ATTEMPTED A FORCED LANDING IN A CORN FIELD. EXAMINATION OF THE AIRCRAFT SHOWED WATER AND OTHER CONTAMINATION IN THE FUEL SYSTEM.

Brief of Accident (Continued)

File No. - 1782

8/09/86

TIFFIN, OH

A/C Reg. No. N847OR

Time (Lcl) - 1300 EDT

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

Finding(s)

1. FUEL SYSTEM - CONTAMINATION
2. FUEL SUPPLY - UNCONTROLLED - PILOT IN COMMAND
3. MAINTENANCE, INSPECTION OF AIRCRAFT - INADEQUATE - PILOT IN COMMAND
4. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation CLIMB - TO CRUISE

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

Finding(s)

5. EMERGENCY PROCEDURE - IMPROPER USE OF - PILOT IN COMMAND

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1796	8/30/86	MANSFIELD, OH	A/C Reg. No. N9698P	Time (Lcl) - 1400 EDT
-----Basic Information-----				
Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries	
Type of Operation	-PERSONAL	DESTROYED	Fatal	Serious
Flight Conducted Under	-14 CFR 91	Fire	Crew	Minor
Accident Occurred During	-DESCENT	ON GROUND	Pass	None
-----Aircraft Information-----				
Make/Model	- PIPER PA-18-150	Eng Make/Model	- LYCOMING O-320-A2B	ELT Installed/Activated - YES/NO
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System - YES
Max Gross Wt	- 1750	Engine Type	- RECIPROCATING-CARBURETOR	
No. of Seats	- 2	Rated Power	- 150 HP	
-----Environment/Operations Information-----				
Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP	
Method	- N/A	MANSFIELD, OH		
Completeness	- N/A	Destination	Airport Data	
Basic Weather	- VMC	LOCAL	CUB FIELD	
Wind Dir/Speed	- 110/008 KTS	ATC/Airspace	Runway Ident - 22	
Visibility	- 10.0 SM	Type of Flight Plan	Runway Lth/Wid - 1800/ 50	
Lowest Sky/Clouds	- CLEAR	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			
-----Personnel Information-----				
Pilot-In-Command	Age - 32	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT		
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)		
ATP	Current - UNK/NR	Total	- 6350	
SE LAND, ME LAND, SE SEA	Months Since - UNK/NR	Make/Model	- UNK/NR	
	Aircraft Type - UNK/NR	Instrument	- UNK/NR	
		Multi-Eng	- UNK/NR	
			Last 24 Hrs - UNK/NR	
			Last 30 Days - UNK/NR	
			Last 90 Days - UNK/NR	
			Rotorcraft - UNK/NR	
Instrument Rating(s) - AIRPLANE				
-----Narrative-----				
ACFT TOOK OFF FROM PVT SOD STRIP. FATHER OF PLT SAID ENG SOUNDS WERE NORMAL DURING RUN UP. ACFT APPEARED TO BE CLIMBING WITH A NORMAL ATTITUDE WHEN THE ENG QUIT. SUBSEQUENTLY, ACFT WAS STALLED FOLLOWED BY A NEAR VERTICAL NOSE DOWN IMPACT AND POST IMPACT FIRE. ENG MALFUNCTION WAS NOT FOUND DURING THE POST CRASH EXAMINATION.				

Brief of Accident (Continued)

File No. - 1796

8/30/86

MANSFIELD, OH

A/C Reg. No. N9698P

Time (Lcl) - 1400 EDT

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

Finding(s)
1. UNDETERMINED

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

Finding(s)
2. STALL - INADVERTENT - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1661 8/30/86 AKRON, OH A/C Reg. No. N5891C Time (Lcl) - 1627 EDT

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

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

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

Make/Model - BEECH C35	Eng Make/Model - CONTINENTAL E-225-8	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2700	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 205 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	ELYRIA, OH	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	CARROLLTON, OH	Runway Ident - N/A
Wind Dir/Speed- 090/007 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 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 - 35	Medical Certificate - EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE, CFI	Current - YES	Total - 1634
SE LAND	Months Since - 3	Last 24 Hrs - 3
	Aircraft Type - UNK/NR	Make/Model - 265
		Instrument - 0
		Last 30 Days - UNK/NR
		Last 90 Days - 47

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT ONE TO TWO MINUTES AFTER THE FUEL SELECTOR WAS CHANGED FROM THE RIGHT TO LEFT TANK, THE ENG QUIT. THE AUX PUMP WAS TURNED ON AND FUEL SELECTOR CHANGED BACK TO THE RIGHT TANK. THEN TO AUX TANK THEN BACK TO LEFT TANK. THE ENGINE WOULD NOT RESTART. INSPECTION REVEALED THE FUEL SELECTOR WAS ON THE LEFT TANK WHICH CONTAINED 10 GALLONS OF FUEL. ZERO FUEL WAS FOUND IN THE RIGHT TANK AND 20 GALLONS WAS PRESENT IN THE AUX TANK. AIR RESTART PROCEDURE IS TO SELECT FULLEST FUEL TANK, RETARD THE THROTTLE, MIXTURE RICH, AND AUX PUMP ON UNTIL POWER IS REGAINED. THE PLT HAD NOT SELECTED THE FULLEST TANK LONG ENOUGH TO PURGE AIR FROM THE INJECTOR SERVO DURING THE RESTART ATTEMPT.

Brief of Accident (Continued)

File No. - 1661

8/30/86

AKRON, OH

A/C Reg. No. N5891C

Time (Lcl) - 1627 EDT

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

Finding(s)

1. FLUID, FUEL - STARVATION
2. FUEL SUPPLY - IMPROPER USE OF - PILOT IN COMMAND
3. FUEL TANK SELECTOR POSITION - IMPROPER USE OF - PILOT IN COMMAND
4. FLIGHT MANUALS - NOT FOLLOWED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

5. EMERGENCY PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND

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

Finding(s)

6. TERRAIN CONDITION - CROP
7. TERRAIN CONDITION - ROUGH/UNEVEN

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1750	9/17/86	CHARDON, OH	A/C Reg. No. N5722S	Time (Lcl) - 1630 EDT
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-----Basic Information-----

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

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

Make/Model - SCHWEIZER SGS 2-33	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	ON AIRPORT
Method - N/A	CHARDON, OH	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	CHARDON
Wind Dir/Speed- 140/005 KTS	ATC/Airspace	Runway Ident - 14
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2200/ 155
Lowest Sky/Clouds - 25000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - UNK/NR		

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

Pilot-In-Command	Age - 20	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 10
	Months Since - N/A	Make/Model- 10
GLIDER	Aircraft Type - N/A	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 10
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING FINAL LANDING APPROACH TO RUNWAY 14, THE SUTDENT PILOT DEPLOYED SPOILERS AND ATTEMPTED TO MAINTAIN ALTITUDE. THE GLIDER COLLIDED WITH TREES AND DESCENDED OUT OF CONTROL TO THE GROUND 200 FEET SHORT OF THE RUNWAY. THE STUDENT PILOT HAD A TOTAL FLIGHT TIME OF 10 HOURS, 9 OF WHICH WAS DUAL FLIGHT INSTRUCTION. THE ACCIDENT FLIGHT WAS THE STUDENT'S 4TH SOLO AND 2ND ATTEMPT TO LAND ON RUNWAY 14. THE STUDENT STATED THAT HAD HE RECEIVED MORE DUAL INSTRUCTION TIME HE MAY HAVE RECOGNIZED THAT HE WAS TOO LOW ON THE APPROACH.

Brief of Accident (Continued)

File No. - 1750

9/17/86

CHARDON, OH

A/C Reg. No. N5722S

Time (Lcl) - 1630 EDT

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

Finding(s)

1. OBJECT - TREE(S)
2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
3. CLEARANCE - INADEQUATE - PILOT IN COMMAND
4. IMPROPER DECISION, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

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

Finding(s)

5. TERRAIN CONDITION - GROUND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1665	10/08/86	EAST LIVERPOOL, OH	A/C Reg. No. N54067	Time (Lc1) - 2215 EDT
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-----Basic Information-----

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

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

Make/Model - CESSNA 172P	Eng Make/Model - LYCOMING O-320-D2J	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2400	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 160 HP	

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

<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 - 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 - NIGHT(DARK)</p>	<p>Itinerary</p> <p>Last Departure Point ATWOOD LAKE, OH</p> <p>Destination EAST LIVERPOOL, OH</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 COLUMBIANA COUNTY</p> <p>Runway Ident - 25</p> <p>Runway Lth/Wid - 3512/ 75</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND</p>	<p>Age - 37</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 12</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 475</p> <p>Make/Model- 475</p> <p>Instrument- 0</p> <p>Last 24 Hrs - 1</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 5</p>
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Instrument Rating(s) - NONE

-----Narrative-----

RWY REPAIR TO REMOVE A BUMP WAS IN PROGRESS. THE RWY WAS CLOSED AND CLOSED MARKING NOT IN ACCORDANCE WITH AC 150-5340-1E. THE FBO CONTINUED TO RENT ACFT FOR OPERATIONS FROM THE RWY. THE PLT DEPARTED THE ARPT FOR A 28 NM FLT FOR DINNER. THE PLT WAS AWARE THAT THE RWY WAS CLOSED AND THE ARPT LIGHTS WOULD NOT BE OPERATIVE ON HIS RETURN. THE ACFT LANDING LIGHT WAS ALSO INOPERATIVE. THE PLT RETURN TO COLUMBIANA COUNTY TO LAND AT 2215 EDT. DURING THE LANDING FLARE, THE ACFT COLLIDED WITH A DISABLED ACFT ON THE UNLIGHTED RWY. THE DISABLED ACFT HAD ATTEMPTED TO LAND ON THE UNLIGHTED ARPT AND STRUCK THE IMPROPERLY MARKED DITCH ACROSS THE RWY AND THE NOSEWHEEL FAILED. A NOTAM CLOSING THE ARPT WAS NOT ISSUED UNTIL AFTER THE FIRST ACFT STRUCK THE DITCH. THE DITCH ACROSS THE RWY WAS 4-5 INCHES DEEP AND 4-5 FT WIDE.

Brief of Accident (Continued)

File No. - 1665

10/08/86

EAST LIVERPOOL, OH

A/C Reg. No. N54067

Time (Lcl) - 2215 EDT

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

Finding(s)

1. OBJECT - AIRCRAFT PARKED
2. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, COMPLACENCY - PILOT IN COMMAND
4. LIGHT CONDITION - NIGHT
5. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
6. IMPROPER USE OF EQUIPMENT/AIRCRAFT, COMPLACENCY - AIRPORT PERSONNEL
7. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - NOT OPERATING
8. AIRPORT FACILITIES, OBSTRUCTION MARKING - INADEQUATE
9. FLT WITH INADQTY ENROUTE/DESTN FACILITIES - NOT USED - PILOT IN COMMAND
10. LANDING LIGHTS - NOT MAINTAINED - COMPANY MAINTENANCE PSNL
11. AIRPORT OPERATIONS - CONTINUED - AIRPORT PERSONNEL
12. UNSAFE/HAZARDOUS CONDITION WARNING - NOT CORRECTED - AIRPORT PERSONNEL
13. UNSAFE/HAZARDOUS CONDITION WARNING - DISREGARDED - PILOT IN COMMAND
14. UNSAFE/HAZARDOUS CONDITION WARNING - DISREGARDED - PILOT OF OTHER AIRCRAFT
15. JUDGEMENT - POOR - PILOT OF OTHER AIRCRAFT

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,6,8,9,11,12,13,15

Factor(s) relating to this accident is/are finding(s) 5,10,14

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1751	10/17/86	MIDDLEFIELD, OH	A/C Reg. No. N5162M	Time (Lcl) - 1705 EDT
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-----Basic Information-----

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

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

Make/Model - BEECH C23	Eng Make/Model - LYCOMING D-360	ELT Installed/Activated - YES/NO
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	BENTON HARBOR, MI	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	GEAUGA CO.
Wind Dir/Speed- 350/010 KTS	ATC/Airspace	Runway Ident - 28
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3509/ 65
Lowest Sky/Clouds -	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 3300 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 - 59	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 93
	Months Since - N/A	Last 24 Hrs - 6
	Aircraft Type - N/A	Make/Model- 93
		Last 30 Days- UNK/NR
		Instrument- 6
		Last 90 Days- 15
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

STUDENT PLT STATED THAT HE WAS PREPARING TO LAND AFTER A BUSINESS X-COUNTRY FLT. ON DOWNWIND HE NOTED THE WIND SOCK IND A X-WIND. MADE A LONG FINAL AND DID NOT NOTICE X-WIND. STATED THAT AT FLARE HE SEEMED TO HAVE A LITTLE TAILWIND SINCE HIS SPD WAS 85 KTS WHEN USUAL WAS 70-75. AFTER FLARE THE ACFT FLOATED PAST HALF WAY POINT ON RWY. PLT FORCED NOSE DOWN ONTO RWY. ACFT BOUNCED AND NOSE AND LT MAIN GEARS SEPARATED FM ACFT. ACFT CAME TO A STOP OFF THE LT SIDE OF THE RWY NEAR THE END.

Brief of Accident (Continued)

File No. - 1751

10/17/86

MIDDLEFIELD, OH

A/C Reg. No. N5162M

Time (Lcl) - 1705 EDT

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
 2. IMPROPER USE OF PROCEDURE, INADEQUATE TRAINING - PILOT IN COMMAND
 3. JUDGEMENT - POOR - PILOT IN COMMAND
 4. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
 5. REMEDIAL ACTION - NOT PERFORMED - PILOT IN COMMAND
 6. FLARE - NOT PERFORMED - PILOT IN COMMAND
-

Occurrence #2 GEAR COLLAPSED
Phase of Operation LANDING - ROLL

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1780	11/02/86	ADA,OH	A/C Reg. No. N996D	Time (Lcl) - 1400 EST
-----Basic Information-----				
Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious Minor None
Type of Operation	-PERSONAL	Fire	Crew 0	0 0 1
Flight Conducted Under	-14 CFR 91	NONE	Pass 0	0 0 0
Accident Occurred During	-LANDING			
-----Aircraft Information-----				
Make/Model	- STINSON 108-2	Eng Make/Model - FRANKLIN 6A4-165-83	ELT Installed/Activated - YES-UNK/NR	
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR	
Max Gross Wt	- 2100	Engine Type - RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power - 165 HP		
-----Environment/Operations Information-----				
Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT	
Method	- N/A	SAME AS ACC/INC		
Completeness	- N/A	Destination	Airport Data	
Basic Weather	- VMC	LOCAL	ADA	
Wind Dir/Speed	- 340/007 KTS	ATC/Airspace	Runway Ident - 27	
Visibility	- 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 1950/ 100	
Lowest Sky/Clouds	-	Type of Clearance - NONE	Runway Surface - GRASS/TURF	
Lowest Ceiling	- 25000 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 - 57	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT		
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)		
PRIVATE	Current - YES	Total - 445	Last 24 Hrs - UNK/NR	
SE LAND	Months Since - 2	Make/Model- 20	Last 30 Days- UNK/NR	
	Aircraft Type - UNK/NR	Instrument- UNK/NR	Last 90 Days- 9	
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR	
Instrument Rating(s) - NONE				
-----Narrative-----				
PLT STATED THAT ELEVATOR CONTROL WAS LOST DURING THE LANDING ROLL. ACFT NOSED OVER INVERTED AND RECEIVED SUBSTANTIAL DAMAGE. INVESTIGATION REVEALED THAT THE LOWER CABLE TO ELEVATOR BELLCRANK FORWARD TURNBUCKLE WAS FRACTURED. BELLCRANK WAS BADLY CORRODED. LAST INSPECTION WAS ANNUAL ONE YEAR PRIOR TO MISHAP.				

Brief of Accident (Continued)

File No. - 1780

11/02/86

ADA,OH

A/C Reg. No. N996D

Time (Lcl) - 1400 EST

Occurrence NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

1. FLT CONTROL SYST,ELEVATOR CONTROL - SEPARATION
2. MAINTENANCE,INSPECTION OF AIRCRAFT - IMPROPER - OTHER MAINTENANCE PSNL

-----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. - 1626	11/30/86	PAINESVILLE, OH	A/C Reg. No. N3683N	Time (Lcl) - 1545 EST
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-----Basic Information-----

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

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

Make/Model - MOONEY M20G	Eng Make/Model - LYCOMING O-360-A1D	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 - 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- 050/015 KTS</p> <p>Visibility - 20.0 SM</p> <p>Lowest Sky/Clouds - 3000 FT SCATTERED</p> <p>Lowest Ceiling - 12000 FT BROKEN</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point WILLOUGHBY, OH</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 CASEMENT</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s) PRIVATE SE LAND</p>	<p>Age - 51</p> <p>Biennial Flight Review Current - YES Months Since - 5 Aircraft Type - M20G</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours) Total - 256 Make/Model- 66 Instrument- 4</p> <p>Last 24 Hrs - UNK/NR Last 30 Days- UNK/NR Last 90 Days- 27</p>
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Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED A COMPLETE ENGINE FAILURE WHILE CONDUCTING A PLEASURE FLT. FOLLOWING THE FAILURE, THE PLT ATTEMPTED TO RESTART THE ENGINE, BUT FAILED. AT THIS POINT THE ACFT WAS ABOUT TWO MILES SOUTH OF CASEMENT ARPT. THE REPORTED WINDS WERE GUSTING TO 25 KTS AND THE INITIAL PROBLEM STARTED AT APRX 2900 FT AGL. THE ACFT CRASHED ABOUT 200 YARDS FROM THE ARPT NEAR A RESIDENTIAL AREA. THE EXAM OF THE AIRFRAME AND ACFT COMPONENTS FAILED TO DISCLOSE ANY FAILURE. THE RIGHT FUEL TANK WAS EMPTY, BUT THERE WAS FUEL FOUND IN THE LEFT TANK. THE FUEL SELECTOR WAS IN THE RIGHT POSITION. THE TEMP/DEW POINT WAS 38/28 DEGREES (F) RESPECTIVELY.

Brief of Accident (Continued)

File No. - 1626

11/30/86

PAINESVILLE, OH

A/C Reg. No. N3683N

Time (Lcl) - 1545 EST

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

Finding(s)

1. FLUID, FUEL - STARVATION
2. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
3. FUEL CONSUMPTION CALCULATIONS - MISJUDGED - PILOT IN COMMAND
4. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

5. WEATHER CONDITION - HIGH WIND

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

Finding(s)

6. OBJECT - TREE(S)

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1714 12/23/86 NEW PHILADELPHI,OH A/C Reg. No. N380LA Time (Lcl) - 1215 EST

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	CANTON,OH	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	HARRY CLEVER FIELD
Wind Dir/Speed- 275/015 KTS	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 - UNK/NR
Lowest Ceiling - UNK/NR	Type Apch/Lndg - UNK/NR	Runway Status - UNK/NR
Obstructions to Vision- HAZE		
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 - 79
SE LAND	Months Since - 7	Make/Model- 58
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 1
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT RIGHT WING TIP STRUCK A HANGAR DOOR WHILE TAXIING. THE PLT REPORTED THAT HE INITIALLY ESTIMATED THE DAMAGE TO BE LIMITED TO THE FIBERGLASS WING TIP FAIRING. HE SUBSEQUENTLY FLEW THE AIRCRAFT BACK TO HIS ORIGINAL DEPARTURE POINT. FURTHER EXAMINATION OF THE ACFT BY MAINTENANCE PERSONNEL REVEALED THAT THE RIGHT WING AFT SPAR WAS BUCKLED AND TORN ADJACENT TO THE INBOARD FLAP TRACK.

