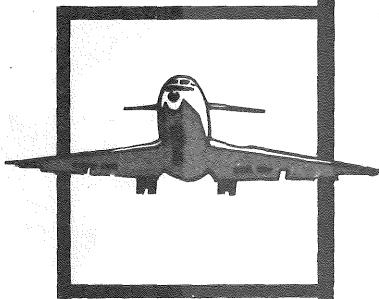


PB87-916912



# **NATIONAL TRANSPORTATION SAFETY BOARD**

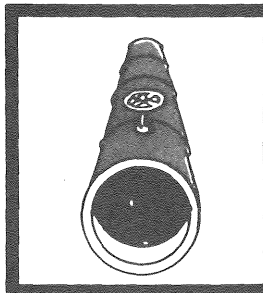
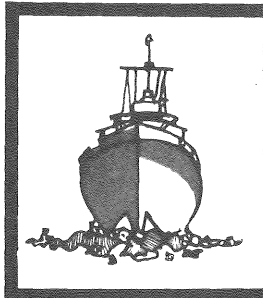
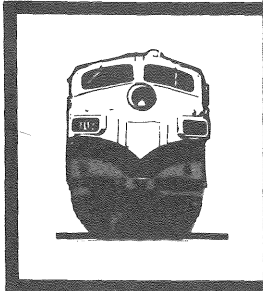


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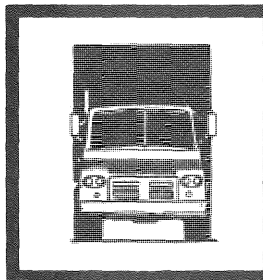
WASHINGTON, D.C. 20594

## **AIRCRAFT ACCIDENT REPORTS**

**BRIEF FORMAT  
U.S. CIVIL AND FOREIGN AVIATION  
ISSUE NUMBER 10 OF 1986 ACCIDENTS**



NTSB / AAB-87/12



**UNITED STATES GOVERNMENT**

243



**TECHNICAL REPORT DOCUMENTATION PAGE**

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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 align="center">File Numbers: 1801 through 2000</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 cowlings, dented skin, small punctured holes in the skin or fabric, ground damage to rotor or propeller blades, damage to landing gear, wheels, tires, flaps, engine accessories, brakes, or wingtips are not considered "Substantial Damage" for the purpose of this part.

## OCCURRENCE

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

## Gear Collapsed

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

### TYPE OF OPERATING CERTIFICATE/TYPE OF OPERATION

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

#### 1. GENERAL AVIATION

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

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

##### Personal

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

##### Business

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

##### Corporate/Executive Operations

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

##### Instructional Flying

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

##### Other Flying

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

## 2. AIR CARRIER

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

### Airframe/Component/System Failure/Malfunction

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

### Powerplant - Loss of Power

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

### PHASE OF OPERATION

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

### CAUSES AND RELATED FACTORS

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

## BASIC WEATHER CONDITIONS

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

FILE ORDER LISTING

ISSUE NUMBER 10

CALENDAR YEAR 1986

## File Order Listing - Issue No. 10, 1986

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
1801	920X	072286	FRANKLIN, LA	GRUMMAN	G-164A	NONE	150
1802	3605P	121486	CHANDLER, AZ	CESSNA	P210N	NONE	26
1803	5407	052186	BRANCH, LA	GRUMMAN	G-164A	NONE	146
1804	35250	081586	VALLEY CITY, OH	SENIOR AERO	D-260	FATAL	268
1805	37800	120686	ROANOKE RAPIDS, NC	SIKORSKY	UH-19D	NONE	214
1806	8239E	051086	WEBSTER, WI	PIPER	PA-28-181	NONE	388
1807	48102	051086	PLAINWELL, MI	TAYLORCRAFT	DC-65	NONE	180
1808	6647F	051286	GAYLORD, MI	CESSNA	150F	NONE	182
1809	8HD	061586	ST. ELMO, IL	GLASFLUGEL	CLUB LIBEL	NONE	96
1810	53700	082986	GRAYSLAKE, IL	CESSNA	172P	NONE	100
1811	3757Z	092586	YANTLEY, AL	CESSNA	A-37A	FATAL	14
1812	548YA	090186	MT OLIVE, AL	JOE ALMON	FALCON XP	NONE	10
1813	222DU	072186	CHAPEL HILL, NC	BELL	222UT	MINOR	210
1814	306MA	102886	HILO, HI	MURRAYAIR	MA-1	NONE	82
1815	8670F	112586	NEWARK, DE	HUGHES	369D	NONE	56
1816	48925	100186	LUMBERTON, NJ	CESSNA	152	FATAL	248
1817	8140V	060286	BLAINE, KS	CESSNA	A188	NONE	132
1818	778L	102986	SAN JUAN, PR	DEHAVILLAND	DHC-3	FATAL	302
1819	3026G	080586	WAGONER, OK	FOURNEY	F-1A	NONE	280
1820	6151J	072386	STEINHATCHEE, FL	PIPER	PA-28-181	FATAL	58
1821	4563N	090186	SWEETWATER, TX	BOEING	E75	NONE	344
1822	8002J	110486	JACKSONVILLE, FL	TED SMITH	601P	MINOR	62
1823	3241W	110886	FT. LAUDERDALE, FL	FELIX RASCHI	GLASAIR	NONE	66
1824	6915K	070586	VEGA BAJA, PR	GRUMMAN	G-164B	FATAL	300
1825	3742Z	100886	RICHEY, MT	PIPER	J3C-65	SERIOUS	206