Brief of Accident (Continued)

File No. - 1714

12/23/86

NEW PHILADELPHI, OH

A/C Reg. No. N380LA

Time (Lcl) - 1215 EST

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

Finding(s)

1. OBJECT - AIRPORT FACILITY
 2. DISTANCE - MISJUDGED - PILOT IN COMMAND
 3. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1755 12/27/86 HARRISON, OH A/C Reg. No. N7190S Time (Lcl) - 1630 EST

-----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
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire NONE
Crew 0
Pass 0

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

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

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- CALM

Visibility - 5.0 SM

Lowest Sky/Clouds - 2300 FT THIN OVC

Lowest Ceiling - 2300 FT OVERCAST

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

HARRISON, OH

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, CFI

SE LAND

Age - 61

Biennial Flight Review

Current - YES

Months Since - 3

Aircraft Type - C-150

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 2366 Last 24 Hrs - 3

Make/Model- 59 Last 30 Days- UNK/NR

Instrument- 330 Last 90 Days- 41

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ENGINE QUIT AFTER TAKEOFF AT ABOUT 200 FT AGL. A LDG WAS MADE IN A PLOWED FIELD WHERE THE ACFT FLIPPED OVER INVERTED. THE CFI PIC REPORTED THAT, PRIOR TO TAKEOFF, HE HAD CALCULATED THERE WAS ADEQUATE FUEL ON BOARD FOR THE FLT; HIS CALCULATIONS WERE BASED ON AN ASSUMED PRIOR ACFT USAGE OF 3.9 HRS AND FUEL TANK GAGE READINGS NEAR 1/4 FULL. INFORMATION OBTAINED FROM THE ACFT OPERATOR INDICATED THAT THE ACFT WAS LAST REFUELED 5.1 HRS PRIOR TO THE ACCIDENT. POST-CRASH EXAMINATION OF THE ACFT REVEALED NO EVIDENCE OF FUEL IN THE ACFT SUMPS OR CARB FUEL BOWL. A POST-CRASH TEST RUN OF THE ENGINE REVEALED NO DISCREPANCIES.

Brief of Accident (Continued)

File No. - 1755

12/27/86

HARRISON, OH

A/C Reg. No. N7190S

Time (Lcl) - 1630 EST

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

Finding(s)

1. FLUID, FUEL - EXHAUSTION
 2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND(CFI)
 3. JUDGEMENT - POOR - PILOT IN COMMAND(CFI)
 4. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND(CFI)
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - OPEN FIELD
 6. TERRAIN CONDITION - SOFT
-

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1786	3/28/86	SALINA, OK	A/C Reg. No. N6306S	Time (Lcl) - 0800 CST
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----Basic Information----

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

----Aircraft Information----

Make/Model - CESSNA 150G	Eng Make/Model - CONTINENTAL D-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	PRYOR CREEK, OK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	UNK/NR	Runway Ident - N/A
Wind Dir/Speed- 160/011 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - WATER
Lowest Sky/Clouds - 6000 FT SCATTERED	Type of Clearance - NONE	Runway Status - WATER - CHOPPY
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

----Personnel Information----

Pilot-In-Command	Age - 47	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 1978
	Months Since - N/A	Make/Model- 50
	Aircraft Type - N/A	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

----Narrative----

A NIGHT SHIFT WORKER WAS RETURNING HOME IN THE EARLY MORNING HOURS. CROSSING THE GRAND RIVER DAM NEAR SALINAS OK. HE SAW A FLASH OR GLINT OF METAL AND A LARGE SPLASH NEAR THE MIDDLE OF THE WIDEST PART OF THE LAKE. EXAMINATION OF THE WRECKAGE INDICATED THAT THE AIRCRAFT IMPACTED THE WATER IN A SHALLOW DESCENT. THE ENGINE WAS RUNNING. THE NOSE WHEEL CONTACTED THE WATER FIRST AND THE AIRCRAFT PITCHED NOSE DOWN, DISAPPEARING IMMEDIATELY. THE STUDENT PILOT/OWNER WAS NOT WEARING HIS SEATBELT.

Brief of Accident (Continued)

File No. - 1786

3/28/86

SALINA,OK

A/C Reg. No. N6306S

Time (Lcl) - 0800 CST

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT

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. - 1638	9/28/86	SULPHUR, OK	A/C Reg. No. N3578L	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	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0
Accident Occurred During -LANDING			Serious	Minor
			0	1
			0	0

----Aircraft Information----

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	DAVIS, OK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 180/015 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 5000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - ROUGH
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

----Personnel Information----

Pilot-In-Command	Age - 18	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 41
	Months Since - N/A	Last 24 Hrs - 1
	Aircraft Type - N/A	Make/Model- 41
		Last 30 Days- UNK/NR
		Instrument- 2
		Last 90 Days- 31

Instrument Rating(s) - NONE

----Narrative----

THE ACFT STRUCK A LARGE BIRD AT 2,500 FT MSL IN CRUISE FLT, WHICH TOOK OUT THE WINDSHIELD. THE PLT DETERMINED THAT HE COULD NOT SUSTAIN LEVEL FLT DUE TO THE INCREASED DRAG AND LOSS OF LIFT AND ELECTED TO EXECUTE AN EMERGENCY LANDING IN A PASTURE. DURING THE LANDING ROLL IN THE ROLLING PASTURE, THE ACFT STRUCK A SMALL TERRACE, COLLASPING THE NOSE AND MAIN GEAR, AND FLIPPED OVER.

Brief of Accident (Continued).

File No. - 1638

9/28/86

SULPHUR,OK

A/C Reg. No. N3578L

Time (Lcl) - 1515 CDT

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

Finding(s)

1. OBJECT - BIRD(S)
 2. WINDOW, FLIGHT COMPARTMENT WINDOW/WINDSHIELD - DISINTEGRATED
-

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 - NONE SUITABLE
 4. TERRAIN CONDITION - DIRT BANK
-

Occurrence #4 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

5. LANDING GEAR, NOSE GEAR - FAILURE, TOTAL
 6. 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1760	8/13/86	PRAIRIE CITY,OR	A/C Reg. No. N2696U	Time (Lcl) - 0500 PDT
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----Basic Information----				
Type Operating Certificate-ON-DEMAND AIR TAXI		Aircraft Damage	Injuries	
		SUBSTANTIAL		
Type of Operation	-POSITIONING	Fire	Fatal	0
Flight Conducted Under	-14 CFR 91	NONE	Crew	0
Accident Occurred During	-DESCENT		Pass	0
			Serious	0
			Minor	0
			None	1
				0
<hr/>				
----Aircraft Information----				
Make/Model	- CESSNA 340	Eng Make/Model	- CONTINENTAL TSIO-520-NB	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	
<hr/>				
----Environment/Operations Information----				
Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT	
Method	- N/A	BAKER,OR		
Completeness	- N/A	Destination	Airport Data	
Basic Weather	- VMC	PRAIRIE CITY,OR	OXBOW RNACH AIRPORT	
Wind Dir/Speed	- CALM		Runway Ident - UNK/NR	
Visibility	- 10.0 SM	ATC/Airspace	Runway Lth/Wid - 3100/ 30	
Lowest Sky/Clouds	- CLEAR	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	- DAWN			
<hr/>				
----Personnel Information----				
Pilot-In-Command	Age - 25	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT		
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)		
COMMERCIAL,CFI	Current - YES	Total	- 3287	Last 24 Hrs - 6
SE LAND,ME LAND	Months Since - 3	Make/Model	- 184	Last 30 Days- UNK/NR
	Aircraft Type - UNK/NR	Instrument	- 396	Last 90 Days- 315
		Multi-Eng	- 656	
<hr/>				
Instrument Rating(s) - AIRPLANE				
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----Narrative----				
THE PLT WAS ATTEMPTING TO LAND THE ACFT ON AN UNLIT AIRSTRIIP DURING DUSK CONDITIONS. WHILE ATTEMPTING TO ALIGN THE ACFT WITH THE CENTER OF THE 30 FOOT WIDE AIRSTRIIP THE PLT HEARD THE STALL WARNING HORN SOUNDING. DURING AN ATTEMPTED GO AROUND AN INADVERTENT STALL WAS ENTERED AND THE ACFT WAS TOO LOW TO RECOVER.				
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Brief of Accident (Continued)

File No. - 1760

8/13/86

PRAIRIE CITY,OR

A/C Reg. No. N2696U

Time (Lcl) - 0500 PDT

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

Finding(s)

1. LIGHT CONDITION - DAWN
 2. 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) 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. - 1766	8/24/86	ASHWOOD,OR	A/C Reg. No. N9051T	Time (Lcl) - 1830 PDT
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-----Basic Information-----				
Type Operating Certificate-AIR CARRIER - FLAG/DOMESTIC		Aircraft Damage	Injuries	
		SUBSTANTIAL		
Type of Operation	-INSTRUCTIONAL	Fire	Fatal	0
Flight Conducted Under	-14 CFR 91	NONE	Crew	0
Accident Occurred During	-LANDING		Pass	0
			Serious	0
			Minor	0
			None	2
				0
<hr/>				
-----Aircraft Information-----				
Make/Model	- CESSNA 182	Eng Make/Model	- CONTINENTAL O-470 SERIES	ELT Installed/Activated - YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System - YES
Max Gross Wt	- 2950	Engine Type	- RECIPROCATING-CARBURETOR	
No. of Seats	- 4	Rated Power	- 230 HP	
<hr/>				
-----Environment/Operations Information-----				
Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP	
Method	- N/A	BOISE,ID		
Completeness	- N/A	Destination	Airport Data	
Basic Weather	- VMC	MCMINNIVILLE,OR		
Wind Dir/Speed	- 160/005 KTS	ATC/Airspace	Runway Ident - N/A	
Visibility	- 50.0 SM	Type of Flight Plan	Runway Lth/Wid - N/A	
Lowest Sky/Clouds	- CLEAR	Type of Clearance	Runway Surface - N/A	
Lowest Ceiling	- NONE	Type Apch/Lndg	Runway Status - N/A	
Obstructions to Vision	- NONE			
Precipitation	- NONE			
Condition of Light	- DAYLIGHT			
<hr/>				
-----Personnel Information-----				
Pilot-In-Command	Age - 35	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT		
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)		
COMMERCIAL,CFI	Current - YES	Total	- 945	Last 24 Hrs - 8
SE LAND,ME LAND	Months Since - 0	Make/Model	- 149	Last 30 Days- UNK/NR
	Aircraft Type - UNK/NR	Instrument	- 70	Last 90 Days- 176
		Multi-Eng	- 8	
<hr/>				
Instrument Rating(s) - AIRPLANE				
<hr/>				
-----Narrative-----				
A LOSS OF POWER OCCURRED FOR UNKNOWN REASON. DURING LANDING ROLL THE AIRCRAFT'S RIGHT MAIN GEAR STRUCK A ROCK CAUSING PART OF THE GEAR BOX TO BE TORN FROM THE AIRCRAFT.				
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Brief of Accident (Continued)

File No. - 1766

8/24/86

ASHWOOD,OR

A/C Reg. No. N9051T

Time (Lcl) - 1830 PDT

Occurrence #1 LOSS OF POWER
Phase of Operation CRUISE

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)
2. TERRAIN CONDITION - 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. - 1769	8/29/86	LORD FLAT,OR	A/C Reg. No. N737NT	Time (Lcl) - 1630 PDT
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-----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	-DESCENT		0	0
			0	0
			0	1
			0	1
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-----Aircraft Information-----				
Make/Model	- CESSNA 172N	Eng Make/Model	- LYCOMING O-320-H2AD	
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	
Max Gross Wt	- 2300	Engine Type	- RECIPROCATING-CARBURETOR	
No. of Seats	- 4	Rated Power	- 150 HP	
			ELT Installed/Activated - YES/YES	
			Stall Warning System - YES	
<hr/>				
-----Environment/Operations Information-----				
Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP	
Method	- N/A	BIG CREEK,ID		
Completeness	- N/A	Destination	Airport Data	
Basic Weather	- VMC	LORD FLAT,OR	LORD FLAT	
Wind Dir/Speed	- CALM	ATC/Airspace	Runway Ident - UNK/NR	
Visibility	- 20.0 SM	Type of Flight Plan	Runway Lth/Wid - 2600/ 100	
Lowest Sky/Clouds	- CLEAR	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			
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-----Personnel Information-----				
Pilot-In-Command	Age - 36	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT		
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)		
COMMERCIAL	Current - NO	Total	- 665	Last 24 Hrs - 5
SE LAND	Months Since - 2	Make/Model	- 180	Last 30 Days- UNK/NR
	Aircraft Type - UNK/NR	Instrument	- 43	Last 90 Days- 136
<hr/>				
Instrument Rating(s) - AIRPLANE				
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-----Narrative-----				
THE PLT ELECTED TO GO-AROUND AT ABOUT FOUR FEET AGL. FLAPS WERE REDUCED FROM 40 DEGREES OF FLAPS TO 20 DEGREES OF FLAPS AND A GENTLE RIGHT TURN WAS MADE DUE TO RISING TERRAIN. THE ACFT THEN SETTLED ONTO THE GROUND AND CROSSED TWO DITCHES BEFORE COMING TO REST. THE DENSITY ALTITUDE AT THE TIME WAS COMPUTED TO BE APPROXIMATELY 7000 FEET.				
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Brief of Accident (Continued)

File No. - 1769

8/29/86

LORD FLAT,OR

A/C Reg. No. N737NT

Time (Lcl) - 1630 PDT

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

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
 2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 3. AIRCRAFT HANDLING - INADEQUATE - PILOT IN COMMAND
-

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1764	8/30/86	TYGH VALLEY,OR	A/C Reg. No. N5159T	Time (Lcl) - 1300 PDT
-----Basic Information-----				
Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries	
Type of Operation	-PERSONAL	SUBSTANTIAL	Fatal	Serious
Flight Conducted Under	-14 CFR 91	Fire	Crew	Minor
Accident Occurred During	-LANDING	NONE	Pass	None
			0	0
			0	1
			0	0
			0	1
-----Aircraft Information-----				
Make/Model	- BELLANCA 7ECA	Eng Make/Model	- LYCOMING O-235-C1	ELT Installed/Activated - YES/YES
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System - NO
Max Gross Wt	- 1650	Engine Type	- RECIPROCATING-CARBURETOR	
No. of Seats	- 2	Rated Power	- 115 HP	
-----Environment/Operations Information-----				
Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- FSS	Last Departure Point	OFF AIRPORT/STRIP	
Method	- UNK/NR	PINEHOLLOW,OR		
Completeness	- UNK/NR	Destination	Airport Data	
Basic Weather	- VMC	LOCAL		
Wind Dir/Speed	- CALM	ATC/Airspace	Runway Ident - N/A	
Visibility	- 15.0 SM	Type of Flight Plan	Runway Lth/Wid - N/A	
Lowest Sky/Clouds	- 4000 FT SCATTERED	Type of Clearance	Runway Surface - N/A	
Lowest Ceiling	- 6500 FT OVERCAST	Type Apch/Lndg	Runway Status - N/A	
Obstructions to Vision	- NONE			
Precipitation	- NONE			
Condition of Light	- DAYLIGHT			
-----Personnel Information-----				
Pilot-In-Command	Age - 45	Medical Certificate	- NO MEDICAL	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)		
NONE	Current - N/A	Total - 300	Last 24 Hrs - UNK/NR	
	Months Since - N/A	Make/Model- UNK/NR	Last 30 Days- UNK/NR	
	Aircraft Type - N/A	Instrument- UNK/NR	Last 90 Days- UNK/NR	
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR	
Instrument Rating(s) - NONE				
-----Narrative-----				
AN UNCERTIFICATED PLT WAS FLYING THE ACFT AT A LOW ALTITUDE WHEN THE ACFT STRUCK WIRES. DUE TO THE DAMAGE TO THE ACFT A FORCED LANDING WAS MADE ONTO A BARK DUMP WHERE ADDITIONAL DAMAGE OCCURRED TO THE ACFT.				

Brief of Accident (Continued)

File No. - 1764

8/30/86

TYGH VALLEY,OR

A/C Reg. No. N5159T

Time (Lcl) - 1300 PDT

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

Finding(s)

1. OBJECT - WIRE,STATIC
2. ALTITUDE - IMPROPER - PILOT IN COMMAND
3. VISUAL LOOKOUT - INACCURATE - PILOT IN COMMAND
4. JUDGEMENT - POOR - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation CRUISE

Occurrence #3 HARD LANDING
Phase of Operation LANDING

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1759	9/13/86	RED'S HORSE RAN,OR	A/C Reg. No. N12135	Time (Lcl) - 1535 PDT			
-----Basic Information-----							
Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries				
Type of Operation	-PERSONAL	DESTROYED	Fatal	Serious	Minor	None	
Flight Conducted Under	-14 CFR 91	Fire	Crew	0	0	1	
Accident Occurred During	-LANDING	NONE	Pass	0	0	2	
-----Aircraft Information-----							
Make/Model	- CESSNA 172 M	Eng Make/Model	- LYCOMING O-320-E2D	ELT Installed/Activated - YES-UNK/NR			
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System - YES			
Max Gross Wt	- 2300	Engine Type	- RECIPROCATING-CARBURETOR				
No. of Seats	- 4	Rated Power	- 150 HP				
-----Environment/Operations Information-----							
Weather Data		Itinerary	Airport Proximity				
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP				
Method	- N/A	COVE,OR					
Completeness	- N/A	Destination	Airport Data				
Basic Weather	- VMC	ENTERPRISE,OR	RED'S HORSE RANCH				
Wind Dir/Speed	- 180/020 KTS	ATC/Airspace	Runway Ident - 18				
Visibility	- 4.000 SM	Type of Flight Plan	- NONE	Runway Lth/Wid - 3000 -UNK/NR			
Lowest Sky/Clouds	- 3000 FT SCATTERED	Type of Clearance	- NONE	Runway Surface - GRAVEL			
Lowest Ceiling	- NONE	Type Apch/Lndg	- NONE	Runway Status - DRY			
Obstructions to Vision	- NONE						
Precipitation	- NONE						
Condition of Light	- DAYLIGHT						
-----Personnel Information-----							
Pilot-In-Command	Age - 54	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT					
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)					
PRIVATE	Current - YES	Total	- 248	Last 24 Hrs - 1			
SE LAND	Months Since - 18	Make/Model	- 220	Last 30 Days- UNK/NR			
	Aircraft Type - UNK/NR	Instrument	- 3	Last 90 Days- 5			
Instrument Rating(s) - NONE							
-----Narrative-----							
THE PILOT WAS ATTEMPTING TO DEPART AN AIRSTRIP WITH A STRONG TAIL WIND. 10 TO 20 FEET AGL THE AIRCRAFT DESCENDED BACK ONTO THE GROUND TO THE RIGHT OF THE AIRSTRIP, BOUNCED, ROLLED THROUGH A WIRE FENCE AND ONTO SOFT MUDDY TERRAIN. THE NOSE WHEEL DUG INTO THE MUD AND THE AIRCRAFT NOSED OVER INVERTED.							

Brief of Accident (Continued)

File No. - 1759

9/13/86

RED'S HORSE RAN,OR

A/C Reg. No. N12135

Time (Lc1) - 1535 PDT

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

Finding(s)

1. WEATHER CONDITION - GUSTS
2. FLIGHT INTO KNOWN ADVERSE WEATHER - INTENTIONAL - PILOT IN COMMAND
3. WEATHER CONDITION - HIGH WIND
4. WEATHER CONDITION - TAILWIND
5. WEATHER CONDITION - HIGH DENSITY ALTITUDE

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

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

Finding(s)

6. OBJECT - TREE(S)

Occurrence #4 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1609	11/03/86	PAISLEY,OR	A/C Reg. No. N8338V	Time (Lcl) - 2015 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 1 0
Accident Occurred During	-DESCENT	NONE	Pass 0	0 0 0
-----Aircraft Information-----				
Make/Model	- CHAMPION 7ECA	Eng Make/Model	- LYCOMING O-235-C1	ELT Installed/Activated - YES/YES
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System - YES
Max Gross Wt	- 1650	Engine Type	- RECIPROCATING-CARBURETOR	
No. of Seats	- 2	Rated Power	- 115 HP	
-----Environment/Operations Information-----				
Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- FSS	Last Departure Point	OFF AIRPORT/STRIP	
Method	- TELEPHONE	EVERETT,WA		
Completeness	- WEATHER NOT PERTINENT	Destination	Airport Data	
Basic Weather	- VMC	LAKEVIEW,OR		
Wind Dir/Speed	- CALM	ATC/Airspace	Runway Ident - N/A	
Visibility	- 10.0 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	- NIGHT(DARK)			
-----Personnel Information-----				
Pilot-In-Command	Age - 48	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)		
COMMERCIAL,CFI	Current - YES	Total	- 10868	
SE LAND,ME LAND,SE SEA	Months Since - 1	Make/Model	- 1500	
	Aircraft Type - UNK/NR	Instrument	- 588	
		Multi-Eng	- 2004	
			Last 24 Hrs - 4	
			Last 30 Days- UNK/NR	
			Last 90 Days- 36	
			Rotorcraft - 5	
Instrument Rating(s) - AIRPLANE				
-----Narrative-----				
THE ACFT CONTACTED POWER LINES DURING A NIGHT FORCED LANDING ON A HIGHWAY FOLLOWING A LOSS OF PWR. THE POWER LINES PARALLELED THE ROAD. INVESTIGATION REVEALED NO DISCREPANCIES WITH THE ENGINE OR FUEL SYSTEM. PLANNED FUEL RESERVE WAS FOUND IN THE TANKS. THE PLT SUSPECTS VAPOR LOCK DUE TO HIGH ALT AND COLD TEMP UNDER REDUCED FUEL QUANTITY CONDITIONS.				

Brief of Accident (Continued)

File No. - 1609

11/03/86

PAISLEY,OR

A/C Reg. No. N8338V

Time (Lcl) - 2015 PST

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

Finding(s)

1. FLUID,FUEL - BLOCKED(TOTAL)
 2. WEATHER CONDITION - TEMPERATURE EXTREMES
 3. WEATHER CONDITION - HIGH DENSITY ALTITUDE
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

4. OBJECT - WIRE,TRANSMISSION
 5. LIGHT CONDITION - DARK NIGHT
-

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1789	12/26/86	ALTUS,OR	A/C Reg. No. N18227	Time (Lcl) - 1107 CST
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-----Basic Information-----

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

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

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

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 040/008 KTS</p> <p>Visibility - 25.0 SM</p> <p>Lowest Sky/Clouds - 12000 FT SCATTERED</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point SAME AS ACC/INC</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>ALTUS MUNI</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL</p> <p>SE LAND,ME LAND</p>	<p>Age - 68</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 3</p> <p>Aircraft Type - 17-31</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 10000</p> <p>Make/Model- 50</p> <p>Instrument- 1560</p> <p>Multi-Eng - 9200</p> <p>Last 24 Hrs - 1</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 21</p> <p>Rotorcraft - UNK/NR</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT WAS CIRCLING ABOUT 40-50 FEET ABOVE THE GROUND AT A SLOW RATE OF AIRSPEED WHILE SEARCHING FOR A LOST DOG. HE WAS USING 10 DEGREES OF FLAPS AND MOST PROBABLY OPERATING AT A REDUCED POWER SETTING. CARBURETOR ICING CONDITIONS WERE PRESENT AND CARBURETOR HEAT WAS NOT BEING USED. HE APPARENTLY LOCATED THE DOG, STARTED A CLIMB, AND ADVANCED THE THROTTLE TO DEPART THE AREA WHEN THE ENGINE QUIT DUE TO AN EXCESSIVELY RICH FUEL MIXTURE AS A RESULT OF AN ACCUMULATION OF CARBURETOR ICE. THE AIRCRAFT THEN STALLED WITHOUT SUFFICIENT ALTITUDE TO RECOVER BEFORE GROUND IMPACT OCCURRED.

Brief of Accident (Continued)

File No. - 1789

12/26/86

ALTUS,OR

A/C Reg. No. N18227

Time (Lcl) - 1107 CST

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

Finding(s)

1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
2. CARBURETOR HEAT - NOT USED - PILOT IN COMMAND

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

Finding(s)

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

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

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1743	6/22/86	ARDARA, PA	A/C Reg. No. N5661N	Time (Lcl) - 1955 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 -DESCENT			Pass 0	0
				Minor 0
				None 1
				0
<hr/>				
-----Aircraft Information-----				
Make/Model - MAULE AIR MX7-235	Eng Make/Model - LYCOMING IO-540-W1A5D	ELT Installed/Activated - YES/YES		
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES		
Max Gross Wt - 2500	Engine Type - RECIP-FUEL INJECTED			
No. of Seats - 4	Rated Power - 290 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	WESTERLY, RI			
Completeness - N/A	Destination	Airport Data		
Basic Weather - VMC	WEST MIFFLIN, PA	ALLEGHENY CO.		
Wind Dir/Speed- 210/010 KTS	ATC/Airspace	Runway Ident - N/A		
Visibility - 5.0 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 -	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A		
Obstructions to Vision- HAZE				
Precipitation - NONE				
Condition of Light - DAYLIGHT				
<hr/>				
-----Personnel Information-----				
Pilot-In-Command	Age - 63	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT		
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)		
PRIVATE	Current - YES	Total - 1235	Last 24 Hrs - 3	
SE LAND, SE SEA	Months Since - 4	Make/Model- 180	Last 30 Days- UNK/NR	
	Aircraft Type - MX7	Instrument- 0	Last 90 Days- 30	
<hr/>				
Instrument Rating(s) - NONE				
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-----Narrative-----				
THE AIRCRAFT MADE A FORCED LANDING IN A FIELD AFTER THE PILOT CLAIMED CONTROL MALFUNCTION. HOWEVER THERE WAS NOTHING FOUND DURING THE WRECKAGE EXAMINATION TO SUBSTANTIATE THIS STATEMENT AND THE CAUSE OF THIS ACCIDENT IS UNDETERMINED.				
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Brief of Accident (Continued)

File No. - 1743

6/22/86

ARDARA, PA

A/C Reg. No. N5661N

Time (Lc1) - 1955 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation DESCENT - 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. - 1605 7/23/86 SURFSIDE BEACH, SC A/C Reg. No. N4519U Time (Lcl) - 1145 EDT

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	JAVIKA, SC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 270/005 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 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 - 23	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 320
SE LAND, ME LAND	Months Since - 1	Last 24 Hrs - 3
	Aircraft Type - C-150	Make/Model- 320
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- 91
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING FIRST BANNER TOW OF THE DAY, PLT REPORTED THAT THE ENG LOST POWER DURING INITIAL CLIMB AFTER THE BANNER WAS HOOKED. THE BANNER WAS RELEASED AND ACFT DESCENDED INTO TREES 1 MILE FROM THE PICK-UP POINT. INSPECTION OF THE ENG CONFIRMED A MAGNETO IGNITION SYSTEM MALFUNCTION DUE TO EXCESSIVE WEAR.

Brief of Accident (Continued)

File No. - 1605

7/23/86

SURFSIDE BEACH, SC

A/C Reg. No. N4519U

Time (Lc1) - 1145 EDT

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

Finding(s)

1. IGNITION SYSTEM, MAGNETO - WORN
 2. MAINTENANCE - IMPROPER - OTHER MAINTENANCE PSNL
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

3. OBJECT - TREE(S)
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1685	8/06/86	CLEAR LAKE, SD	A/C Reg. No. N7121Z	Time (Lcl) - 1935 CDT
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-----Basic Information-----

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	MILBANK, SD	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	
Wind Dir/Speed- 270/006 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 10000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 25000 FT OVERCAST	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 38	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 980
SE LAND	Months Since - 3	Make/Model- 45
	Aircraft Type - C-177RG	Instrument- 50
		Multi-Eng - UNK/NR
		Last 24 Hrs - 2
		Last 30 Days- 64
		Last 90 Days- 140
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THERE WAS A POWER LINE ACROSS THE APPROACH TO THE FIELD BEING TREATED. THE PLT REPORTS THAT HE GOT TOO LOW DURING THE FLARE OUT FOR ENTRY TO THE SWATH RUN. THE WHEELS CONTACTED THE SUNFLOWER CROP AND THE ACFT IMPACTED THE GROUND. A FIRE DEVELOPED DURING INITIAL IMPACT AND THE PLT SUSTAINED SERIOUS BURN INJURIES.

Brief of Accident (Continued)

File No. - 1685

8/06/86

CLEAR LAKE, SD

A/C Reg. No. N7121Z

Time (Lcl) - 1935 CDT

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

Finding(s)

1. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
2. TERRAIN CONDITION - CROP
3. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1673 5/29/86 DICKSON, TN A/C Reg. No. N260A Time (Lcl) - 0350 CDT

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

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

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

Make/Model	- SMITH AEROSTAR 600	Eng Make/Model	- LYCOMING IO-540-K1J5	ELT Installed/Activated	- UNK/NR
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- NO
Max Gross Wt	- 5500	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 4	Rated Power	- 290 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- 200/003 KTS</p> <p>Visibility - 4.000 SM</p> <p>Lowest Sky/Clouds -</p> <p>Lowest Ceiling - 500 FT OVERCAST</p> <p>Obstructions to Vision- FOG</p> <p>Precipitation - NONE</p> <p>Condition of Light - NIGHT(DARK)</p>	<p>Itinerary</p> <p>Last Departure Point DICKSON, TN</p> <p>Destination PALM BEACH, FL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - IFR</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data DICKSON MUNICIPAL</p> <p>Runway Ident - 17</p> <p>Runway Lth/Wid - 4000/ 75</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s) COMMERCIAL,CFI SE LAND,ME LAND</p>	<p>Age - 40</p> <p>Biennial Flight Review Current - YES</p> <p>Months Since - 4</p> <p>Aircraft Type - PA-44</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 1022</p> <p>Make/Model- 6</p> <p>Instrument- 185</p> <p>Multi-Eng - 265</p> <p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- UNK/NR</p> <p>Rotorcraft - UNK/NR</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT CONTACTED ELECTRICAL WIRES AND TREES SHORTLY AFTER TAKEOFF. THE ACFT THEN DESCENDED TO IMPACT WITH THE TERRAIN. EXAMINATION OF THE WRECKAGE REVEALED THE ELEVATOR TRIM ACTUATOR ROD WAS EXTENDED 2.5 INCHES WHICH CORRELATES WITH A FULL NOSE DOWN SETTING. FURTHER EXAMINATION SHOWED THE BUSS WIRE FOR THE ACTUATOR RETRACT SWITCH WAS DISCONNECTED AT THE RETRACT SWITCH POST. SPLATTERED COPPER WAS FOUND ON THE RETRACT SWITCH INDICATING THE BUSS WIRE HAD BEEN SUBJECTED TO HIGH AMPERAGE. THE LIMITATIONS SECTION OF THE PILOT OPERATING HANDBOOK FOR THIS ACFT DOES NOT STATE THAT TAKEOFF IS PROHIBITED WITH INOPERATIVE PITCH TRIM.

Brief of Accident (Continued)

File No. - 1673

5/29/86

DICKSON, TN

A/C Reg. No. N260A

Time (Lc1) - 0350 CDT

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

Finding(s)

1. WEATHER CONDITION - OBSCURATION
2. WEATHER CONDITION - FOG
3. LIGHT CONDITION - NIGHT
4. FLT CONTROL SYST, ELEVATOR TAB CONTROL (TRIM) - FAILURE, TOTAL
5. ELECTRICAL SYSTEM, ELECTRIC WIRING - DISCONNECTED
6. ELECTRICAL SYSTEM, ELECTRIC WIRING -
7. TRIM SETTING - NOT PERFORMED - PILOT IN COMMAND
8. IMPROPER USE OF PROCEDURE, IMPROPER TRANSITION/UPGRADE TRAINING - PILOT IN COMMAND
9. CLIMB - NOT ATTAINED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

10. OBJECT - TREE(S)
11. OBJECT - WIRE, TRANSMISSION

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5,6,7,9

Factor(s) relating to this accident is/are finding(s) 8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1679	9/04/86	SMITHVILLE, TN	A/C Reg. No. N3287J	Time (Lc1) - 1900 CDT
<hr/>				
-----Basic Information-----				
Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries	
		SUBSTANTIAL		
Type of Operation	-PERSONAL	Fire	Fatal	Serious
Flight Conducted Under	-14 CFR 91	NONE	Crew 0	0
Accident Occurred During	-DESCENT		Pass 0	0
			Minor	None
			0	0
			0	1
			0	0
<hr/>				
-----Aircraft Information-----				
Make/Model	- CESSNA 150G	Eng Make/Model	CONTINENTAL O-200-A	
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	
Max Gross Wt	- 1600	Engine Type	- RECIPROCATING-CARBURETOR	
No. of Seats	- 2	Rated Power	- 100 HP	
			ELT Installed/Activated - NO -N/A	
			Stall Warning System - YES	
<hr/>				
-----Environment/Operations Information-----				
Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP	
Method	- N/A	SAME AS ACC/INC		
Completeness	- N/A	Destination	Airport Data	
Basic Weather	- VMC	LOCAL	SMITHVILLE MUNI	
Wind Dir/Speed	- 190/005 KTS	ATC/Airspace	Runway Ident - 24	
Visibility	- 9.0 SM	Type of Flight Plan	- NONE	
Lowest Sky/Clouds	-	Type of Clearance	- NONE	
Lowest Ceiling	- 8500 FT OVERCAST	Type Apch/Lndg	- FORCED LANDING	
Obstructions to Vision	- NONE		Runway Lth/Wid - 3400/ 75	
Precipitation	- NONE		Runway Surface - ASPHALT	
Condition of Light	- DAYLIGHT		Runway Status - DRY	
<hr/>				
-----Personnel Information-----				
Pilot-In-Command	Age - 41	Medical Certificate - NO MEDICAL		
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)		
NONE	Current - N/A	Total - UNK/NR	Last 24 Hrs - UNK/NR	
	Months Since - N/A	Make/Model - UNK/NR	Last 30 Days - UNK/NR	
	Aircraft Type - N/A	Instrument - UNK/NR	Last 90 Days - UNK/NR	
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR	
<hr/>				
Instrument Rating(s) - NONE				
<hr/>				
-----Narrative-----				
THE PLT REPORTED THE ACFT HAD 6-7 GALLONS OF FUEL AT TAKEOFF, ENOUGH FOR ABOUT 30 MINUTES OF FLIGHT. HE FLEW FOR APRX 1 HOUR AND ON TAKEOFF FROM A TOUCH AND GO LANDING, THE ENG QUIT DUE TO FUEL EXHAUSTION. THE PLT STATED HE HAD BUILT THIS ACFT FROM SEVERAL DIFFERENT ACFT. FAA ACFT REGISTRY SHOWED THE ACFT WAS PREVIOUSLY REPORTED BY FORMER OWNER AS DESTROYED DUE TO ACCIDENT. THE PLT ALSO REPORTED THAT HE HAD NO PLT CERTIFICATE.				
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Brief of Accident (Continued)

File No. - 1679

9/04/86

SMITHVILLE, TN

A/C Reg. No. N3287J

Time (Lc1) - 1900 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

1. FLUID, FUEL - EXHAUSTION
2. FUEL SUPPLY - DISREGARDED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - EMERGENCY

Finding(s)

3. OBJECT - WIRE, TRANSMISSION
4. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1739	11/21/86	WAVERLY, TN	A/C Reg. No. N6093N	Time (Lcl) - 1445 CST
<hr/>				
-----Basic Information-----				
Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries	
		DESTROYED	Fatal	None
Type of Operation	-PERSONAL	Fire	Crew 0	Serious 0
Flight Conducted Under	-14 CFR 91	NONE	Pass 0	Minor 1
Accident Occurred During	-LANDING			0
<hr/>				
-----Aircraft Information-----				
Make/Model	- BEECH BE-19A	Eng Make/Model	- LYCOMING O-320-E2C	ELT Installed/Activated - YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System - YES
Max Gross Wt	- 2150	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		FRANKLIN, KY		
Completeness - N/A		Destination	Airport Data	
Basic Weather - VMC		FRANKLIN, KY		
Wind Dir/Speed- 030/010 KTS		ATC/Airspace	Runway Ident	- N/A
Visibility - 10.0 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				
<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)		
STUDENT	Current - N/A	Total - 291	Last 24 Hrs - UNK/NR	
	Months Since - N/A	Make/Model- UNK/NR	Last 30 Days- UNK/NR	
	Aircraft Type - N/A	Instrument- UNK/NR	Last 90 Days- UNK/NR	
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR	
<hr/>				
Instrument Rating(s) - NONE				
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-----Narrative-----				
THE PILOT REPORTED AN ELECTRICAL FAILURE, HOWEVER THE EXACT REASON FOR THE BROKEN ALTERNATOR BELT WAS NOT DETERMINED. THE WRECKAGE EXAMINATION DISCLOSED THAT THERE WAS NO FUEL FOUND IN THE AIRCRAFT SYSTEM. THERE WAS ALSO NO FUEL SPILLAGE. THE PILOT WAS NOT ENDORSED TO FLY THE BE-19A AIRCRAFT. THE AIRCRAFT EXAMINATION FAILED TO DISCLOSE ANY AIRCRAFT PROBLEMS. NO FLT LOGS OR PLTS FLT TIME RECORD COULD BE LOCATED.				
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Brief of Accident (Continued)

File No. - 1739

11/21/86

WAVERLY, TN

A/C Reg. No. N6093N

Time (Lcl) - 1445 CST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE

Finding(s)

1. FLUID, FUEL - EXHAUSTION
 2. FUEL CONSUMPTION CALCULATIONS - MISJUDGED - PILOT IN COMMAND
 3. ELECTRICAL SYSTEM, ALTERNATOR - INOPERATIVE
 4. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 5. REFUELING - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1799	1/07/86	PORT O'CONNOR, TX	A/C Reg. No. N520EH	Time (Lcl) - 1635 CST
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----Basic Information----

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage DESTROYED	Fatal	Injuries		
Type of Operation -POSITIONING	Fire	Crew	0	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	1
Accident Occurred During -DESCENT			0	0	0
					None

----Aircraft Information----

Make/Model - BELL 206B	Eng Make/Model - ALLISON 250-C20B	ELT Installed/Activated - YES/YES
Landing Gear - SKID	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 3200	Engine Type - TURBOSHAFT	
No. of Seats - 5	Rated Power - 420 HP	

----Environment/Operations Information----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	ON AIRPORT
Method - IN PERSON	SAME AS ACC/INC	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	OFFSHORE RIG, GM	ERA HELIPORT
Wind Dir/Speed- 340/020 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 5.0 SM	Type of Flight Plan - COMPANY (VFR)	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds -	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 600 FT OVERCAST	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

----Personnel Information----

Pilot-In-Command	Age - 40	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2136
SE LAND, ME LAND	Months Since - 8	Make/Model- 603
HELICOPTER	Aircraft Type - B-206B	Instrument- 206
		Multi-Eng - 6
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 204
		Rotorcraft - 1733

Instrument Rating(s) - HELICOPTER

----Narrative----

THE HELICOPTER SUSTAINED A LOSS OF TAILROTOR DRIVE ON LIFT OFF. A BONDING IN A SHAFT COUPLING FAILED. EXTENSIVE RESEARCH AND ANALYSIS DISCOVERED NO DISCREPANCIES IN DESIGN, PRODUCTION, QUALITY ASSURANCE, MAINTENANCE OR OPERATING ENVIRONMENT THAT COULD HAVE RESULTED IN THIS FAILURE. ONLY ONE PREVIOUS OCCURRENCE WAS DOCUMENTED, IN AN ASSEMBLY FROM ANOTHER VENDOR.