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1826	48331	091986	KERRVILLE, TX	RYAN	PT-22	MINOR	348
1826	NONE	091986	KERRVILLE, TX	EAGLE	PERFORMANC	MINOR	350
1827	706M	093086	LAREDO, TX	BEECH	TC-45J	NONE	352
1828	25532	120486	DURANT, OK	CESSNA	152	MINOR	282
1829	44WR	090186	LAPORTE, TX	BOEING	A75N1	NONE	342
1830	7711J	082986	ADDISON, TX	BOEING	A75N1	NONE	340
1831	92BT	080886	SLIDELL, LA	CESSNA	A185F	MINOR	152
1832	54759	092686	LIVE OAK, FL	CESSNA	172P	NONE	60
1833	714KY	122086	CRESSON, TX	CESSNA	150M	NONE	358
1834	5753L	072986	ROANOKE, TX	AMERICAN	AA-1	NONE	336
1835	50101	073186	BARTLESVILLE, OK	CESSNA	150H	MINOR	278
1836	8602G	070486	MARION, IN	CESSNA	150F	SERIOUS	116
1837	24RP	080386	DANVILLE, IL	PATE	QUICKIE	MINOR	98
1838	73NS	092186	LACON, IL	NORD	STAMPE SV4	NONE	104
1839	28KD	111986	WAYLAND, MI	DEVRIES	SONERAI II	SERIOUS	194
1840	43775	050486	ANADARKO, OK	NORTH AMERIC	SNJ-5	FATAL	272
1841	27785	051286	PINE SPRING, TX	BELL	206B	FATAL	330
1842	1356J	050186	EL PASO, TX	ROCKWELL	112A	SERIOUS	328
1843	4431B	032886	MCKINNEY, TX	CESSNA	L-19E	SERIOUS	320
1843	66D	032886	MCKINNEY, TX	SPENCER	PITTS S-1	SERIOUS	322
1844	2161B	112986	STUGIS, SD	PIPER	PA-28-181	FATAL	312
1845	4350K	091086	FREDERICKSBURG, VA	PIPER	PA-28-181	MINOR	370
1846	55297	080486	ALBUQUERQUE, NM	CESSNA	172P	NONE	254
1847	5324	080586	CENTER, CO	GRUMMAN	G-164A	NONE	42
1848	7681P	080786	ALBUQUERQUE, NM	PIPER	PA-24-250	NONE	256

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1849	1387V	080786	TOOELE, UT	BOEING	E75	NONE	364
1850	8272Y	073086	MONUMENT VALLEY, UT	PIPER	PA-28-181	NONE	362
1851	89208	090586	FESTUS, MO	CESSNA	140	SERIOUS	200
1852	45986	090386	ONAWA, IA	CESSNA	152	MINOR	84
1853	1810S	091686	HORTON, KS	BEECH	A36	NONE	136
1854	90BK	090686	WICHITA, KS	CESSNA	P337	NONE	134
1855	1BL	090186	HOLLY, MI	LAWRENCE	BABY GREAT	FATAL	190
1856	4463L	101986	LANSING, MI	LEBLANC	DRAGONFLY	NONE	192
1857	371DT	110986	CRAWFORDSVILLE, IN	TURNBLOOM	KITFOX	NONE	122
1858	2433	112286	ELWOOD, IN	ROHDECAP/THO	T-18	MINOR	128
1859	123AE	041186	KENOSHA, WI	STEINORTH	EXTRA LONG	MINOR	384
1860	23DA	042086	WISCONSIN RAPID, WI	DAY	SKYBOLT DB	NONE	386
1861	4072U	072086	MUSKEGON, MI	CESSNA	150E	SERIOUS	186
1862	4702Y	050286	HAGERSTOWN, IN	CONNER	KR-2	MINOR	114
1863	6860G	120786	CULLOWHEE, NC	CESSNA	150L	MINOR	216
1864	58188	121086	CHARLOTTE, NC	HUGHES	269C	NONE	218
1865	549H	090186	COSHOCTON, OH	ENSTROM	F-28C	NONE	270
1866	3328F	062886	HARTFORD, AR	CESSNA	182J	FATAL	20
1867	60PB	042786	RIDGEFIELD PARK, NJ	ENSTROM	F-28C	NONE	238
1868	4067U	062986	HAMMONDSPORT, NY	CESSNA	150E	NONE	260
1869	80282	092086	ARKANSAS CITY, KS	CESSNA	172M	NONE	138
1870	711WW	110586	ORLANDO, FL	GRUMMAN	G-164A	FATAL	64
1871	6443Q	092886	LEESBURG, VA	MOONEY	M20F	FATAL	374
1872	251CC	092386	GALAX, VA	BELL	222UT	FATAL	372
1873	369B	081086	NORWOOD, MA	HUGHES	369HS	NONE	170