Brief of Accident (Continued)

File No. - 1799

1/07/86

PORT O'CONNOR, TX

A/C Reg. No. N520EH

Time (Lc1) - 1635 CST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation TAKEOFF

Finding(s)

1. ROTOR DRIVE SYSTEM, TAIL ROTOR DRIVE SHAFT - SEPARATION
 2. UNDETERMINED
-

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation HOVER

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

3. OBJECT - AIRCRAFT PARKED
-

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

4. TERRAIN CONDITION - DIRT BANK
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1606	1/17/86	VALLEY VIEW, TX	A/C Reg. No. N7BU	Time (Lcl) - 1054 CST
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-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage		Injuries	
	DESTROYED		Fatal	Serious
Type of Operation -BUSINESS	Fire	Crew	1	0
Flight Conducted Under -14 CFR 91	ON GROUND	Pass	2	0
Accident Occurred During -DESCENT				Minor
				0
				None
				0

-----Aircraft Information-----

Make/Model - BEECH M-35	Eng Make/Model - CONTINENTAL IO-470-C	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2950	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 250 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	BRIDGEPORT, TX	
Completeness - PARTIAL, LMTD BY PILOT	Destination	Airport Data
Basic Weather - VMC	SHERMAN, TX	
Wind Dir/Speed- 150/005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 2.000 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 700 FT	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 700 FT OVERCAST	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 24	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 243	Last 24 Hrs - 1
SE LAND	Months Since - 5	Make/Model- 211	Last 30 Days- 10
	Aircraft Type - C-150	Instrument- 1	Last 90 Days- 14

Instrument Rating(s) - NONE

-----Narrative-----

THE NON-INSTRUMENT RATED PVT PLT RECEIVED A WX BRIEFING THAT CALLED FOR MARGINAL VFR TO IFR CONDITIONS THROUGHOUT HIS ROUTE OF FLT. DESTINATION WX WAS BRIEFED AS 700' OVC, VIS 2 MILES IN HAZE AND FOG AND THE EN ROUTE WX WAS CONSIDERABLY WORSE. SEVERAL WITNESSES OBSERVED THE ACFT FLYING IN AND OUT OF THE FOG AND LOW CEILING. AT ONE POINT, THE ACFT WAS OBSERVED FLYING DOWN AN INTERSTATE HWY. THE ACFT IMPACTED THE GROUND IN A 42 DEG NOSE DOWN, 46 DEG RIGHT BANK ATTITUDE, AT HIGH SPEED. A WITNESS WHO OBSERVED THE IMPACT ESTIMATED THE WX AS 200' CEILING, 1/2 MILE VISIBILITY WITH FOG. A REVIEW OF THE PLTS LOGS REVEALED THAT HE HAD LOGGED 1 HOUR OF SIMULATED INSTRUMENT TIME SINCE HE BEGAN INSTRUCTION. INVESTIGATION REVEALED NO EVIDENCE OF INFLIGHT FAILURE OR MALFUNCTION OF AIRFRAME, ENG OR ACFT SYSTEMS.

Brief of Accident (Continued)

File No. - 1606

1/17/86

VALLEY VIEW, TX

A/C Reg. No. N7BU

Time (Lcl) - 1054 CST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - LOW CEILING
2. WEATHER CONDITION - FOG
3. FLIGHT INTO KNOWN ADVERSE WEATHER - INTENTIONAL - PILOT IN COMMAND
4. IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation CRUISE - NORMAL

Finding(s)

5. IMPROPER USE OF PROCEDURE, SPATIAL DISORIENTATION - PILOT IN COMMAND
6. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,5,6

Factor(s) relating to this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1797	3/21/86	WACO, TX	A/C Reg. No. N758KU	Time (Lcl) - 1300 CST
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-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation - PERSONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -LANDING			0	0	0
					None
					1
					1

-----Aircraft Information-----

Make/Model - CESSNA R172K	Eng Make/Model - CONTINENTAL IO-360-K	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1700	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 195 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	FLYING HEART, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SCOTT FIELD, TX	SCOTT FIELD
Wind Dir/Speed- 300/008 KTS	ATC/Airspace	Runway Ident - 23
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3180/ 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 - 54	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE, COMMERCIAL	Current - UNK/NR	Total - 3980
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 OF A CESSNA 172, N758KU, OVER-SHOT HIS APPROACH TO A PRIVATELY OWNED GRASS STRIP. THE RUNWAY IS 05/23, 3180 FOOT LONG AND 100 FOOT WIDE WITH AN APPROXIMATE 300 FT. DISPLACED THRESHOLD AT EAST END. THE WIND WAS VARIABLE FROM 300 DEGREES AT 8 KNOTS AT WACO, TX 6 MILES EAST OF THE ACCIDENT SCENE. THE AIRCRAFT RAN OFF THE DEPARTURE END OF THE RUNWAY AND INTO A BAR DITCH AND WAS SUBSTANTIALLY DAMAGED.

Brief of Accident (Continued)

File No. - 1797

3/21/86

WACO, TX

A/C Reg. No. N758KU

Time (Lc1) - 1300 CST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
1. WEATHER CONDITION - GUSTS

Occurrence #2 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)
2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
3. PLANNED APPROACH - INACCURATE - PILOT IN COMMAND

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)
4. TERRAIN CONDITION - DITCH

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1608	3/29/86	SEAGOVILLE, TX	A/C Reg. No. N3381G	Time (Lcl) - 1520 CST
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----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Fatal	Injuries	Minor	None
Type of Operation -OTHER WORK USE	DESTROYED				
Flight Conducted Under -14 CFR 91	Fire	Crew 1	Serious 0	0	0
Accident Occurred During -DESCENT	ON GROUND	Pass 2	2	0	0

----Aircraft Information----

Make/Model - LOCKHEED L-402-2 (LASA-60)	Eng Make/Model - CONTINENTAL TS10-470-B	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3532	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 260 HP	

----Environment/Operations Information----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	SEAGOVILLE
Wind Dir/Speed- 180/010 KTS	ATC/Airspace	Runway Ident - 18
Visibility - 12.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2675/ 60
Lowest Sky/Clouds - 25000 FT THIN BKN	Type of Clearance - NONE	Runway Surface - GRAVEL
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

----Personnel Information----

Pilot-In-Command	Age - 26	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 293
SE LAND	Months Since - 11	Make/Model- 3
	Aircraft Type - PA-28	Instrument- 4
		Last 24 Hrs - 1
		Last 30 Days- 1
		Last 90 Days- 8

Instrument Rating(s) - NONE

----Narrative----

ACFT CRASHED IMMEDIATELY AFTER TAKEOFF ON A FLT TO DISCHARGE JUMPERS OVER A DROP ZONE LOCATED ON THE ARPT. WITNESSES STATED THAT SHORTLY AFTER LIFTOFF THE ACFT ENTERED A STEEP LEFT BANK ESTIMATED BETWEEN 45 AND 70 DEGS. AFTER ABOUT 120 DEGS OF TURN THE ACFT STALLED AND IMPACTED THE GROUND IN ABOUT AN 80 DEG NOSE DOWN ATTITUDE, WITH THE LEFT WING LEADING. ALT AT THE TIME THE MANEUVER WAS ATTEMPTED WAS APRX 125' AGL. WINDS AT THE TIME OF THE ACCIDENT WERE DOWN THE DEPARTURE RWY AT 10 KTS GUSTING TO 18 KTS. ONE WITNESS ESTIMATED THE WINDS AT 20 KTS GUSTING TO 25 KTS. RESEARCH INDICATED THAT THE ACFTS STALL SPEED WOULD HAVE INCREASED BTW 40 AND 100 PERCENT DURING THE TURN DEPENDING ON BANK ANGLE. THE PLT HAD A TOTAL OF 3 HRS IN THIS MAKE AND MODEL OF ACFT.

Brief of Accident (Continued)

File No. - 1608

3/29/86

SEAGOVILLE, TX

A/C Reg. No. N3381G

Time (Lc1) - 1520 CST

Occurrence #1 ABRUPT MANEUVER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OSTENTATIOUS DISPLAY - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

5. WEATHER CONDITION - TAILWIND
6. STALL - INADVERTENT - PILOT IN COMMAND
7. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF FAMILIARITY WITH 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) 1,2,6,7

Factor(s) relating to this accident is/are finding(s) 3,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1795	4/05/86	EL PASO, TX	A/C Reg. No. N25CE	Time (Lcl) - 1730 MST
<hr/>				
-----Basic Information-----				
Type Operating Certificate	-AIR CARRIER - FLAG/DOMESTIC		Aircraft Damage	
Name of Carrier	-ATORIE AIR INC.		SUBSTANTIAL	
Type of Operation	-SCHEDULED, DOMESTIC, CARGO		Fire	
Flight Conducted Under	-14 CFR 135		NONE	
Accident Occurred During	-LANDING			
			Crew	
			Pass	
			Fatal	
			Serious	
			Minor	
			None	
			0	3
			0	0
			0	0
			0	0
<hr/>				
-----Aircraft Information-----				
Make/Model	- DOUGLAS DC-3C		Eng Make/Model	- P & W R-1830-94
Landing Gear	- TAILWHEEL-ALL RETRACTABLE		Number Engines	- 2
Max Gross Wt	- 26900		Engine Type	- RECIPROCATING-CARBURETOR
No. of Seats	- 2		Rated Power	- 1150 HP
			ELT Installed/Activated	- YES/NO
			Stall Warning System	- YES
<hr/>				
-----Environment/Operations Information-----				
Weather Data		Itinerary		Airport Proximity
Wx Briefing	- FSS	Last Departure Point		OFF AIRPORT/STRIP
Method	- TELEPHONE	EL PASO, TX		
Completeness	- FULL	Destination		
Basic Weather	- VMC	ALBUQUERQUE, NM		Airport Data
Wind Dir/Speed	- CALM	ATC/Airspace		EL PASO
Visibility	- 30.0 SM	Type of Flight Plan		- N/A
Lowest Sky/Clouds	- CLEAR	Type of Clearance		- N/A
Lowest Ceiling	- NONE	Type of Apch/Lndg		- DIRT
Obstructions to Vision	- NONE			- DRY
Precipitation	- NONE			
Condition of Light	- DAYLIGHT			
<hr/>				
-----Personnel Information-----				
Pilot-In-Command	Age - 29	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT		
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)		
ATP, FLT ENG	Current - YES	Total - 3160	Last 24 Hrs - UNK/NR	
SE LAND, ME LAND	Months Since - 13	Make/Model - 1200	Last 30 Days - UNK/NR	
	Aircraft Type - DC-3	Instrument - 215	Last 90 Days - 60	
		Multi-Eng - 1600		
<hr/>				
Instrument Rating(s) - AIRPLANE				
<hr/>				
-----Narrative-----				
<p>THE PILOT REPORTED THAT HE WAS LEVELING OFF FROM CLIMB WHEN HE EXPERIENCED A PROP RUNAWAY. HE OBSERVED OIL STREAMING FROM THE LEFT ENGINE, BUT COULD NOT FEATHER. UNABLE TO MAINTAIN ALTITUDE WITH A WINDMILLING PROP. HE PERFORMED A GEAR UP EMERGENCY LANDING IN THE DESERT. TEARDOWNS WERE PERFORMED, BUT THE EVIDENCE HAD BEEN TAMPERED WITH. THE ORIGIN OF THE MALFUNCTION WAS NOT DISCOVERED. THE OPERATOR SUBSEQUENTLY SURRENDERED HIS PART 121 CERTIFICATE.</p>				
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Brief of Accident (Continued)

File No. - 1795

4/05/86

EL PASO, TX

A/C Reg. No. N25CE

Time (Lcl) - 1730 MST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. PROPELLER SYSTEM/ACCESSORIES, GOVERNOR - LEAK
2. MAINTENANCE, SERVICE OF AIRCRAFT - IMPROPER - UNQUALIFIED PERSON
3. INADEQUATE SURVEILLANCE OF OPERATION - FAA(ORGANIZATION)
4. FLUID, OIL - LEAK
5. MAINTENANCE, MAJOR REPAIR - IMPROPER - COMPANY MAINTENANCE PSNL

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

Finding(s)

6. PROPELLER SYSTEM/ACCESSORIES, FEATHERING SYSTEM - INOPERATIVE

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

7. WHEELS UP LANDING - PERFORMED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,4,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1785	6/02/86	BARTLETT, TX	A/C Reg. No. N8CC	Time (Lcl) - 2142 CDT
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-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI Name of Carrier -MARTINAIRE, INC. Type of Operation -NON SCHED, DOMESTIC, CARGO Flight Conducted Under -14 CFR 135 Accident Occurred During -DESCENT	Aircraft Damage DESTROYED Fire NONE	<table border="0"> <tr> <td></td> <td colspan="4">Injuries</td> </tr> <tr> <td></td> <td>Fatal</td> <td>Serious</td> <td>Minor</td> <td>None</td> </tr> <tr> <td>Crew</td> <td>1</td> <td>0</td> <td>0</td> <td>0</td> </tr> <tr> <td>Pass</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> </tr> </table>		Injuries					Fatal	Serious	Minor	None	Crew	1	0	0	0	Pass	0	0	0	0
	Injuries																					
	Fatal	Serious	Minor	None																		
Crew	1	0	0	0																		
Pass	0	0	0	0																		

-----Aircraft Information-----

Make/Model - MITSUBISHI MU-2B-35 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 8930 No. of Seats - 2	Eng Make/Model - AIRESEARCH TPE 331 Number Engines - 2 Engine Type - TURBOPROP Rated Power - 715 HP	ELT Installed/Activated - YES/NO Stall Warning System - YES
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-----Environment/Operations Information-----

<p>Weather Data</p> Wx Briefing - FSS Method - TELEPHONE Completeness - FULL Basic Weather - VMC Wind Dir/Speed- 110/006 KTS Visibility - 10.0 SM Lowest Sky/Clouds - 3800 FT Lowest Ceiling - 3800 FT BROKEN Obstructions to Vision- NONE Precipitation - RAIN Condition of Light - NIGHT(DARK)	<p>Itinerary</p> Last Departure Point AUSTIN, TX Destination D/FW AIRPORT, TX ATC/Airspace Type of Flight Plan - IFR Type of Clearance - IFR Type Apch/Lndg - NONE	<p>Airport Proximity</p> OFF AIRPORT/STRIP <p>Airport Data</p> 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, CFI SE LAND, ME LAND	Age - 41 Biennial Flight Review Current - YES Months Since - 4 Aircraft Type - UNK/NR	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Flight Time (Hours) Total - 5268 Make/Model- 152 Instrument- 280 Multi-Eng - 1629 Last 24 Hrs - 1 Last 30 Days- UNK/NR Last 90 Days- 116
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

ABOUT 6 MIN AFTER TAKEOFF, AT 2138:31 CDT, THE PLT RPRTD LEVEL AT 9000 FT MSL. AT 2140:17, HE TRANSMITTED THAT HE HAD TROUBLE & SAID HE COULD NOT CONTROL OR DISCONNECT THE AUTOPILOT (A/P) WHICH WAS CAUSING THE ACFT TO DESCEND. AT 2141:14, HE STATED HE WAS DESCENDING AT 6000 FT/MIN. ANOTHER COMPANY PLT IN ANOTHER ACFT ASKED IF HE COULD FIND THE BREAKER, MEANING THE A/P CIRCUIT BREAKER. AT 2141:27, THE PLT OF N8CC REPLIED, "CALL YOU BACK." SECONDS LATER, RADIO & RADAR CONTACT WITH N8CC WERE LOST. A SEARCH WAS INITIATED, BUT THE ACFT WAS NOT FND UNTIL THE FOLLOWING MORNING. AN EXAM REVEALED THE ACFT IMPACTED IN A STEEP, NOSE DOWN, INVERTED ATTITUDE WHILE AT HIGH SPEED; MUCH OF THE WRECKAGE WAS BURIED. NO PREIMPACT PART FAILURE/MALFUNCTION WAS FND. WITH THE A/P ENGAGED, BACK PRESSURE ON THE CONTROL COLUMN WOULD HAVE CAUSED THE A/P TO TRIM NOSE DOWN. SUBSEQUENTLY, THE MANUFACTURER ISSUED A PRECAUTIONARY ADVISORY TO ALL MU-2 OWNER/OPERATORS REGARDING PROPER OPERATION OF THE A/P AND THE VARIOUS WAYS IN WHICH IT CAN BE DISENGAGED.

Brief of Accident (Continued)

File No. - 1785

6/02/86

BARTLETT, TX

A/C Reg. No. N8CC

Time (Lcl) - 2142 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation CRUISE - NORMAL

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
 2. AUTOPILOT/FLIGHT DIRECTOR - UNDETERMINED
 3. EMERGENCY PROCEDURE - INADEQUATE - PILOT IN COMMAND
 4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
 5. DESCENT - UNCONTROLLED -
-

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) 1,2,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1610	6/13/86	HUFFMAN, TX	A/C Reg. No. N3539K	Time (Lc1) - 1303 CDT
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-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -BUSINESS	Fire	Crew 1	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass 1	0	0	0
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - PIPER PA-31-350	Eng Make/Model - LYCOMING TIO-540-J2BD	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 6500	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 350 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	LAKE CHARLES, LA	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	HOUSTON, TX	Runway Ident - N/A
Wind Dir/Speed- 200/020 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - IFR	Runway Surface - N/A
Lowest Sky/Clouds - 2500 FT	Type of Clearance - IFR	Runway Status - N/A
Lowest Ceiling - 2500 FT BROKEN	Type Apch/Lndg - 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 - UNK/NR	Total - 10000
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT WAS BEING VECTORED AROUND THUNDERSTORMS IN THE AREA JUST PRIOR TO THE ACCIDENT. DURING THE LAST RADIO CONTACT THE PILOT WAS ISSUED A VECTOR TO THE DESTINATION AIRPORT. DURING THIS TURN, FOR UNKNOWN REASONS, THE PILOT LOST CONTROL OF THE AIRCRAFT AND DESCENDED FROM THE ASSIGNED ALTITUDE OF 6,000 FT MSL TO THE GROUND IN APPROXIMATELY 40 SECONDS. THE AIRCRAFT REPORTEDLY WAS IN CLEAR WEATHER CONDITIONS AT THIS TIME AND HAD NOT ENCOUNTERED ADVERSE WEATHER DURING THE ENTIRE FLIGHT. THE PILOT DID NOT MENTION ANY PROBLEMS DURING THE RADIO TRANSMISSION WITH ATC. IMPACT IN A SHALLOW LAKE OCCURRED WHILE IN A NEAR VERTICAL NOSE DOWN ATTITUDE AT A HIGH RATE OF SPEED. THE RIGHT PROPELLER WAS FOUND TO HAVE BEEN FEATHERED AT THE TIME OF IMPACT WHILE THE LEFT PROPELLER WAS SET IN THE CRUISE RANGE. NO EVIDENCE OF ANY PREIMPACT FAILURE OR MALFUNCTION OF THE RIGHT ENGINE OR PROPELLER WAS DISCOVERED DURING POST ACCIDENT TESTS. PATH AND TOXI EXAMS REVEALED NO PHYSIOLOGICAL FACTORS. PLTS FLT TIME RECORDS NOT AVAILABLE AT TIME OF INVESTIGATION.

Brief of Accident (Continued)

File No. - 1610

6/13/86

HUFFMAN, TX

A/C Reg. No. N3539K

Time (Lcl) - 1303 CDT

Occurrence #1 UNDETERMINED
Phase of Operation CRUISE - NORMAL

Finding(s)

1. UNDETERMINED
2. PROPELLER FEATHERING - PERFORMED - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation CRUISE - NORMAL

Finding(s)

3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1647	8/23/86	GARLAND, TX	A/C Reg. No. N22JE	Time (Lcl) - 1915 CDT
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-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation - FERRY	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 - ERICKSON S-1	Eng Make/Model - LYCOMING O-320-D1A	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1150	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 160 HP	

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 140/005 KTS</p> <p>Visibility - 15.0 SM</p> <p>Lowest Sky/Clouds - 8000 FT SCATTERED</p> <p>Lowest Ceiling - 10000 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 HEARNE, TX</p> <p>Destination FAYETTEVILLE, AR</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 - 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 - 27</p> <p>Biennial Flight Review</p> <p>Current - NO</p> <p>Months Since - 0</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 - 552</td> <td>Last 24 Hrs - 2</td> </tr> <tr> <td>Make/Model- 2</td> <td>Last 30 Days- 2</td> </tr> <tr> <td>Instrument- 7</td> <td>Last 90 Days- 2</td> </tr> <tr> <td>Multi-Eng - 2</td> <td>Rotorcraft - UNK/NR</td> </tr> </table>	Total - 552	Last 24 Hrs - 2	Make/Model- 2	Last 30 Days- 2	Instrument- 7	Last 90 Days- 2	Multi-Eng - 2	Rotorcraft - UNK/NR
Total - 552	Last 24 Hrs - 2									
Make/Model- 2	Last 30 Days- 2									
Instrument- 7	Last 90 Days- 2									
Multi-Eng - 2	Rotorcraft - UNK/NR									

Instrument Rating(s) - NONE

-----Narrative-----

THE INTERNAL LINING IN THE FUEL TANK FLOP TUBE (FUEL PICKUP TUBE FOR INVERTED FLIGHT) DETERIORATED AND BLOCKED THE FULL SCREEN. THE ENG QUIT DUE TO FUEL STARVATION. THE ACFT STRUCK A SHORT POLE FOR AN UNDERGROUND UTILITY LINE DURING THE FORCED LANDING

Brief of Accident (Continued)

File No. - 1647

8/23/86

GARLAND, TX

A/C Reg. No. N22JE

Time (Lcl) - 1915 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FUEL SYSTEM, LINE - DETERIORATED
2. FLUID, FUEL - CONTAMINATION
3. FUEL SYSTEM, SCREEN - BLOCKED(TOTAL)

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. OBJECT - UTILITY POLE

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1639 10/24/86 MONAHANS, TX A/C Reg. No. N8970F Time (Lcl) - 0940 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation - OTHER WORK USE	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 - HUGHES 269C	Eng Make/Model - LYCOMING H10-360-D1A	ELT Installed/Activated - YES/NO
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2050	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 2	Rated Power - 190 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 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 - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 45	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 4948
	Months Since - 10	Last 24 Hrs - 3
HELICOPTER	Aircraft Type - UNK/NR	Make/Model- 4743
		Last 30 Days- 0
		Last 90 Days- 166
		Rotorcraft - 4743

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS DESTROYED DURING A FORCED LANDING FOLLOWING A PARTIAL LOSS OF PWR AFTER LIFTOFF FROM A TRAILER. THE ACFT SETTLED BACK DOWN ONTO THE FRONT OF THE TRAILER AND SUBSEQUENTLY ROLLED OVER. THE ENG CONTINUED TO RUN FOLLOWING THE ROLL OVER. THE PLT STATED THAT HE HAD EXPERIENCED A 175 RPM MAG DROP DURING HIS RUN UP, BUT HAD ELECTED TO CONTINUE WITH THE FLT. INVESTIGATION REVEALED THAT THE NO. 2 CYL FUEL INJECTOR NOZZLE WAS CLOGGED AND THAT THE RIGHT MAGNETO WAS WEAK AND NOT FIRING PROPERLY. THE EXACT CAUSE OF THE MALFUNCTION IN THE MAGNETO COULD NOT BE DETERMINED.

Brief of Accident (Continued)

File No. - 1639

10/24/86

MONAHANS, TX

A/C Reg. No. N8970F

Time (Lc1) - 0940 CDT

Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation TAXI - AERIAL

Finding(s)

1. FUEL SYSTEM, NOZZLE - BLOCKED(TOTAL)
2. IGNITION SYSTEM, MAGNETO - OUTPUT LOW
3. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - ATTEMPTED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - EMERGENCY

Finding(s)

4. OBJECT - VEHICLE

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) 1,2,4

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1640	11/01/86	CLARENDON, TX	A/C Reg. No. N8532M	Time (Lcl) - 0045 CST
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-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED		Injuries			
Type of Operation - PERSONAL	Fire - NONE	Crew Pass	Fatal 0	Serious 0	Minor 1	None 0
Flight Conducted Under -14 CFR 91			0	0	0	0
Accident Occurred During -TAKEOFF						

-----Aircraft Information-----

Make/Model - BEECHCRAFT P-35	Eng Make/Model - CONTINENTAL IO-470	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3135	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 5	Rated Power - 260 HP	

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - TELEPHONE</p> <p>Completeness - WEATHER NOT PERTINENT</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 070/012 KTS</p> <p>Visibility - 10.0 SM</p> <p>Lowest Sky/Clouds -</p> <p>Lowest Ceiling - 1400 FT OVERCAST</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - NIGHT(DARK)</p>	<p>Itinerary</p> <p>Last Departure Point CLARENDON, TX</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 CLARENDON</p> <p>Runway Ident - 02</p> <p>Runway Lth/Wid - 3700/ 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>ATP</p> <p>SE LAND, ME LAND, SE SEA</p>	<p>Age - 52</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 12</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 16600</p> <p>Make/Model- 4000</p> <p>Instrument- 8100</p> <p>Multi-Eng - 12000</p> <p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 10</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT WAS ATTEMPTING A TAKEOFF WITH A 12 KT QUARTERING TAILWIND WHEN THE ACCIDENT OCCURRED. IMMEDIATELY FOLLOWING ROTATION AND GEAR RETRACTION, THE ACFT SETTLED AND IMPACTED THE TERRAIN.

Brief of Accident (Continued)

File No. - 1640

11/01/86

CLARENDON, TX

A/C Reg. No. N8532M

Time (Lcl) - 0045 CST

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
2. WEATHER CONDITION - TAILWIND
3. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
4. AIRSPEED(VLOF) - NOT ATTAINED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

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) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1641

11/02/86

PORTLAND, TX

A/C Reg. No. N22968

Time (Lcl) - 1115 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	1

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire NONE
Crew Pass

-----Aircraft Information-----

Make/Model - CESSNA 150H
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1600
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200-A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 060/016 KTS
Visibility - 6.0 SM
Lowest Sky/Clouds - 1100 FT
Lowest Ceiling - 1100 FT BROKEN
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
HARLINGEN, TX
Destination
PORTLAND, TX

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - VFR
Type Apch/Lndg - TRAFFIC PATTERN
GO AROUND
FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

PORTLAND HUNT
Runway Ident - 14
Runway Lth/Wid - 2700/ 40
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 33

Biennial Flight Review

Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 192	Last 24 Hrs -	2
Make/Model-	76	Last 30 Days-	UNK/NR
Instrument-	4	Last 90 Days-	5

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT HAD INITIATED A GO-AROUND AND WAS ON A LEFT CROSSWIND WHEN A LOSS OF POWER OCCURRED. A FORCED LANDING WAS MADE IN 4 FEET OF WATER IN THE NUECES BAY. POST ACCIDENT EXAM OF THE ACFT REVEALED BOTH FUEL TANKS WERE EMPTY.

Brief of Accident (Continued)

File No. - 1641

11/02/86

PORTLAND, TX

A/C Reg. No. N22968

Time (Lcl) - 1115 CST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

1. FLUID, FUEL - EXHAUSTION
2. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
3. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. TERRAIN CONDITION - WATER, GLASSY

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1757	11/09/86	LA PORTE, TX	A/C Reg. No. N35DH	Time (Lcl) - 1400 CST
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-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage NONE		Injuries	
Type of Operation - PERSONAL	Fire	Crew	Fatal	Serious
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0
Accident Occurred During -STANDING		Other	0	1
			0	0
			0	0

-----Aircraft Information-----

Make/Model - HOUK PITTS S1-S	Eng Make/Model - LYCOMING O-360-A4A	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 1100	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 180 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	LA PORTE, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	LA PORTE ARPT.
Wind Dir/Speed- 040/005 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 12.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - 5000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - CONCRETE
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 48	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 678
SE LAND	Months Since - 4	Make/Model- 152
	Aircraft Type - UNK/NR	Instrument- 70
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 46

Instrument Rating(s) - AIRPLANE

-----Narrative-----

A MECHANIC WAS ATTEMPTING TO PULL THE PROP THROUGH ONE REVOLUTION PRIOR TO STARTING THE ENGINE ON A PITTS S1-S. DUE TO A BAD P-LEAD ON THE MAGNETO'S THE ENGINE FIRED, CAUSING THE PROP TO STRIKE THE RIGHT LEG OF THE MECHANIC. THE MECHANICS LEG WAS AMPUTATED JUST ABOVE THE RIGHT KNEE.

Brief of Accident (Continued)

File No. - 1757

11/09/86

LA PORTE, TX

A/C Reg. No. N35DH

Time (Lcl) - 1400 CST

Occurrence PROPELLER/ROTOR CONTACT
Phase of Operation STANDING - STARTING ENGINE(S)

Finding(s)

1. IGNITION SYSTEM, MAGNETO - SEPARATION
2. JUDGEMENT - POOR - OTHER MAINTENANCE PSNL
3. IGNITION SYSTEM, HIGH TENSION WIRING - CRACKED
4. MAINTENANCE, INSPECTION OF AIRCRAFT - INADEQUATE - OTHER MAINTENANCE PSNL
5. PROCEDURES/DIRECTIVES - IMPROPER - OTHER MAINTENANCE PSNL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,5

Factor(s) relating to this accident is/are finding(s) 2,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1642 11/11/86 GALVESTON, TX A/C Reg. No. N16772 Time (Lcl) - 0916 CST

-----Basic Information-----

Type Operating Certificate-AIR CARRIER - ALL CARGO	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -OTHER WORK USE	Fire	0	0	2	0
Flight Conducted Under -14 CFR 91	NONE	0	0	0	0
Accident Occurred During -TAKEOFF					

-----Aircraft Information-----

Make/Model - BELL 206L	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 - 3000	Engine Type - TURBOSHAFT	
No. of Seats - 5	Rated Power - 250 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	ON AIRPORT
Method - IN PERSON	GALVESTON, TX	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	LOCAL	SCHOLES FIELD
Wind Dir/Speed- 360/022 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 12.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - 1000 FT SCATTERED	Type of Clearance - VFR	Runway Surface - CONCRETE
Lowest Ceiling - 2000 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 - 43	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 12219
	Months Since - 8	Last 24 Hrs - 2
HELICOPTER	Aircraft Type - BELL206	Make/Model- 3388
		Last 30 Days- UNK/NR
		Last 90 Days- 82
		Rotorcraft - 12219

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS ATTEMPTING TO HOVER IN A TAILWIND OF 35 KTS WHICH EXCEEDED THE ACFT MANUFACTURERS PERFORMANCE LIMITATIONS FOR OPERATIONS IN ALLOWABLE RELATIVE WIND. THE PLT LOST CONTROL OF THE ACFT ON LIFT-OFF. THE ACFT ROLLED OVER AND CAME TO REST ON ITS RIGHT SIDE.

Brief of Accident (Continued)

File No. - 1642

11/11/86

GALVESTON, TX

A/C Reg. No. N16772

Time (Lc1) - 0916 CST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF

Finding(s)

1. PLANNING-DECISION - POOR - PILOT IN COMMAND
 2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
 3. WEATHER CONDITION - UNFAVORABLE WIND
 4. PERFORMANCE DATA - NOT USED - PILOT IN COMMAND
 5. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 ROLL OVER
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

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. - 1633	11/21/86	ARCOLA, TX	A/C Reg. No. N9347M	Time (Lcl) - 2045 CST
-----Basic Information-----				
Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage DESTROYED	Fatal	Injuries Serious Minor None
Type of Operation -PERSONAL		Fire	Crew 1	0 0 0
Flight Conducted Under -14 CFR 91		NONE	Pass 0	0 0 0
Accident Occurred During -DESCENT				
-----Aircraft Information-----				
Make/Model - MOONEY M20E	Eng Make/Model - LYCOMING IO-360-A1A	ELT Installed/Activated - YES/NO		
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES		
Max Gross Wt - 2575	Engine Type - RECIP-FUEL INJECTED			
No. of Seats - 4	Rated Power - 200 HP			
-----Environment/Operations Information-----				
Weather Data	Itinerary	Airport Proximity		
Wx Briefing - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP		
Method - UNK/NR	ARCOLA, TX			
Completeness - UNK/NR	Destination	Airport Data		
Basic Weather - IMC	BRYAN, TX	HOUSTON SOUTHWEST		
Wind Dir/Speed- 070/009 KTS	ATC/Airspace	Runway Ident - N/A		
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A		
Lowest Sky/Clouds - 800 FT	Type of Clearance - NONE	Runway Surface - N/A		
Lowest Ceiling - 800 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - N/A		
Obstructions to Vision- NONE				
Precipitation - RAIN				
Condition of Light - NIGHT(DARK)				
-----Personnel Information-----				
Pilot-In-Command	Age - 41	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT		
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)		
COMMERCIAL, CFI	Current - UNK/NR	Total - 2190	Last 24 Hrs - 1	
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model- 160	Last 30 Days- UNK/NR	
	Aircraft Type - UNK/NR	Instrument- 120	Last 90 Days- 45	
		Multi-Eng - 20	Rotorcraft - 70	
Instrument Rating(s) - AIRPLANE				
-----Narrative-----				
THE PLT DEPARTED ARCOLA, TX, VFR, ON RWY 10, MADE A 180 DEGREE LEFT CLIMBING TURN AND ENTERED CLOUDS AT ABOUT THE BOUNDARY LINE ON THE WEST SIDE OF THE ARPT. THE RADAR OPERATOR STATED THE ACFT CONTINUED WESTBOUND ONE TO TWO MILES BEYOND THE ARPT THEN ENTERED AN ABRUPT LEFT DESCENDING TURN AND DISAPPEARED FROM RADAR. THE ACFT DESCENDED FROM THE LOW CLOUDS INTO A SMALL CLEARING AT HIGH RATE OF SPEED. IT CLIPPED THE TOP FROM TWO SMALL TREES IN THE CLEARING AND ATTEMPTED TO CLIMB. LIGHT GROUND CONTACT WAS MADE AND THEN THE ACFT IMPACTED AND SEPARATED A LARGE DEAD TREE IMMEDIATELY ABOVE GROUND LEVEL. IT THEN CLIMBED TO AN ALTITUDE OF 20-25 FT AND COLLIDED WITH OTHER LARGE TREES. IT CONTINUED TRAVEL ABOUT 100 FT INTO A HEAVILY WOODED AREA AND CAME TO REST IN A NEAR VERTICAL NOSE DOWN ATTITUDE.				