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1874	5629K	032286	LACONIA, NH	BEECH	S35	MINOR	230
1875	59400	072086	PORTLAND, CT	BELL	47G-5A	NONE	54
1876	55149	062986	ENDICOTT, NY	PIPER	PA-28-140	NONE	262
1877	91356	080586	GROVE CITY, PA	PIPER	PA-38-112	NONE	298
1878	757JC	062886	OXFORD, MA	CESSNA	152	NONE	164
1879	7040V	072186	WEST MILFORD, NJ	MOONEY	M20F	MINOR	246
1880	4301Q	071586	WESTERLY, RI	CESSNA	172L	SERIOUS	310
1881	5533J	070386	BLOCK ISLAND, RI	PIPER	PA-32	MINOR	308
1882	54946	071486	KINGSTON, NY	CESSNA	172	MINOR	264
1883	9909L	081586	MOULTONBORO, NH	GRUMMAN	AA-1B	NONE	234
1884	44DN	041486	NEWTON, NJ	CESSNA	150J	MINOR	236
1885	6264W	041486	HAMPDEN, ME	PIPER	PA-28-140	NONE	176
1886	3539E	083186	CLEAR, AK	CESSNA	180B	NONE	4
1887	11864	061686	SETTLERS BAY, AK	CHAMPION	7ECA	SERIOUS	2
1888	2805F	080986	FORT COLLINS, CO	RAVEN	AERO STAR	NONE	44
1889	93454	080486	HARRISBURG, PA	CESSNA	152	NONE	296
1890	65612	071886	PLAINVILLE, CT	CESSNA	172P	NONE	52
1891	2428P	070186	LINCOLN, RI	PIPER	PA-38-112	NONE	306
1892	5186X	070186	LAKEWOOD, NJ	CHAMPION	7GCAA	NONE	244
1893	33985	072286	PLYMOUTH, MA	SCHWEIZER	SGS-2-33A	NONE	168
1894	396X	072886	WOLFEBORO, NH	MAULE	M-5-235	NONE	232
1895	8299N	063086	WELLSBORO, PA	PIPER	PA-28-140	NONE	290
1896	1RJ	072386	TUNKHANNOCK, PA	BEECH	A24R	NONE	292
1897	130LJ	120586	MIAMI, FL	CESSNA	T210L	MINOR	72
1898	3625Q	062886	MARSTONS MILLS, MA	BEECH	A23-19	NONE	166

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
1899	8389C	122786	HIGH POINT, NC	PIPER	PA-28-181	NONE	222
1900	32106	112786	WAYNESBORO, GA	PIPER	PA-28-140	MINOR	80
1901	44501	091686	FORISTELL, MO	PIPER	PA28-151	FATAL	202
1902	1140S	050486	MT. GRAYLOCK, MA	SCHWEIZER	SGS 1-26	SERIOUS	160
1903	2311R	111686	LANSING, IL	PIPER	PA-28-180	MINOR	110
1904	1457A	111686	ROCKFORD, IL	PIPER	PA-22	MINOR	112
1905	3871L	112186	EVANSVILLE, IN	CESSNA	172G	MINOR	126
1906	41765	120686	MARQUETTE, MI	PIPER	PA28-151	NONE	196
1907	340CB	070486	HAMBURG, MI	CAMERON BALL	77	SERIOUS	184
1908	3436T	102286	WAUKESHA, WI	CESSNA	177	NONE	398
1909	6184A	061386	BRECKENRIDGE, MN	PIPER	PA-36-375	NONE	198
1910	6517R	073086	MANCHESTER, MI	BEECHCRAFT	B-19	NONE	188
1911	9427F	092686	BALDWIN, WI	HUGHES	269B	NONE	396
1912	2896N	102286	DECATUR, IL	CESSNA	120	NONE	106
1913	6997Q	102186	LAKE VILLAGE, IN	BEECHCRAFT	BE-23	NONE	118
1914	38688	100386	HOLYOKE, MA	PIPER	PA-28-140	FATAL	172
1915	55MM	050386	LONG BEACH, CA	CESSNA	P210N	SERIOUS	28
1916	6877	092086	TULLAHOMA, TN	ALEXANDER	AS-K13	NONE	314
1917	9517M	081486	QUINCEY, WA	MOONEY	M20	NONE	376
1918	3HW	072086	BIG CREEK, ID	WEISS-HAYNES	STITTS SA6B	FATAL	86
1919	4156X	083186	PRIEST RIVER, ID	AERO COMMAND	100	NONE	92
1921	1RC	082286	SOLDIER BAR AIR, ID	CESSNA	A185E	NONE	90
1922	9940Y	082086	STANLEY, ID	AERONCA	7GCB	FATAL	88
1923	66BW	090186	KENT, WA	BEECH	A24R	MINOR	380
1924	18079	090286	KENT, WA	CESSNA	150L	NONE	382

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1925	6401L	090486	CHINOOK, MT	GRUMMAN	AA-1A	MINOR	204
1926	150SG	091286	CHRISTIAN LAKE, AK	PIPER	PA-18	FATAL	6
1927	5713P	080286	OSHKOSH, WI	PIPER	PA-24-250	SERIOUS	394
1928	8112T	110286	LAFAYETTE, IN	PIPER	PA-28-181	NONE	120
1929	3667X	071686	CRIVITZ, WI	AERO COMMAND	100	FATAL	392
1930	1835W	060486	MARIETTA, OK	BEECH	A36TC	FATAL	276
1931	1634G	092486	HURRICANE, UT	CHAMPION	7ECA	NONE	366
1932	6337U	061486	LAMAR, CO	BEECH	C23	SERIOUS	36
1933	3694D	092986	BOULDER, CO	BEECH	60	NONE	48
1934	9062Z	022086	AUSTIN, TX	ROBINSON	R-22	NONE	318
1935	4608V	052586	BRIDGEPORT, NJ	CESSNA	172RG	SERIOUS	242
1936	161JD	040886	CHENEY, KS	GLASAIR	2	FATAL	130
1937	736XP	121486	EL RENO, OK	CESSNA	172K	FATAL	284
1938	2490Z	051786	TEMECULA, CA	GENERAL BALL	AX-6	FATAL	30
1939	5220M	062086	SHIOCTON, WI	CESSNA	152	NONE	390
1940	49220	122886	FT. POLK, LA	CESSNA	A-188-B	NONE	158
1941	201PJ	081886	AURORA, OR	MOONEY	M-20-J	MINOR	286
1942	394SK	082386	ROCHE HARBOR, WA	GLASAIR	SH2	FATAL	378
1943	80004	052486	SANTA FE, TX	AEROTEK	PITTS S2A	FATAL	332
1944	34397	053186	KRUM, TX	MEYERS	200B	FATAL	334
1945	9051H	102686	RICHARDTON, ND	CESSNA	172M	SERIOUS	226
1946	6728J	051686	LARAMIE, WY	BEECH	BE-99C	NONE	400
1947	40443	062786	BUFFALO, WY	MARTIN	404	FATAL	402
1948	5260F	102086	NASHVILLE, TN	PIPER	PA-32R-300	FATAL	316
1950	23DK	110286	MACON, GA	KOONS-DONALD	SONERAI II	FATAL	78

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
1951	71966	121286	MORGANTON, NC	LUSCOMBE	8A	NONE	220
1952	711TJ	110186	LAKE TAHOE, CA	LEAR JET	24	NONE	34
1953	44767	062686	MAMMOTH SPRING, AR	PIPER	PA-28R-200	NONE	18
1954	6041Y	092086	MONTGOMERY, AL	PIPER	PA-23-250	NONE	12
1955	67490	061886	JONESBORO, AR	CESSNA	152II	NONE	16
1956	20TS	080486	UVALDE, TX	SCHLEICHER	ASW-20	SERIOUS	338
1957	7975M	121086	IVEL, KY	BEECH	C-55	FATAL	144
1958	91548	112886	SPRINGTOWN, TX	NORTH AMERIC	NAVION A	FATAL	354
1959	2389B	050486	MARSHFIELD, MA	PIPER	PA-38	MINOR	162
1960	2945Y	112686	CHIEFLAND, FL	CESSNA	182E	NONE	68
1961	1FD	120186	PANAMA CITY, FL	CESSNA	320	SERIOUS	70
1962	47042	111086	GOSHEN, UT	BELL	47G-3B-1	NONE	368
1963	76541	072586	TAOS, NM	CESSNA	140,	SERIOUS	252
1964	6DW	062186	SILVER CITY, NM	CESSNA	A150K	FATAL	250
1965	6829H	040686	SENECA, IL	CESSNA	172M	SERIOUS	94
1966	578PA	111086	SOUTH BEND, IN	PIPER	PA-28R-200	MINOR	124
1967	3289U	111586	SANDWICH, IL	CESSNA	182F	SERIOUS	108
1968	71650	091786	QUINCY, IL	CESSNA	182M	MINOR	102
1969	4211T	032286	SPRINGVALE, ME	PIPER	PA-28-140	NONE	174
1970	9531Q	080386	LANCASTER, PA	PIPER	PA-60-601P	NONE	294
1971	1030V	050886	NEWBURG, PA	CESSNA	T337HP11	MINOR	288
1972	5068F	090686	ABILENE, TX	HILLER	FH-1100	NONE	346
1973	4346L	072686	BOULDER, CO	PIPER	PA-46-310P	FATAL	38
1973	5113S	072686	BOULDER, CO	CESSNA	TR-182	FATAL	40
1974	9109D	091386	UNKNOWN, AK	PIPER	PA-18	FATAL	8

## File Order Listing - Issue No. 10, 1986

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
1975	16GB	122086	EL PASO, TX	BEGGS	PITTS S-1	FATAL	360
1976	3219Q	110686	HENDERSON, NV	CESSNA	401	FATAL	258
1977	22943	100586	FORT SCOTT, KS	CESSNA	150	FATAL	140
1978	33808	101886	JAMESTOWN, NY	PIPER	PA-28-235	FATAL	266
1979	8340F	081086	DOUGLASVILLE, GA	PIPER	PA-28-161	MINOR	76
1980	9444Y	060386	SPERRY, OK	CESSNA	T210N	FATAL	274
1981	2784E	061386	HOUMA, LA	MB	105	FATAL	148
1982	8696H	041586	HANKAMER, TX	GRUMMAN	G164A	FATAL	324
1982	8751H	041586	HANKAMER, TX	GRUMMAN	G164A	FATAL	326
1983	8271P	102286	CROSBY, ND	PIPER	PA-24-250	FATAL	224
1984	1373P	050486	WARREN, MI	PIPER	PA-23-150	FATAL	178
1985	7087D	120686	HAVRE, MT	PIPER	PA-18-150	SERIOUS	208
1986	26DL	121186	OLATHE, KS	CESSNA	180	NONE	142
1987	414NY	051786	ATLANTIC CITY, NJ	CESSNA	414A	FATAL	240
1989	9665F	111986	EDEN, NC	HUGHES	269C	NONE	212
1990	5980P	100586	SEWARD, NE	PIPER	PA-24-250	NONE	228
1991	888MD	112586	ISABELA, PR	PIPER	PA-34-200T	FATAL	304
1992	3371V	081586	SUN CITY WEST, AZ	BEECH	35R	SERIOUS	24
1993	34180	080386	MARANA, AZ	SCHWEIZER	SGS-1-35	NONE	22
1994	757QR	080486	APPLE VALLEY, CA	CESSNA	152	MINOR	32
1995	5211G	120986	MASON, TX	CESSNA	305A	NONE	356
1996	1SN	121686	VERO BEACH, FL	CESSNA	336	NONE	74
1997	2710L	091586	MER ROUGE, LA	WSK-PZL-MIEL	PZL-M18	FATAL	156
1998	38092	090386	PORT ALLEN, LA	TEXAS	OH-13E/M74	NONE	154
1999	1691V	091686	BENNETT, CO	CESSNA	172M	FATAL	46