Brief of Accident (Continued)

File No. - 1633

11/21/86

ARCOLA, TX

A/C Reg. No. N9347M

Time (Lc1) - 2045 CST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - PILOT IN COMMAND
3. LIGHT CONDITION - DARK NIGHT
4. WEATHER CONDITION - LOW CEILING
5. WEATHER CONDITION - FOG
6. WEATHER CONDITION - RAIN
7. MANEUVER - EXCESSIVE - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

8. OBJECT - TREE(S)

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,7

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. - 1684	11/27/86	AMARILLO, TX	A/C Reg. No. N7709U	Time (Lcl) - 1615 CDT
-----Basic Information-----				
Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		Injuries
		DESTROYED		Fatal Serious Minor None
Type of Operation -PERSONAL		Fire	Crew	0 0 1 0
Flight Conducted Under -14 CFR 91		NONE	Pass	0 0 0 0
Accident Occurred During -LANDING			Other	0 0 1 0
-----Aircraft Information-----				
Make/Model - CESSNA 172C		Eng Make/Model - CONTINENTAL O-300-C	ELT Installed/Activated - YES/YES	
Landing Gear - TRICYCLE-FIXED		Number Engines - 1	Stall Warning System - YES	
Max Gross Wt - 2150		Engine Type - RECIPROCATING-CARBURETOR		
No. of Seats - 4		Rated Power - 145 HP		
-----Environment/Operations Information-----				
Weather Data		Itinerary	Airport Proximity	
Wx Briefing - NO RECORD OF BRIEFING		Last Departure Point	ON AIRPORT	
Method - N/A		SAME AS ACC/INC		
Completeness - N/A		Destination	Airport Data	
Basic Weather - VMC		SAME AS ACC/INC	BUFFALO	
Wind Dir/Speed- CALM		ATC/Airspace	Runway Ident - 19	
Visibility - 30.0 SM		Type of Flight Plan - NONE	Runway Lth/Wid - 5500/ 150	
Lowest Sky/Clouds - CLEAR		Type of Clearance - NONE	Runway Surface - GRASS/TURF	
Lowest Ceiling - NONE		Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY	
Obstructions to Vision- NONE		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)		
STUDENT	Current - N/A	Total - 515	Last 24 Hrs - 1	
	Months Since - N/A	Make/Model- 66	Last 30 Days- UNK/NR	
	Aircraft Type - N/A	Instrument- 0	Last 90 Days- 22	
Instrument Rating(s) - NONE				
-----Narrative-----				
THE CESSNA 172 ENTERED THE TRAFFIC PATTERN AT THE UNCONTROLLED APRT FOR LANDING TO THE NORTH. THE PLT NOTICED ANOTHER ACFT DEPARTING TO THE SOUTH AND MADE THE DECISION TO RE-ENTER THE TRAFFIC PATTERN FOR A SOUTH LANDING USING A RIGHT HAND PATTERN. THE CESSNA TURNED FINAL APRX 1/4 MILE FROM THE RWY AND CONTINUED THE APCH. AT APRX 15 TO 25 FT AGL THE ACFT COLLIDED WITH THE CITABRIA WHICH TOOK OFF TO THE SOUTH WHEN THE CESSNA INITIALLY ENTERED THE PATTERN. THE PLT OF THE CITABRIA FAILED TO MAINTAIN VISUAL SEPARATION WITH THE SECOND ACFT.				

Brief of Accident (Continued)

File No. - 1684

11/27/86

AMARILLO, TX

A/C Reg. No. N7709U

Time (Lcl) - 1615 CDT

Occurrence #1 MIDAIR COLLISION
Phase of Operation LANDING

Finding(s)

1. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT
2. VISUAL SEPARATION - NOT MAINTAINED - PILOT OF OTHER AIRCRAFT
3. COMMUNICATIONS - IMPROPER - PILOT OF OTHER AIRCRAFT
4. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT OF OTHER AIRCRAFT
5. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
6. AIRCRAFT/EQUIPMENT, INADEQUATE DESIGN (STANDARD/REQUIREMENT), VISUAL RESTRICTION BY EQUIP/STRUCT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4,5

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. - 1684 11/27/86 AMARILLO, TX A/C Reg. No. N5508J Time (Lcl) - 1615 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	0	0	1	0
Flight Conducted Under - 14 CFR 91	NONE	0	0	0	0
Accident Occurred During - LANDING		0	0	1	0

-----Aircraft Information-----

Make/Model - BELLANCA 7GCBC	Eng Make/Model - LYCOMING O-320-A2D	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1650	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 3	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	SAME AS ACC/INC	BUFALLO
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 19
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5500/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 37	Medical Certificate - NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 89
	Months Since - N/A	Make/Model- 34
	Aircraft Type - N/A	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE CERTIFICATED STU PLT OF THE CITABRIA WAS MAKING TOUCH AND GO LANDINGS AT THE UNCONTROLLED ARPT WHEN THE ACCIDENT OCCURRED. HE TOOK OFF TO THE SOUTH FLYING A LEFT HAND TRAFFIC PATTERN. THE BASE TO FINAL TURN WAS MADE APRX 1/4 MILE FROM THE RWY IN FRONT OF A CESSNA 172 WHICH WAS ALREADY ON FINAL. THE ACFT COLLIDED APRX 15 TO 25 FT AGL. THE PLT WAS DEMONSTRATING LANDINGS TO HIS FATHER AND DAUGHTER AND WAS ATTEMPTING TO TOUCHDOWN NEAR HIS FATHER'S CAR WHICH RESULTING IN A DIVERSION OF HIS ATTENTION. THE PLT HAD NOT BEEN ENDORSED FOR SOLO FLT.

Brief of Accident (Continued)

File No. - 1684

11/27/86

AMARILLO, TX

A/C Reg. No. N5508J

Time (Lcl) - 1615 CST

Occurrence #1 MIDAIR COLLISION
Phase of Operation LANDING

Finding(s)

1. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
 2. VISUAL SEPARATION - NOT MAINTAINED - PILOT IN COMMAND
 3. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
 4. RADIO COMMUNICATIONS - NOT CORRECTED - PILOT IN COMMAND
 5. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

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. - 1634	12/01/86	KERRVILLE, TX	A/C Reg. No. N1970Y	Time (Lcl) - 1800 CST
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-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage SUBSTANTIAL	Injuries			
Type of Operation	-PERSONAL	Fire	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	NONE	0	1	0	0
Accident Occurred During	-LANDING		0	0	0	0

-----Aircraft Information-----

Make/Model	- MOONEY M20D	Eng Make/Model	- LYCOMING O-360-A2D	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2575	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 180 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 340/007 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 SAN ANTONIO, TX</p> <p>Destination SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN FULL STOP</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data KERRVILLE</p> <p>Runway Ident - 30</p> <p>Runway Lth/Wid - 4400/ 100</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL</p> <p>SE LAND</p>	<p>Age - 63</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 17</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 3816</p> <p>Make/Model- 1394</p> <p>Instrument- 656</p> <p>Last 24 Hrs - 1</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 31</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT WAS UNABLE TO EXTEND THE LANDING GEAR IN PREPARATION FOR LANDING. TROUBLESHOOTING AND SEVERAL ATTEMPTS TO EXTEND THE GEAR FAILED. THE PILOT THEN MADE A 360 DEGREE TURN OVER THE AIRPORT TO LOSE ALTITUDE DURING WHICH, HE SECURED THE ENGINE AND STOPPED THE PROPELLER IN A HORIZONTAL POSITION TO MINIMIZE DAMAGE. THE PILOT REALIZED AFTER 270 DEGREES OF TURN THAT INSUFFICIENT ALTITUDE REMAINED TO REACH THE RUNWAY. THE AIRCRAFT WAS SUBSEQUENTLY LANDED ON ROUGH TERRAIN SHORT OF RUNWAY 30. POST ACCIDENT INSPECTION REVEALED THE NOSE GEAR TIRE WAS HANGING UP ON THE GEAR DOOR DURING EXTENSION. THE NOSE GEAR TIRE WAS FOUND TO BE INFLATED TO 40 PSI. THE MAINTENANCE MANUAL CALL FOR AN INFLATION PRESSURE OF 30 PSI.

Brief of Accident (Continued)

File No. - 1634

12/01/86

KERRVILLE, TX

A/C Reg. No. N1970Y

Time (Lcl) - 1800 CST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation APPROACH

Finding(s)

1. LANDING GEAR, NOSE GEAR - MOVEMENT RESTRICTED
2. GEAR EXTENSION - NOT POSSIBLE - PILOT IN COMMAND
3. LANDING GEAR, TIRE - JAMMED
4. LANDING GEAR, TIRE - PRESSURE EXCESSIVE

Occurrence #2 UNDERSHOOT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
6. ALTITUDE - INADEQUATE - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

7. TERRAIN CONDITION - ROUGH/UNEVEN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

Factor(s) relating to this accident is/are finding(s) 5,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1635	12/06/86	GEORGETOWN, TX	A/C Reg. No. N5809G	Time (Lcl) - 1058 CST
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-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries		
	Fire	Crew	0	0	0
Type of Operation - PERSONAL	NONE	Pass	0	0	0
Flight Conducted Under -14 CFR 91					1
Accident Occurred During -LANDING					1

-----Aircraft Information-----

Make/Model - CESSNA 150K	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	SHERMAN, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	AUSTIN, TX	GEORGETOWN
Wind Dir/Speed- 150/010 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 8.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 7500 FT	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 7500 FT BROKEN	Type Apch/Lndg - STRAIGHT-IN	Runway Status - N/A
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE	FORCED LANDING	
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 21	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 154
SE LAND	Months Since - 18	Last 24 Hrs - 3
	Aircraft Type - C-150	Make/Model- 21
		Last 30 Days- UNK/NR
		Instrument- 41
		Last 90 Days- 15

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT EXPERIENCED A LOSS OF PWR DUE TO FUEL EXHAUSTION DURING THE X-COUNTRY FLT. THE PLT ELECTED TO DIVERT TO GEORGETOWN, TX, DURING THE FLT TO REFUEL. THE ENGINE QUIT APRX 4 TO 6 MILES NORTH OF THE APRT. THE PLT ATTEMPTED TO MAKE THE ARPT WITH INADEQUATE AIRSPEED AND ALT AND THE ACFT IMPACTED A TREE AND THE TERRAIN. THE PLT STATED THAT THE ACFT HAD 3 TO 4 GALLONS OF FUEL REMAINING, HOWEVER, EXAM OF THE ACFT REVEALED APRX 1 PINT OF FUEL REMAINED IN THE FUEL SYSTEM.

Brief of Accident (Continued)

File No. - 1635

12/06/86

GEORGETOWN, TX

A/C Reg. No. N5809G

Time (Lcl) - 1058 CST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FLUID, FUEL - EXHAUSTION
2. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

4. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

5. OBJECT - TREE(S)

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - EMERGENCY

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1800	12/18/86	TOMBALL, TX	A/C Reg. No. N8CD	Time (Lcl) - 0621 CST
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-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Fatal	Injuries		
	DESTROYED		Serious	Minor	None
Type of Operation -BUSINESS	Fire	Crew 1	0	0	0
Flight Conducted Under -14 CFR 91	ON GROUND	Pass 0	0	0	0
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - CESSNA 340A	Eng Make/Model - CONTINENTAL TSIO-520-NB	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 - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	TOMBALL, TX	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	TULSA, OK	DAVID WAYNE HOOKS MEM.
Wind Dir/Speed- 060/009 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 3.000 SM	Type of Flight Plan - IFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds -	Type of Clearance - IFR	Runway Surface - N/A
Lowest Ceiling - 400 FT OVERCAST	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- FOG		
Precipitation - RAIN		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 42	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2450
SE LAND, ME LAND	Months Since - 19	Make/Model- 200
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 175
		Multi-Eng - 450
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 50
		Rotorcraft - 1500

Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

THE PILOT TOOK OFF IN FOG AND LIGHT RAIN AND CLIMBED INTO CLOUDS AT ABOUT 300-400 FEET ABOVE THE GROUND WHILE BOTH LANDING LIGHTS WERE EXTENDED AND ILLUMINATED. ALSO THE AIRPORT'S ROTATING BEACON (LOCATED ABOUT A MILE FROM THE ACCIDENT SITE) WAS FLASHING ON THE CLOUDS ACCORDING TO A GROUND WITNESS. JUST AFTER ENTERING THE CLOUDS THE PILOT WAS ISSUED A LEFT TURN FROM HIS PRESENT HEADING OF 350 DEGREES TO A HEADING OF 270 DEGREES AND TOLD TO CONTACT DEPARTURE CONTROL. HE DID NOT MAKE THIS CONTACT AND HE CONTINUED THE LEFT TURN (NOW DESCENDING) TO A HEADING OF 210 DEGREES AT WHICH TIME THE AIRCRAFT COLLIDED WITH TREES AND A LARGE ELECTRICAL TRANSMISSION LINE AND THEN THE GROUND. THE ENGINES WERE OPERATING AT A HIGH POWER SETTING AT THE TIME OF IMPACT. ALL BROKEN FLIGHT CONTROL CABLES REVEALED EVIDENCE OF OVERSTRESS SEPARATION. NO EVIDENCE OF PREIMPACT MECHANICAL FAILURE OR MALFUNCTION WAS FOUND.

Brief of Accident (Continued)

File No. - 1800

12/18/86

TOMBALL, TX

A/C Reg. No. N8CD

Time (Lc1) - 0621 CST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. EQUIPMENT, OTHER - IMPROPER USE OF - PILOT IN COMMAND
3. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - PILOT IN COMMAND
5. LIGHT CONDITION - DARK NIGHT
6. WEATHER CONDITION - FOG
7. WEATHER CONDITION - RAIN

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

8. OBJECT - WIRE, TRANSMISSION (MARKED)
9. OBJECT - TREE(S)

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Occurrence #4 FIRE
Phase of Operation OTHER

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4

Factor(s) relating to this accident is/are finding(s) 2,5,6,7,8,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1636 12/20/86 LUBBOCK, TX

A/C Reg. No. N8456X

Time (Lcl) - 1609 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	1

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire Crew
NONE Pass

-----Aircraft Information-----

Make/Model - PIPER PA-34-220T
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 4750
No. of Seats - 7

Eng Make/Model - CONTINENTAL TSIO-360-KB
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 220 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 050/006 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 25000 FT THIN BKN
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
MIDLAND, TX
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - VFR
Type Apch/Lndg - TRAFFIC PATTERN
FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

LUBBOCK INTL.
Runway Ident - 17R
Runway Lth/Wid - 11500/ 150
Runway Surface - CONCRETE
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND, ME LAND

Age - 51

Biennial Flight Review

Current - YES
Months Since - 10
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 1674	Last 24 Hrs	- 1
Make/Model-	440	Last 30 Days-	0
Instrument-	210	Last 90 Days-	40
Multi-Eng	- 1144		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT AFTER A NORMAL APCH, HE MADE A HARD LANDING ON THE MAIN GEAR AND THE ACFT BOUNCED. HE FURTHER STATED THAT THE SECOND CONTACT WAS HARD ON THE MAIN GEAR AND THAT THE NOSE GEAR COLLAPSED WHEN IT TOUCHED DOWN THE 2ND TIME. DAMAGE SUSTAINED BY THE ACFT INDICATED THAT IT HAD LANDED HARD ON THE NOSE GEAR THE 2ND TIME, CAUSING THE NOSE GEAR TO COLLAPSE AS A RESULT OF OVERLOAD.

Brief of Accident (Continued)

File No. - 1636

12/20/86

LUBBOCK, TX

A/C Reg. No. N8456X

Time (Lc1) - 1609 CST

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. PROPER DESCENT RATE - NOT ATTAINED - PILOT IN COMMAND
2. FLARE - IMPROPER - PILOT IN COMMAND

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1667 1/10/86 SALT LAKE CITY,UT A/C Reg. No. N757ZE Time (Lcl) - 1913 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation - INSTRUCTIONAL	Fire	Crew 0	Serious 1	Minor 1	None 0
Flight Conducted Under -14 CFR 91	ON GROUND	Pass 0	0	0	0
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 110 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	DELTA,UT	
Completeness - N/A	Destination	Airport Data
Basic Weather - IMC	SALT LAKE CITY,UT	SALT LAKE CITY INT'L
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 34L
Visibility - .500 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 12003/ 150
Lowest Sky/Clouds - 300 FT PART OBS	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - 300 FT OBSCURED	Type Apch/Lndg - ILS-LOCALIZER	Runway Status - DRY
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 30	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 872
SE LAND,ME LAND	Months Since - 4	Make/Model- 475
	Aircraft Type - UNK/NR	Instrument- 201
		Multi-Eng - 27
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 30

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AN INSTRUCTOR WITH HIS STUDENT PLT WERE RETURNING FROM A CROSS-COUNTRY TRAINING FLT. THREE ATTEMPTS WERE MADE TO COMPLETE AN ILS APPROACH IN HEAVY FOG TO THE ARPT. WITH EACH APPROACH THE INSTRUCTOR PARTIALLY LOST CONTROL OF THE ACFT AND THEN RECOVERED BUT ON THE THIRD APPROACH THE ACFT STRUCK THE GROUND BEFORE RECOVERY COULD BE EFFECTED. THE INSTRUCTOR COMPLAINED OF EXPERIENCING VERTIGO DURING THE LANDING APPROACHES.

Brief of Accident (Continued)

File No. - 1667

1/10/86

SALT LAKE CITY,UT

A/C Reg. No. N757ZE

Time (Lcl) - 1913 MST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

1. WEATHER CONDITION - FOG
 2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND(CFI)
 3. IFR PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND(CFI)
-

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

4. AIRSPEED - UNCONTROLLED - PILOT IN COMMAND
 5. ALTITUDE - UNCONTROLLED - PILOT IN COMMAND
 6. IMPROPER USE OF PROCEDURE, SPATIAL DISORIENTATION - PILOT IN COMMAND
-

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5,6

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1753 7/27/86 OGDEN, UT A/C Reg. No. N3056A Time (Lcl) - 1300 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
Crew 0	0	0	1
Pass 0	0	0	3

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA 170B
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2200
No. of Seats - 4

Eng Make/Model - LYCOMING O-360
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - UNK/NR
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 300/005 KTS
Visibility - 50.0 SM
Lowest Sky/Clouds - 10000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN
TOUCH AND GO

Airport Proximity
ON AIRPORT

Airport Data

OGDEN MUNICIPAL
Runway Ident - 34
Runway Lth/Wid - 5352/ 200
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 36
Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - C-170

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 202
Make/Model- 18
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 8
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTS THAT HE WAS MAKING A T&G ON THE 5400 BY 200, ASPHALT RWY. THE WIND WAS LIGHT. THE PLT SAID HE HAD RECONFIGURED THE ACFT FOR TAKEOFF AND WAS ABOUT TO ADVANCE THE THROTTLE WHEN THE ACFT SWERVED TO THE RIGHT AND RAN OFF THE RWY. AFTER LEAVING THE RWY THE RT MLG ENCOUNTERED A TAXIWAY AND THE RT GEAR BROKE OFF. THE RT WING THEN HIT THE GROUND AND WAS DAMAGED. THE WHEELS, TIRES, AND BRAKES WERE EXAMINED AFTER THE ACFT AND NO DIFFICIENCIES WERE NOTED.