File Order Listing - Issue No. 10, 1986

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
2000	3MU	101286	DENVER, CO	MITSUBISHI	MU-2B-20	NONE	50



AIRCRAFT ACCIDENT REPORTS  
BRIEF FORMAT  
U.S. CIVIL AND FOREIGN AVIATION  
ISSUE NUMBER 10 OF 1986 ACCIDENTS

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1887      6/16/86      SETTLERS BAY, AK      A/C Reg. No. N11864      Time (Lcl) - 1521 ADT

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

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

-----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 ON AIRSTRIP
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	
Method - N/A	WASILLA, AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	ANCHORAGE, AK	SETTLERS BAY
Wind Dir/Speed- 300/010 KTS	ATC/Airspace	Runway Ident - 02
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2200/ 50
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - GRAVEL
Lowest Ceiling - 9000 FT BROKEN	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE	SIMULATED FORCED LANDING	
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 31	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 93
SE LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Instrument- 3
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE INSTRUCTOR (CFI) GAVE THE FRONT SEAT PLT A SIMULATED FORCED LNDG WHILE THE AIRPLANE WAS ALIGNED WITH RWY 20 & THE WIND. THE FRONT SEAT PLT ELECTED TO FLY A TRAFFIC PATTERN TO RWY 2. AS THE FRONT SEAT PLT MANEUVERED TO LINE UP WITH RWY 2, MUCH ALT WAS LOST & THE FINAL APCH WAS ABOUT 30 DEG OFF THE RWY HEADING. THE CFI APPLIED POWER FOR A GO-AROUND, BUT WAS TOO LATE TO AVOID HITTING TREE TOPS & THE GND NEAR THE RGT SIDE OF THE RWY. THE FRONT SEAT OCCUPANT WAS A RATED SINGLE-ENG PLT & WAS CONSIDERED THE PLT-IN-COMMAND ON THIS FLT.

Brief of Accident (Continued)

File No. - 1887

6/16/86

SETTLERS BAY, AK

A/C Reg. No. N11864

Time (Lcl) - 1521 ADT

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

Finding(s)

1. PLANNED APPROACH - POOR - DUAL STUDENT
  2. SUPERVISION - INADEQUATE - OTHER CREW MEMBER
  3. GO-AROUND - DELAYED -
  4. OBJECT - TREE(S)
  5. PROPER ALTITUDE - NOT MAINTAINED -
- 

Occurrence #2        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    APPROACH - VFR PATTERN - FINAL APPROACH

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1886      8/31/86      CLEAR,AK

A/C Reg. No. N3539E

Time (Lcl) - 2120 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Fire  
NONE

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

Make/Model - CESSNA 180B  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 2650  
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470-K  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 230 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- CALM  
Visibility - 60.0 SM  
Lowest Sky/Clouds - 10000 FT SCATTERED  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DUSK

Itinerary

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

Pilot-In-Command

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

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

Medical Certificate - EXPIRED

Flight Time (Hours)

Total	- 1400	Last 24 Hrs -	2
Make/Model-	600	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	28
Multi-Eng -	20	Rotorcraft -	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT & PASSENGER WERE ON A HUNTING TRIP & HAD SELECTED A CLEARING ON A BRUSH COVERED HILLSIDE FOR A LANDING. THE CLEARING HAD BEEN PREVIOUSLY USED AS AN AIRSTRIIP. WHILE ON FINAL APCH TO LAND AT DUSK, THE PLT LOST SIGHT OF THE TOUCHDOWN AREA DUE TO DARKNESS & SHADOWS. DURING THE LANDING, HE OVERRAN THE LANDING ZONE. THE LEFT MAIN GEAR THEN ENCOUNTERED UNEVEN TERRAIN & COLLAPSED.

Brief of Accident (Continued)

File No. - 1886

8/31/86

CLEAR,AK

A/C Reg. No. N3539E

Time (Lc1) - 2120 ADT

Occurrence #1        OVERRUN  
Phase of Operation    LANDING

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. LIGHT CONDITION - DUSK
3. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
4. IMPROPER DECISION,VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
5. IMPROPER DECISION,OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND

Occurrence #2        MAIN GEAR COLLAPSED  
Phase of Operation    LANDING

Finding(s)

6. TERRAIN CONDITION - ROUGH/UNEVEN
7. LANDING GEAR,MAIN GEAR - OVERLOAD

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1926      9/12/86      CHRISTIAN LAKE, AK      A/C Reg. No. N150SG      Time (Lcl) - 1545 ADT

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

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

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

Make/Model - PIPER PA-18	Eng Make/Model - LYCOMING O-320-A2A	ELT Installed/Activated - YES-UNK/NR
Landing Gear - FLOAT	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	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	KENAI, AK	Runway Ident - N/A
Wind Dir/Speed- 180/005 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - WATER
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - WATER-CALM
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 29	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 257
SE LAND, SE SEA	Months Since - UNK/NR	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT-IN-COMMAND OF THE FLOAT EQUIPPED AIRPLANE, OVERLOADED THE AIRPLANE BEYOND THE AFT LIMIT OF THE CENTER OF GRAVITY RANGE. HE TOOK OFF WITHOUT FLAPS AND ATTEMPTED TO TURN AWAY FROM RISING TERRAIN. THE AIRPLANE STALLED AND CRASHED.

Brief of Accident (Continued)

File No. - 1926

9/12/86

CHRISTIAN LAKE, AK

A/C Reg. No. N150SG

Time (Lcl) - 1545 ADT

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

Finding(s)

1. FLIGHT CONTROL, FLAP - NOT ENGAGED
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. FUSELAGE, CARGO COMPARTMENT - OVERLOAD
4. PERFORMANCE DATA - DISREGARDED - PILOT IN COMMAND
5. AIRCRAFT WEIGHT AND BALANCE - IMPROPER - PILOT IN COMMAND

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

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

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

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

Brief of Accident

File No. - 1974      9/13/86      UNKNOWN,AK      A/C Reg. No. N9109D      Time (Lcl) - UNK/NR

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

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

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

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

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

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

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

Pilot-In-Command	Age - 46	Medical Certificate - NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 1200
SE LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PRIVATE PILOT OPERATING FOR HIRE DEPARTED ANCHORAGE AND FLEW INTO AN AREA OF FORECASTED DETERIORATING WEATHER CONDITIONS. THE AIRPLANE HAS NOT BEEN LOCATED. AIRCRAFT DAMAGE AND INJURIES ARE PRESUMED.



Brief of Accident (Continued)

File No. - 1974

9/13/86

UNKNOWN,AK

A/C Reg. No. N9109D

Time (Lcl) - UNK/NR

Occurrence MISSING AIRCRAFT  
Phase of Operation UNKNOWN

Finding(s)

1. PLANNING-DECISION - INADEQUATE - PILOT IN COMMAND
2. TERRAIN CONDITION - MOUNTAINOUS/HILLY
3. WEATHER CONDITION - LOW CEILING
4. JUDGEMENT - POOR - PILOT IN COMMAND
5. UNDETERMINED

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1812      9/01/86      MT OLIVE, AL      A/C Reg. No. N548YA      Time (Lcl) - 1730 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Fire  
NONE

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

Make/Model - JOE ALMON FALCON XP  
Landing Gear - UNK/NR  
Max Gross Wt - UNK/NR  
No. of Seats - 2

Eng Make/Model - ROTEX 503  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 50 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- 130/005 KTS  
Visibility - 7.0 SM  
Lowest Sky/Clouds - 1900 FT  
Lowest Ceiling - 1900 FT BROKEN  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

PRIVATE  
Runway Ident - 18  
Runway Lth/Wid - 2000  
Runway Surface - GRASS/TURF  
Runway Status - DRY

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

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

Age - 31  
Biennial Flight Review  
Current - YES  
Months Since - 12  
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 125  
Make/Model- 3  
Instrument- UNK/NR  
Multi-Eng - UNK/NR  
Last 24 Hrs - 2  
Last 30 Days- UNK/NR  
Last 90 Days- 3  
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WHILE APCHG TO LAND, THE REGISTERED ULTRALIGHT ACFT ENCOUNTERED A DOWNDRAFT WHICH EXCEEDED ITS CLIMB PERFORMANCE. THE ACFT WAS HEADED TWD POWER LINES, SO THE PLT ELECTED TO FLY UNDER THE LINES. AS THE ULTRALIGHT WAS CROSSING UNDER THE POWER LINES, ONE OF ITS VERTICAL FINS HIT THE BOTTOM CABLE WHICH DISABLED THE ACFT'S LEFT RUDDER CONTROL. THE ACFT TURNED TO THE RGT TWD A HILL & WOULD NOT CLIMB SUFFICIENTLY TO CLEAR OVER TREES. THE PLT INTENTIONALLY ALLOWED THE ACFT TO MUSH INTO THE TREES WHILE HE STILL HAD CONTROL.

Brief of Accident (Continued)

File No. - 1812

9/01/86

MT OLIVE,AL

A/C Reg. No. N548YA

Time (Lcl) - 1730 CDT

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

Finding(s)

1. WEATHER CONDITION - DOWNDRAFT

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

Finding(s)

2. OBJECT - WIRE,TRANSMISSION(MARKED)
3. CLEARANCE - MISJUDGED - PILOT IN COMMAND
4. VERTICAL STABILIZER ATTACHMENT - SEPARATION

Occurrence #3        FORCED LANDING  
Phase of Operation    MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

5. FLIGHT CONTROL, RUDDER - MOVEMENT RESTRICTED
6. DIRECTIONAL CONTROL - REDUCED -
7. CLIMB - NOT POSSIBLE -

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

Finding(s)

8. OBJECT - TREE(S)
9. STALL/MUSH

----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) 1,2,8

Brief of Accident

File No. - 1954      9/20/86      MONTGOMERY,AL      A/C Reg. No. N6041Y      Time (Lcl) - 1022 CDT

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

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

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

Make/Model - PIPER PA-23-250	Eng Make/Model - LYCOMING IO-540-C4B5	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 5200	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 2	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	MONTGOMERY,AL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	GREENSBORO,NC	
Wind Dir/Speed- 120/003 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 6.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 15000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - CONCRETE
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 - 50	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 8295
SE LAND,ME LAND	Months Since - 10	Make/Model- 100
GLIDER	Aircraft Type - UNK/NR	Instrument- 127
		Multi-Eng - 300
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 100
		Rotorcraft - 2