Brief of Accident (Continued)

File No. - 1753

7/27/86

OGDEN,UT

A/C Reg. No. N3056A

Time (Lcl) - 1300 MDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. TOUCH-AND-GO LANDING - ATTEMPTED - PILOT IN COMMAND
 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

3. 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1662 8/16/86 HILLSVILLE, VA A/C Reg. No. N3986N Time (Lcl) - 1320 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage DESTROYED	Injuries			
Type of Operation	-PERSONAL	Fire	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	NONE	0	1	0	0
Accident Occurred During	-DESCENT		0	2	0	0

-----Aircraft Information-----

Make/Model	- MOONEY M20C	Eng Make/Model	- LYCOMING O-360-A10	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2575	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 180 HP		

-----Environment/Operations Information-----

<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/005 KTS</p> <p>Visibility - 10.0 SM</p> <p>Lowest Sky/Clouds - 10000 FT SCATTERED</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point SAME AS ACC/INC</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>GALEX-HILLSVILLE</p> <p>Runway Ident - 36</p> <p>Runway Lth/Wid - 4200/ 60</p> <p>Runway Surface - ASPHALT</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)
COMMERCIAL,CFI	Current - YES	Total - 3138
SE LAND	Months Since - 6	Make/Model- 94
	Aircraft Type - UNK/NR	Instrument- 175
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 27

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT, ALSO AN A&P AND IA, HAD FLOWN THE ACFT ON THE PREVIOUS DAY AND NOTED RPM AT 2500 ON INITIAL CLIMB. ON THE ACCIDENT FLT, THE ACFT WAS LOADED TO NEAR MAX GROSS WEIGHT AND TAKEOFF WAS ATTEMPTED AT A DENSITY ALT OF 4810 FT MSL. THE ACFT USED ABOUT 3/4 OF THE 4200 FT RWY FOR TAKEOFF ROLL. THE PLT RATED PASSENGER STATED THAT THE STALL WARNING CAME ON SHORTLY AFTER LIFT OFF AND STAYED ON UNTIL IMPACT. THE PLT STATED THAT THERE WAS A NOTICABLE LOSS OF PWR ABOUT .4 MILES FROM THE RWY AND THE STALL WARNING DID NOT ACTIVATE UNTIL THEN. THE PLT HAD FLOWN 1 HOUR IN THIS MAKE/MODEL ACFT DURING THE LAST 90 DAYS.

Brief of Accident (Continued)

File No. - 1662

8/16/86

HILLSVILLE,VA

A/C Reg. No. N3986N

Time (Lcl) - 1320 EDT

Occurrence #1 LOSS OF POWER
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. ENGINE ASSEMBLY - UNDETERMINED
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, COMPLACENCY - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF RECENT EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
5. JUDGEMENT - POOR - PILOT IN COMMAND
6. MAINTENANCE, CALIBRATION - NOT PERFORMED - COMPANY MAINTENANCE PSNL

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

7. OBJECT - TREE(S)
8. ABORTED TAKEOFF - NOT PERFORMED - 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) 1,2,5,6,8

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. - 1742	7/05/86	WEST DOVER, VT	A/C Reg. No. N43792	Time (Lcl) - 1530 EDT
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----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation -PERSONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	1
Accident Occurred During -DESCENT			0	0	3
					0

----Aircraft Information----

Make/Model - PIPER PA-28R-201	Eng Make/Model - LYCOMING IO-360-C1C6	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2150	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 200 HP	

----Environment/Operations Information----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 010/020 KTS</p> <p>Visibility - 10.0 SM</p> <p>Lowest Sky/Clouds -</p> <p>Lowest Ceiling -</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point MT. SNOW, VT</p> <p>Destination DANIELSON, CT</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 OFF AIRPORT/STRIP</p> <p>Airport Data MT. SNOW</p> <p>Runway Ident - 01</p> <p>Runway Lth/Wid - 2650/ 75</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) COMMERCIAL SE LAND, ME LAND</p>	<p>Age - 33</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 7</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 3495</p> <p>Make/Model- 750</p> <p>Instrument- 932</p> <p>Multi-Eng - 230</p> <p>Last 24 Hrs - 2</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 29</p>
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Instrument Rating(s) - AIRPLANE

----Narrative----

SHORTLY AFTER LIFTOFF, THE AIRCRAFT ENCOUNTERED A TAILWIND AND DOWNDRAFT FORCING THE AIRCRAFT DOWNWARD AND SUBSEQUENTLY IMPACTED TREES AND COLLIDED WITH THE GROUND.

Brief of Accident (Continued)

File No. - 1742

7/05/86

WEST DOVER,VT

A/C Reg. No. N43792

Time (Lc1) - 1530 EDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - TAILWIND
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. WEATHER CONDITION - DOWNDRAFT
4. WIND INFORMATION - NOT OBTAINED - PILOT IN COMMAND
5. COMPENSATION FOR WIND CONDITIONS - NOT ATTAINED - PILOT IN COMMAND
6. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

7. OBJECT - 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) 5,6

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1787 5/31/86 WENATCHEE, WA A/C Reg. No. N4964N Time (Lc1) - 0710 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	DESTROYED		Fatal	1	0	0
Type of Operation -LOGGING	Fire	Crew	0	0	0	0
Flight Conducted Under -14 CFR 133	ON GROUND	Pass	0	0	0	0
Accident Occurred During -DESCENT						

-----Aircraft Information-----

Make/Model - BELL UH-1L	Eng Make/Model - LYCOMING T53-L13B	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 9500	Engine Type - TURBOSHAFT	
No. of Seats - 7	Rated Power - 1250 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	UNK/NR	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 260/008 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 - 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-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 11250
SE LAND, ME LAND	Months Since - 17	Make/Model- 6000
HELICOPTER	Aircraft Type - 204-205	Instrument- UNK/NR
		Multi-Eng - 1050
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - 1000

Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

N4964N, A BELL UH-1L, WAS BEING OPERATED IN LOGGING OPS BY AN EXPERIENCED, MILITARY TRAINED PLT WHO POSSESSED 6000 HRS OF FLT EXPERIENCE IN MODEL. WHILE LIFTING A SLING LOAD GND CREW RPTD SMOKE FROM THE TAIL ROTOR AREA. PLT RELEASED SLING LOAD & ACKNOWLEDGED THE WARNING RADIOING HIS INTENTIONS TO LAND NEARBY. THE SUBSEQUENT LOSS OF TAIL ROTOR/DIRECTNL CNTRL PLACED ROTORCRAFT IN A CONDITION WHEREBY AN AUTOROTATION WAS NOT POSSBL & A RUN ON LNDG WAS NECESSARY. UNSUITABLE TERRAIN LEFT THE PLT WITH ONLY TWO FORCED LNDG OPTIONS, ONE ON CURVING, HILLY HWY WITH POTENTIAL FOR A COLLISION WITH AUTO TRAFFIC, OR THE OTHER INTO HEAVILY TREED TERRAIN. THE PLT APPEARS TO HAVE CHOSEN THE LATTER. IT IS NOT APPARENT WHY HE CHOSE THIS OPTION RATHER THAN DIVERTING TO A NEARBY AIRSTRIP OR SOME OTHER LEVEL FORCED LNDG AREA. THE 42 DEGREE GEARBOX, WHICH HAD BEEN OVERHAULED AND INSTALLED 195 HRS PREVIOUSLY IN ACFT, WAS FOUND TO HAVE FAILED WHEN THE INPUT PINION GEAR FRACTURED IN FATIGUE ORIGINATING FROM CORROSION.

Brief of Accident (Continued)

File No. - 1787

5/31/86

WENATCHEE, WA

A/C Reg. No. N4964N

Time (Lc1) - 0710 PDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation HOVER

Finding(s)

1. ROTOR DRIVE SYSTEM, INTERMEDIATE GEAR BOX(42 DEG) - FATIGUE
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

2. TERRAIN CONDITION - NONE SUITABLE
 3. AUTOROTATION - NOT POSSIBLE - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1624	6/12/86	ZILLAH, WA	A/C Reg. No. N11VH	Time (Lcl) - 0445 PDT
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-----Basic Information-----				
Type Operating Certificate-EXTERNAL LOAD		Aircraft Damage		
		DESTROYED		
Type of Operation	-AERIAL APPLICATION	Fire	Crew	Fatal
Flight Conducted Under	-14 CFR 137	NONE	Pass	0
Accident Occurred During	-LANDING			0
		Injuries		
		Serious		
		Minor		
		None		
		1		
		0		
		0		
<hr/>				
-----Aircraft Information-----				
Make/Model	- BELL 47G-2	Eng Make/Model	- LYCOMING TVO-435-BIA	ELT Installed/Activated
Landing Gear	- SKID	Number Engines	- 1	- NO -N/A
Max Gross Wt	- 2450	Engine Type	- RECIPROCATING-CARBURETOR	Stall Warning System
No. of Seats	- 3	Rated Power	- 270 HP	- NO
<hr/>				
-----Environment/Operations Information-----				
Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP	
Method	- N/A	BUENA, WA		
Completeness	- N/A	Destination	Airport Data	
Basic Weather	- VMC	LOCAL		
Wind Dir/Speed	- CALM	ATC/Airspace	Runway Ident	
Visibility	- 50.0 SM	Type of Flight Plan	- N/A	
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- N/A	
Lowest Ceiling	- NONE	Type Apch/Lndg	- N/A	
Obstructions to Vision	- NONE		Runway Surface	
Precipitation	- NONE		- N/A	
Condition of Light	- DAWN		Runway Status	
<hr/>				
-----Personnel Information-----				
Pilot-In-Command	Age - 25	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT		
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)		
COMMERCIAL	Current - UNK/NR	Total	- 2086	Last 24 Hrs - 3
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model	- 800	Last 30 Days - UNK/NR
HELICOPTER	Aircraft Type - UNK/NR	Instrument	- 69	Last 90 Days - 85
		Multi-Eng	- 43	Rotorcraft - 1398
<hr/>				
Instrument Rating(s) - AIRPLANE				
<hr/>				
-----Narrative-----				
<p>EN ROUTE TO THE LOCAL SPRAY AREA A TOTAL LOSS OF POWER OCCURRED ALONG WITH A LOSS OF OIL PRESSURE. THE ACFT WAS APRX 200 FT AGL OVER A PEAR ORCHARD. THE PLT WAS ATTEMPTING TO AUTOROTATE ONTO A NEARBY ROAD BUT THE LEFT SKID CAUGHT THE ROOF TOP OF A METAL SHED. THE HELICOPTER CRASHED THROUGH THE ROOF OF THE SHED AND ROLLED OVER ONTO ITS SIDE. INVESTIGATION REVEALED THAT THE NUMBER THREE CYLINDER ROD BOLT HAD FAILED. METALLURGICAL EXAM REVEALED THAT THE NUMBER 3 CYLINDER CONNECTING ROD CAP HAD FAILED AS A RESULT OF OVERSTRESS FORCES DUE TO EXCESSIVE HEATING OF THE ROD AND CAP. FAILURE OF THE NUMBER 3 CYLINDER CONNECTING ROD BOLT WAS DUE TO FATIGUE CRACKING. THE MOST LIKELY CAUSE OF THE OVERHEATING WAS DUE TO A DETERIORATED BEARING.</p>				

Brief of Accident (Continued)

File No. - 1624

6/12/86

ZILLAH,WA

A/C Reg. No. N11VH

Time (Lc1) - 0445 PDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation CRUISE

Finding(s)

1. ENGINE ASSEMBLY,CONNECTING ROD - OVERTEMPERATURE
2. ENGINE ASSEMBLY,CONNECTING ROD - FAILURE,TOTAL
3. ENGINE ASSEMBLY,BEARING - WORN

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

4. AUTOROTATION - ATTEMPTED - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)

5. OBJECT - BUILDING(NONRESIDENTIAL)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1762

8/15/86

RICHLAND,WA

A/C Reg. No. N26RW

Time (Lcl) - 1610 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
Crew 0	0	1	0
Pass 0	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - WISE DR-71-B
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 850
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 360/006 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
RICHLAND,WA
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

RICHLAND
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
HELICOPTER

Age - 25

Biennial Flight Review

Current - YES
Months Since - 23
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 652	Last 24 Hrs - 2
Make/Model- 47	Last 30 Days- UNK/NR
Instrument- 11	Last 90 Days- 18
Multi-Eng - 18	Rotorcraft - 124

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ON A QUALIFYING LAP FOR AN AIR RACE THE NUMBER ONE PISTON FAILED. A FORCED LANDING WAS THEN MADE ONTO A FIELD.

Brief of Accident (Continued)

File No. - 1762

8/15/86

RICHLAND, WA

A/C Reg. No. N26RW

Time (Lcl) - 1610 PDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation MANEUVERING

Finding(s)
1. ENGINE ASSEMBLY, PISTON - FAILURE, PARTIAL

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 HARD LANDING
Phase of Operation LANDING

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1758	8/21/86	CUSICK, WA	A/C Reg. No. N95913	Time (Lcl) - 1730 PDT
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----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Injuries			
	SUBSTANTIAL		Fatal	Serious	Minor
Type of Operation -SIGHTSEEING	Fire		0	0	1
Flight Conducted Under -14 CFR 91		Crew	0	0	0
Accident Occurred During -MANEUVERING	NONE	Pass	0	0	0

----Aircraft Information----

Make/Model - TAYLORCRAFT BC12-D	Eng Make/Model - CONTINENTAL A-65	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1500	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 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	
Wind Dir/Speed- 320/005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

----Personnel Information----

Pilot-In-Command	Age - 44	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, ATP, CFI	Current - YES	Total - 7456
SE LAND, ME LAND	Months Since - 1	Make/Model- 333
	Aircraft Type - UNK/NR	Instrument- 477
		Multi-Eng - 6320
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 153

Instrument Rating(s) - AIRPLANE

----Narrative----

THE PILOT WAS PERFORMING AS A BARNSTORMER CLOSE TO A LOCAL FAIR. AFTER COMPLETION OF SEVERAL LOW PASSES THE PILOT WAS ATTEMPTING TO MAKE A STEEP 180 DEGREE TURN TO A LANDING. THE TURN WAS COMPLETED AT INSUFFICIENT ALTITUDE TO RECOVER AND THE AIRCRAFT STRUCK THE GROUND.

Brief of Accident (Continued)

File No. - 1758

8/21/86

CUSICK,WA

A/C Reg. No. N95913

Time (Lcl) - 1730 PDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

1. AEROBATICS - PERFORMED - PILOT IN COMMAND
2. PROPER ALTITUDE - MISJUDGED - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1765	8/24/86	MOUNT VERNON,WA	A/C Reg. No. N85KB	Time (Lc1) - 0740 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	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	1
Accident Occurred During -LANDING			0	0	1
					None
					0

-----Aircraft Information-----

Make/Model - BRENNAN GLASAIR	Eng Make/Model - LYCOMING IO-360-BIE	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1500	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 2	Rated Power - 200 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	ARLINGTON,WA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	ANACORTES,WA	Runway Ident - N/A
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Surface - DIRT
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - DRY
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	SOFT
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 49	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2113
SE LAND,ME LAND	Months Since - 0	Make/Model- 43
	Aircraft Type - UNK/NR	Instrument- 279
		Multi-Eng - 1380
		Last 24 Hrs - 6
		Last 30 Days- UNK/NR
		Last 90 Days- 54
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT ARRIVED AT THE AIRPORT ABOUT ONE HOUR BEFORE FUEL WAS AVAILABLE. HE ASSUMED THAT HE HAD ENOUGH FUEL REMAINING ON BOARD FOR THE NEXT LEG OF THE FLIGHT BECAUSE THE DURATION WOULD BE ABOUT 10 MINUTES. ABOUT 5 MINUTES INTO THE FLIGHT THE AIRCRAFT'S ENGINE QUIT DUE TO FUEL EXHAUSTION. THE PILOT LANDED THE AIRCRAFT ONTO A FRESHLY PLOWED FIELD AND NOSED OVER DURING LANDING ROLLOUT.

Brief of Accident (Continued)

File No. - 1765

8/24/86

MOUNT VERNON, WA

A/C Reg. No. N85KB

Time (Lc1) - 0740 PDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE

Finding(s)

1. FLUID, FUEL - EXHAUSTION
 2. PREFLIGHT PLANNING/PREPARATION - NOT PERFORMED - PILOT IN COMMAND
 3. REFUELING - NOT PERFORMED - PILOT IN COMMAND
 4. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - SOFT
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1768	8/24/86	SAN JUAN ISLAND, WA	A/C Reg. No. N7405T	Time (Lcl) - 1830 PDT
-----Basic Information-----				
Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		Injuries
		DESTROYED		Fatal
Type of Operation -PERSONAL		Fire	Crew	Serious
Flight Conducted Under -14 CFR 91		NONE	Pass	Minor
Accident Occurred During -LANDING				None
-----Aircraft Information-----				
Make/Model - CESSNA 172A		Eng Make/Model - CONTINENTAL O-300-A	ELT Installed/Activated - YES/YES	
Landing Gear - TRICYCLE-FIXED		Number Engines - 1	Stall Warning System - YES	
Max Gross Wt - 2300		Engine Type - RECIPROCATING-CARBURETOR		
No. of Seats - 4		Rated Power - 145 HP		
-----Environment/Operations Information-----				
Weather Data		Itinerary	Airport Proximity	
Wx Briefing - NO RECORD OF BRIEFING		Last Departure Point	OFF AIRPORT/STRIP	
Method - N/A		FRIDAY HARBOR, WA		
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 - 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 - 55	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT		
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)		
PRIVATE	Current - UNK/NR	Total - 2562	Last 24 Hrs - 3	
SE LAND	Months Since - UNK/NR	Make/Model- 500	Last 30 Days- UNK/NR	
	Aircraft Type - UNK/NR	Instrument- 3	Last 90 Days- 7	
		Multi-Eng - 1	Rotorcraft - 1	
Instrument Rating(s) - NONE				
-----Narrative-----				
THE PILOT WAS FLYING THE AIRCRAFT AT A LOW ALTITUDE IN ORDER TO SPOT FISH. HE RAN THE RIGHT FUEL TANK DRY CAUSING THE ENGINE TO QUIT. HE WAS UNABLE TO SWITCH FUEL TANKS AND ATTEMPT A RESTART DUE TO HIS LOW ALTITUDE. A FORCED LANDING WAS MADE CLOSE TO THE SHORELINE WHERE TREES WERE STRUCK DURING FORCED LANDING.				

Brief of Accident (Continued)

File No. - 1768

8/24/86

SAN JUAN ISLAND, WA

A/C Reg. No. N7405T

Time (Lcl) - 1830 PDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation MANEUVERING

Finding(s)

1. FLUID, FUEL - STARVATION
2. FUEL TANK SELECTOR POSITION - IMPROPER USE OF - PILOT IN COMMAND
3. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)

4. OBJECT - TREE(S)

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1601	8/24/86	KENT,WA	A/C Reg. No. N23TT	Time (Lcl) - 1615 PDT
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-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation -PERSONAL	Fire	Crew	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	1
Accident Occurred During -LANDING			0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-18-150	Eng Make/Model - LYCOMING O-320-A2A	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1760	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	RENTON,WA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	KENT,WA	CREST AIRPARK
Wind Dir/Speed- 330/010 KTS	ATC/Airspace	Runway Ident - 33
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3100/ 75
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 37	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 1442
SE LAND,ME LAND	Months Since - 1	Make/Model- 25
	Aircraft Type - UNK/NR	Instrument- 182
		Multi-Eng - 10
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 123

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT LOST CONTROL OF THE ACFT DURING LANDING ROLL AND A GROUND LOOP TO THE RIGHT OCCURRED DESPITE THE PLTS ATTEMPT TO REGAIN CONTROL OF THE ACFT. THE PLT STATED HIS ABILITY TO USE THE HEEL BRAKES WAS DELAYED DUE TO THE TYPE OF SHOES HE WAS WEARING.

Brief of Accident (Continued)

File No. - 1601

8/24/86

KENT,WA

A/C Reg. No. N23TT

Time (Lcl) - 1615 PDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. BRAKES(NORMAL) - DELAYED - PILOT IN COMMAND
3. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1763	8/27/86	KELSO,WA	A/C Reg. No. N10LH	Time (Lcl) - 1605 PDT
-----Basic Information-----				
Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries	
Type of Operation	-PERSONAL	SUBSTANTIAL	Fatal	Serious
Flight Conducted Under	-14 CFR 91	Fire	Crew	Minor
Accident Occurred During	-LANDING	NONE	Pass	None
-----Aircraft Information-----				
Make/Model	- HEGSTED S16B	Eng Make/Model	- CONTINENTAL C-65	ELT Installed/Activated - NO -N/A
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System - NO
Max Gross Wt	- 1125	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	KELSO,WA		
Completeness	- N/A	Destination	Airport Data	
Basic Weather	- VMC	LOCAL	KELSO	
Wind Dir/Speed	- CALM	ATC/Airspace	Runway Ident - 29	
Visibility	- 50.0 SM	Type of Flight Plan	Runway Lth/Wid - 4395/ 65	
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 - 28	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)		
STUDENT	Current - N/A	Total - 75	Last 24 Hrs - UNK/NR	
	Months Since - N/A	Make/Model- UNK/NR	Last 30 Days- UNK/NR	
	Aircraft Type - N/A	Instrument- UNK/NR	Last 90 Days- UNK/NR	
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR	
Instrument Rating(s) - NONE				
-----Narrative-----				
THE STUDENT PILOT WAS ON FINAL WHEN THE ENGINE CEASED OPERATING. A FORCED LANDING WAS ACCOMPLISHED WITH TOUCHDOWN BEING ABOUT 100 YARDS SHORT OF THE RUNWAY. A HARD LANDING WAS MADE WITH THE AIRCRAFT COMING TO REST INVERTED. THE NEEDLE VALVE TO THE CARBURETOR WAS FOUND TO HAVE BACKED OUT 1/2" WITH NO SAFETY WIRING PRESENT.				

Brief of Accident (Continued)

File No. - 1763

8/27/86

KELSO,WA

A/C Reg. No. N10LH

Time (Lcl) - 1605 PDT

Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. FUEL SYSTEM,CARBURETOR - INOPERATIVE
2. MAINTENANCE - IMPROPER - OTHER MAINTENANCE PSNL

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 UNDERSHOOT
Phase of Operation LANDING

Occurrence #4 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #5 NOSE OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1767 12/23/86 PACIFIC OCEAN, WA A/C Reg. No. N96361 Time (Lcl) - 1800 PST

-----Basic Information-----

Type Operating Certificate-AIR TRAVEL CLUB	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - INSTRUCTIONAL	Fire	0	0	0	2
Flight Conducted Under - 14 CFR 91	IN FLIGHT	0	0	0	0
Accident Occurred During - LANDING					

-----Aircraft Information-----

Make/Model - DOUGLAS C-54/DC-4	Eng Make/Model - P&W R-2000	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 4	Stall Warning System - NO
Max Gross Wt - 73000	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 1450 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	ARLINGTON, WA	
Completeness - N/A	Destination	Airport Data
Basic Weather - UNK/NR	LOCAL	Runway Ident - N/A
Wind Dir/Speed - UNK/NR	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 2.000 SM	Type of Flight Plan - COMPANY (VFR)	Runway Surface - WATER
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 900 FT OVERCAST	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision - FOG		
Precipitation - RAIN		
Condition of Light - NIGHT(DARK)		

-----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 - 4500
SE LAND, ME LAND	Months Since - 6	Last 24 Hrs - 4
	Aircraft Type - DC-4	Make/Model - 400
		Last 30 Days - UNK/NR
		Instrument - 850
		Last 90 Days - 25
		Multi-Eng - 3500
		Rotorcraft - 20

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPTD THAT HE DITCHED HIS DC-4 IN THE PACIFIC OCEAN ON THE EVENING OF DECEMBER 23 AFTER EXPERIENCING AN UNCONTROLLABLE NO. 3 ENG FIRE AT THE CONCLUSION OF A TNG FLT. THE DITCHING OCCURRED IN DARK NIGHT CONDITIONS WITH MINIMAL 10 FOOT SWELLS HAVING A PERIOD OF APPROXIMATELY 10 SECONDS AND THE ACFT WAS REPTD TO HAVE REMAINED AFLOAT APPROXIMATELY 10 MINUTES AFTER THE DITCHING. ALTHOUGH THE FLT PENETRATED THE PACIFIC COASTAL ADIZ ON AT LEAST 2 OCCASIONS NO RADAR EVIDENCE CORROBORATED THE PENETRATIONS NOR WAS THERE ANY RECEIPT OF THE PLTS MAYDAY ON 121.5 MHZ. NO WRECKAGE HAS BEEN OBSERVED ALONG THE WASHINGTON SHORELINE SINCE THE EVENT. WX CONDTNS AT 1750 HRS PST WITHIN 20 MILES OF THE DITCHING WERE REPTD AS MEASURED 900 FOOT OVCST WITH 1.5 MILES VIS IN LIGHT RAIN AND FOG. SFC WINDS PREVAILED FROM THE SOUTHEAST YET THE TWO PLTS REPTDLY DRIFTED NORTHEAST COVERING A DISTANCE OF AT LEAST 14 NAUTICAL MILES VIA RAFT IN 16 HOURS. THE BOARD'S FINDINGS SURROUNDING THIS EVENT REMAIN UNDETERMINED.

Brief of Accident (Continued)

File No. - 1767

12/23/86

PACIFIC OCEAN, WA

A/C Reg. No. N96361

Time (Lcl) - 1800 PST

Occurrence #1 FIRE
Phase of Operation CRUISE - NORMAL

Finding(s)
1. ENGINE ASSEMBLY - UNDETERMINED
2. 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) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1675	6/07/86	KENOSHA, WI	A/C Reg. No. N1268Z	Time (Lcl) - 0457 CDT
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-----Basic Information-----				
Type Operating Certificate-ON-DEMAND AIR TAXI		Aircraft Damage	Injuries	
		SUBSTANTIAL	Fatal	Serious Minor None
Type of Operation -POSITIONING		Fire	Crew 0	0 0 2
Flight Conducted Under -14 CFR 91		NONE	Pass 0	0 0 0
Accident Occurred During -APPROACH				
<hr/>				
-----Aircraft Information-----				
Make/Model - BEECH 55	Eng Make/Model - CONTINENTAL IO-470-L	ELT Installed/Activated - YES/NO		
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES		
Max Gross Wt - 4880	Engine Type - RECIP-FUEL INJECTED			
No. of Seats - 4	Rated Power - 260 HP			
<hr/>				
-----Environment/Operations Information-----				
Weather Data	Itinerary	Airport Proximity		
Wx Briefing - NWS	Last Departure Point	OFF AIRPORT/STRIP		
Method - TELETYPE	TRAVERSE CITY, MI			
Completeness - FULL	Destination	Airport Data		
Basic Weather - IMC	KENOSHA, WI	KENOSHA		
Wind Dir/Speed- 040/005 KTS	ATC/Airspace	Runway Ident - 14		
Visibility - 10.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 4100/ 75		
Lowest Sky/Clouds -	Type of Clearance - IFR	Runway Surface - ASPHALT		
Lowest Ceiling - OVERCAST	Type Apch/Lndg - VOR/TVOR	Runway Status - DRY		
Obstructions to Vision- FOG				
Precipitation - NONE				
Condition of Light - NIGHT(BRIGHT)				
<hr/>				
-----Personnel Information-----				
Pilot-In-Command	Age - 26	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT		
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)		
COMMERCIAL	Current - YES	Total - 1800	Last 24 Hrs - 6	
SE LAND, ME LAND	Months Since - 6	Make/Model- 60	Last 30 Days- UNK/NR	
	Aircraft Type - PA-34	Instrument- 97	Last 90 Days- UNK/NR	
		Multi-Eng - 160	Rotorcraft - UNK/NR	
<hr/>				
Instrument Rating(s) - AIRPLANE				
<hr/>				
-----Narrative-----				
<p>THE ACFT WAS ON A POSITIONING FLT RETURNING FROM TRAVERSE CITY, MI, TO KENOSHA, WI. THE REPORTED MILWAUKEE WEATHER WAS CEILING 300 FT AND VISIBILITY 2 MILES. THE PILOT WAS CLEARED FOR A VOR 14 APPROACH AND GIVEN VECTORS TO THE FINAL APPROACH COURSE. THE PILOT REPORTED THE FINAL APPROACH FIX AND GROUND CONTACT AT 1280 FEET AND SHORTLY THEREAFTER, THE AIRCRAFT STRUCK SOMETHING. A POWERLINE WAS SEVERED 3.5 MILES NORTHWEST OF THE KENOSHA AIRPORT AT 862 FT MSL. THE MDA FOR THE APPROACH IS 1180 FEET MSL. THE ACFT WAS THEN VECTORED TO GREEN BAY, WI, WHERE IT LANDED WITHOUT FURTHER INCIDENT.</p>				

Brief of Accident (Continued)

File No. - 1675

6/07/86

KENOSHA,WI

A/C Reg. No. N1268Z

Time (Lcl) - 0457 CDT

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

1. WEATHER EVALUATION - MISJUDGED - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
3. WEATHER CONDITION - LOW CEILING
4. MINIMUM DESCENT ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
5. OBJECT - WIRE, TRANSMISSION

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4

Factor(s) relating to this accident is/are finding(s) 1,2,3,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1732 7/20/86 RANDOM LAKE,WI A/C Reg. No. N79069 Time (Lcl) - 1215 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 1	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass 1	2	0	0
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - CESSNA 172K	Eng Make/Model - LYCOMING O-320-E2D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	RANDOM LAKE,WI	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	RLA
Wind Dir/Speed- 310/006 KTS	ATC/Airspace	Runway Ident - 18
Visibility - 25.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 1000/ 100
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - HIGH VEGETATION
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 55	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 700
SE LAND	Months Since - 14	Last 24 Hrs - 2
	Aircraft Type - C-172K	Make/Model- 631
		Instrument- 4
		Last 30 Days- 4
		Last 90 Days- 38
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT LOST PWR ON FINAL APPRCH AND CRASHED INTO A SWAMP. POST ACCIDENT INVESTIGATION REVEALED THAT THE ENG CAMSHAFT WAS WORN REDUCING THE PWR OUTPUT OF THE POWERPLANT.

Brief of Accident (Continued)

File No. - 1732

7/20/86

RANDOM LAKE, WI

A/C Reg. No. N79069

Time (Lcl) - 1215 CDT

Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation DESCENT - NORMAL

Finding(s)

1. ENGINE ASSEMBLY - OUTPUT LOW
2. ENGINE ASSEMBLY, CAMSHAFT - WORN

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - EMERGENCY

Finding(s)

3. TERRAIN CONDITION - NONE SUITABLE
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. - 1650	8/03/86	MOSINEE,WI	A/C Reg. No. CGHGF	Time (Lcl) - 0958 CDT
-----Basic Information-----				
Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries	
		SUBSTANTIAL	Fatal	Serious Minor None
Type of Operation	-PERSONAL	Fire	Crew 0	0 0 1
Flight Conducted Under	-14 CFR 91	NONE	Pass 0	0 0 1
Accident Occurred During	-LANDING			
-----Aircraft Information-----				
Make/Model	- PIPER PA-20-115	Eng Make/Model - LYCOMING O-290-D	ELT Installed/Activated - YES/NO	
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt	- 1800	Engine Type - RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power - 125 HP		
-----Environment/Operations Information-----				
Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- FSS	Last Departure Point	ON AIRSTRIIP	
Method	- UNK/NR	OSHKOSH,WI		
Completeness	- WEATHER NOT PERTINENT	Destination	Airport Data	
Basic Weather	- VMC	MOSINEE,WI	CENTRAL WISCONSIN AIRPORT	
Wind Dir/Speed	- 290/006 KTS	ATC/Airspace	Runway Ident - 26	
Visibility	- 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 7645/ 150	
Lowest Sky/Clouds	- CLEAR	Type of Clearance - NONE	Runway Surface - CONCRETE	
Lowest Ceiling	- NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY	
Obstructions to Vision	- NONE	FULL STOP		
Precipitation	- NONE			
Condition of Light	- DAYLIGHT			
-----Personnel Information-----				
Pilot-In-Command	Age - 55	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT		
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)		
PRIVATE	Current - UNK/NR	Total - 437	Last 24 Hrs - 1	
SE LAND	Months Since - UNK/NR	Make/Model- 63	Last 30 Days- UNK/NR	
	Aircraft Type - UNK/NR	Instrument- 10	Last 90 Days- 47	
Instrument Rating(s) - NONE				
-----Narrative-----				
FOLLOWING DEPARTURE FROM OSHKOSH, WI, THE PLT PROCEEDED DIRECTLY TO CENTRAL WISCONSIN AIRPORT, MOSINEE, WI, AT APRX 2500 FT MSL. AFTER RECEIVING AN ARPT ADVISORY FROM THE CENTRAL WISCONSIN UNICOM, THE PLT LANDED ON RWY 26. ACCORDING TO THE PLT, A 30-35 DEG CROSSWIND OF ABOUT 10 KNOTS GUSTING TO 15 KNOTS EXISTED AT THE TIME. THE PLT REPORTED THAT DURING THE LANDING ROLL HE REPOSITIONED HIS FEET ON THE RUDDER CONTROLS AND THE ACFT IMMEDIATELY SWERVED. THE PLT STATED THAT IN AN ATTEMPT TO REGAIN DIRECTIONAL CONTROL, HE OVERCORRECTED AND THE ACFT GROUND LOOPED.				

Brief of Accident (Continued)

File No. - 1650

8/03/86

MOSINEE,WI

A/C Reg. No. CGHGF

Time (Lcl) - 0958 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. COMPENSATION FOR WIND CONDITIONS - INACCURATE - PILOT IN COMMAND
3. REMEDIAL ACTION - EXCESSIVE - PILOT IN COMMAND
4. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1779	9/01/86	CHARLESTON, WV	A/C Reg. No. N66989	Time (Lcl) - 1151 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	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -LANDING				0	1
					0

-----Aircraft Information-----

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235-12C	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 110 HP	

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 180/004 KTS</p> <p>Visibility - 5.0 SM</p> <p>Lowest Sky/Clouds -</p> <p>Lowest Ceiling - 4500 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 LANCASTER, OH</p> <p>Destination CHARLESTON, WV</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 - DIRT</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 - 47</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 11</p> <p>Aircraft Type - PA-28</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 194</p> <p>Make/Model- 150</p> <p>Instrument- 1</p> <p>Multi-Eng - UNK/NR</p> <p>Last 24 Hrs - 1</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 12</p> <p>Rotorcraft - UNK/NR</p>
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Instrument Rating(s) - NONE

-----Narrative-----

THE PLT FLEW THE AIRCRAFT TWICE, ANOTHER PLT FLEW IT ONCE THEN THE PLT ATTEMPTED ANOTHER FLIGHT. HE REPORTED TO APP CONTROL THAT HE THOUGHT HE WAS OUT OF FUEL. AN OFF AIRPORT LANDING WAS ATTEMPTED. EXAMINATION OF THE AIRCRAFT SHOWED LESS THAN ONE GALLON OF FUEL. THE AIRCRAFT WAS RECOVERED AND THE ENGINE RAN OK USING THE AIRCRAFT FUEL SYSTEM.

Brief of Accident (Continued)

File No. - 1779

9/01/86

CHARLESTON, WV

A/C Reg. No. N66989

Time (Lc1) - 1151 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FLUID, FUEL - EXHAUSTION
 2. FUEL SUPPLY - MISJUDGED - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

3. FLUID - EXHAUSTION
 4. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
-

Occurrence #3 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. EMERGENCY PROCEDURE - IMPROPER USE OF - PILOT IN COMMAND
-

Occurrence #4 NOSE DOWN
Phase of Operation LANDING - ROLL

Finding(s)

6. LANDING GEAR, NOSE GEAR - BUCKLED
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1666	6/16/86	JACKSON, WY	A/C Reg. No. N114CM	Time (Lcl) - 1500 MDT
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-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED		Injuries	
Type of Operation - PERSONAL	Fire	Crew	Fatal	Serious
Flight Conducted Under -14 CFR 91	NONE	Pass	1	0
Accident Occurred During -DESCENT			0	0
				Minor
				0
				None
				0

-----Aircraft Information-----

Make/Model - BEECH C90A	Eng Make/Model - P&W PT6A-21	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 9650	Engine Type - TURBOPROP	
No. of Seats - 10	Rated Power - 550 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	OLATHE, KS	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	
Wind Dir/Speed- 220/010 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 20.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 7000 FT SCATTERED	Type of Clearance - VFR	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 - 53	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 6700
SE LAND, ME LAND	Months Since - 30	Make/Model- 500
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - 3000
		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 DEPARTED OLATHE, KS, EN ROUTE TO JACKSON, WY. THE PLT RADIOED THE DENVER EFAS AND REPORTED HIS POSITION AS 56 MILES NORTHWEST OF CASPER, WY. THERE WAS NO FURTHER RADIO COMMUNICATION WITH N114CM. THE PLT'S WIFE STATED AFTER THE ACCIDENT THAT THE PLT HAD A HABIT OF TAKING A "CAT NAP" WHEN HE FLEW.

Brief of Accident (Continued)

File No. - 1666

6/16/86

JACKSON,WY

A/C Reg. No. N114CM

Time (Lc1) - 1500 MDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT

Finding(s)

1. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
2. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, INATTENTIVE - PILOT IN COMMAND
4. IMPROPER USE OF PROCEDURE, FATIGUE (LACK OF SLEEP) - PILOT IN COMMAND
5. TERRAIN CONDITION - MOUNTAINOUS/HILLY

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4

Factor(s) relating to this accident is/are finding(s) 3

EMBRY-RIDDLE AERO.U. DAYTONA BEACH



3 1745 00065 7489

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