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING INITIAL CLIMB PHASE OF AN EXPERIMENTAL FLT FROM MGM, AL, THE PLT RPTD THAT THE LEFT ENGINE HAD FAILED AND AN ATTEMPT WAS MADE TO FEATHER THE PROP. THE PLT RADIOED DANNELLY TOWER THAT THE ACFT WAS RETURNING TO THE ARPT. THEN THE PLT RPTD THAT THE RIGHT ENGINE LOST THRUST, HOWEVER THE RIGHT PROP WAS NOT FEATHERED BECAUSE HE WAS NOT SURE IF THE ENGINE WAS PRODUCING POWER. A GEAR-UP FORCED LANDING WAS MADE ON A 4-LANE HIGHWAY. THE ACFT ENGINES WERE FUELED WITH ALCOHOL WITH APPROVAL OF THE FAA FOR RESEARCH AND DEVELOPMENT. THREE DAYS PRIOR TO THE ACCIDENT THE ACFT EXPERIENCED POWER SURGES AND MADE A PRECAUTIONARY LANDING. NO PROBLEMS WERE FOUND AND THE FLIGHT WAS CONTINUED. INSPECTION OF THE ACFT REVEALED THE RIGHT PROP FEATHERED AND THE LEFT PROP IN LOW PITCH. THE ACFT WGT AND BAL INDICATED APPROX. 400# OVER GROSS WEIGHT. THE ENGINES WERE SUCCESSFULLY TEST RUN. THERE HAS BEEN NO DETERMINATION AS TO THE CAUSE OF THE RPTD ENGINE FAILURES.

Brief of Accident (Continued)

File No. - 1954

9/20/86

MONTGOMERY, AL

A/C Reg. No. N6041Y

Time (Lcl) - 1022 CDT

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

Finding(s)

1. UNDETERMINED

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Finding(s)

2. PROPELLER SYSTEM/ACCESSORIES, FEATHERING SYSTEM - UNDETERMINED  
3. EMERGENCY PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND

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

Finding(s)

4. WHEELS UP LANDING - PERFORMED - PILOT IN COMMAND

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1811      9/25/86      YANTLEY,AL      A/C Reg. No. N3757Z      Time (Lcl) - 1810 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation - FERRY	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 A-37A	Eng Make/Model - GE J-85-GE-5A	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - UNK/NR
Max Gross Wt - 14000	Engine Type - TURBOJET	
No. of Seats - 2	Rated Power - 2850 LBS THRUST	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	TROY,AL	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	ADDISON,TX	Runway Ident - N/A
Wind Dir/Speed- 140/005 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 7.0 SM	Type of Flight Plan - IFR	Runway Surface - N/A
Lowest Sky/Clouds - 3500 FT SCATTERED	Type of Clearance - IFR	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 - 49	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - 2400
SE LAND,ME LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT HAD JUST PURCHASED THE ACFT WHICH HAD AN EXPERIMENTAL AIRWORTHINESS CERTIFICATE. DURING A PREFLT WX BRIEFING, HE WAS ADVISED OF TOWERING CUMULUS CLOUDS ALONG HIS ROUTE. AFTER TAKEOFF, HE INITIATED A CLIMB TO FL 240 & LEVELED OFF APRX 10 MIN LATER. AFTER ANOTHER 7 MIN, THE PLT TRANSMITTED "N3757Z, I'M IN TROUBLE!" SHORTLY THEREAFTER, RADIO & RADAR CONTACT WITH THE ACFT WERE LOST. A MILITARY ACFT WAS DIVERTED TO THE AREA & THE CRASH SITE WAS LOCATED. AN EXAM OF THE WRECKAGE REVEALED THE ACFT HAD IMPACTED IN A STEEP NOSE DOWN, WINGS LEVEL ATTITUDE. NO PREIMPACT PART FAILURE OR MALFUNCTION WAS FND. FLT CREWS OF OTHER ACFT RPRTD THERE WAS HEAVY WX ACTIVITY IN THE VICINITY OF THE ACNT.

Brief of Accident (Continued)

File No. - 1811

9/25/86

YANTLEY,AL

A/C Reg. No. N3757Z

Time (Lcl) - 1810 CDT

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 WEATHER ADVISORIES - NOT OBTAINED - PILOT IN COMMAND
3. WEATHER CONDITION - CLOUDS
4. WEATHER CONDITION - THUNDERSTORM
5. WEATHER CONDITION - TURBULENCE(THUNDERSTORMS)
6. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND

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

Finding(s)

7. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND

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

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

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

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. - 1955      6/18/86      JONESBORO, AR      A/C Reg. No. N67490      Time (Lc1) - 1340 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

DESTROYED

Fire

NONE

Crew

Pass

Fatal

0

0

Injuries

Serious

0

0

Minor

0

0

None

1

0

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

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

Eng Make/Model - LYCOMING O-235 L2C

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 110 HP

ELT Installed/Activated - YES-UNK/NR

Stall Warning System - YES

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 040/007 KTS  
Visibility - 12.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SHERIDAN, AR

Destination  
JONESBORO, AR

ATC/Airspace

Type of Flight Plan - VFR

Type of Clearance - VFR

Type Apch/Lndg - FORCED LANDING

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 17  
Biennial Flight Review  
Current - N/A  
Months Since - N/A  
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 36  
Last 24 Hrs - UNK/NR  
Make/Model- 36  
Last 30 Days- UNK/NR  
Instrument- 0  
Last 90 Days- 20

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT HE WAS LEVEL AT 3,000 FEET, AND HAD THE AIRPORT IN SIGHT WHEN HE EXPERIENCED A FLUCTUATION IN ENGINE RPM. THE PILOT FURTHER STATED THAT HE CONTINUED THE FLIGHT BUT THAT THE ENGINE QUIT WHEN THE AIRCRAFT WAS OVER THE AIRPORT. THE P.I.C. COULD NOT EXPLAIN WHY HE CHOSE NOT TO LAND AT THE AIRPORT, AND ATTEMPTED INSTEAD AN OFF-AIRPORT LANDING. THE AIRCRAFT CLIPPED A TREE WITH ITS RIGHT WING AND IMPACTED THE GROUND NOSE FIRST. THERE WAS NO FIRE. ACCORDING TO THE PILOT, THE AIRCRAFT HAD TEN GALLONS OF FUEL ON BOARD WHEN THE FLIGHT ORIGINATED. HE MADE ONE STOP ENROUTE TO HIS DESTINATION AIRPORT, 120NM AWAY.



Brief of Accident (Continued)

File No. - 1955

6/18/86

JONESBORO, AR

A/C Reg. No. N67490

Time (Lcl) - 1340 CDT

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2.      IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
3. FUEL CONSUMPTION CALCULATIONS - MISJUDGED - PILOT IN COMMAND
4. 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      MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

5. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
6. EMERGENCY PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND

Occurrence #4      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

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

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

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. - 1953      6/26/86      MAMMOTH SPRING, AR      A/C Reg. No. N44767      Time (Lcl) - 1315 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
SUBSTANTIAL  
Fire      NONE

Crew  
Pass

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

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

Make/Model      - PIPER PA-28R-200  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 2900  
No. of Seats      - 4

Eng Make/Model      - LYCOMING IO-360-CIC  
Number Engines      - 1  
Engine Type      - RECIP-FUEL INJECTED  
Rated Power      - 200 HP

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

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

Weather Data

Wx Briefing      - FSS  
Method      - TELEPHONE  
Completeness      - WEATHER NOT PERTINENT  
Basic Weather      - VMC  
Wind Dir/Speed      - 220/008 KTS  
Visibility      - 5.0 SM  
Lowest Sky/Clouds      - 3500 FT SCATTERED  
Lowest Ceiling      - NONE  
Obstructions to Vision      - HAZE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
FLIPPIN, AR  
Destination  
POPLAR BLUFF, MO

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident      - N/A  
Runway Lth/Wid      - N/A  
Runway Surface      - DIRT  
Runway Status      - DRY  
SNOW - DRY

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

Age      - 27  
Biennial Flight Review  
Current      - YES  
Months Since      - 0  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	- 334
Make/Model	- 18
Instrument	- 53
Multi-Eng	- 9
Last 24 Hrs	- 2
Last 30 Days	- UNK/NR
Last 90 Days	- 17

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT THE AIRCRAFT HAD PLENTY OF OIL PRIOR TO DEPARTURE AND THAT THE FLIGHT WAS PROCEEDING NORMALLY WHEN, SUDDENLY, THE OIL PRESSURE DROPPED TO ZERO. WHILE SUBSEQUENTLY HEADING FOR A NEARBY AIRPORT, THE ENGINE LOST POWER AND SEIZED, FORCING AN OFF-AIRPORT EMERGENCY LANDING, ACCORDING TO THE PILOT. A POST-CRASH EXAMINATION OF THE ENGINE BY AN FAA AIRWORTHINESS INSPECTOR REVEALED THAT THE OIL PLUG WAS MISSING AND THERE WAS NO EVIDENCE OF SAFETY WIRING. THE AIRCRAFT HAD JUST BEEN RELEASED FROM MAINTENANCE, ACCORDING TO THE INSPECTOR.

Brief of Accident (Continued)

File No. - 1953

6/26/86

MAMMOTH SPRING, AR

A/C Reg. No. N44767

Time (Lc1) - 1315 CDT

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

Finding(s)

1. MAINTENANCE, SERVICE OF AIRCRAFT - IMPROPER - OTHER MAINTENANCE PSNL
  2.     PROCEDURE INADEQUATE, CONDITION(S)/STEP(S) IN ERROR - OTHER MAINTENANCE PSNL
  3. FLUID, OIL - EXHAUSTION
- 

Occurrence #2            FORCED LANDING  
Phase of Operation      CRUISE

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

Finding(s)

4. TERRAIN CONDITION - ROUGH/UNEVEN
- 

----Probable Cause----

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

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. - 1866

6/28/86

HARTFORD, AR

A/C Reg. No. N3328F

Time (Lcl) - 0945 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

Injuries			
Fatal	Serious	Minor	None
1	0	0	0
3	0	0	0

Type of Operation - PERSONAL

Fire Crew

Flight Conducted Under -14 CFR 91

ON GROUND

Pass

Accident Occurred During -DESCENT

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

Make/Model - CESSNA 182J

Eng Make/Model - CONTINENTAL O-470-R

ELT Installed/Activated - UNK/NR

Landing Gear - TRICYCLE-FIXED

Number Engines - 1

Stall Warning System - UNK/NR

Max Gross Wt - 2800

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 4

Rated Power - 230 HP

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - IMC

Wind Dir/Speed- 290/005 KTS

Visibility - UNK/NR

Lowest Sky/Clouds - UNK/NR

Lowest Ceiling - UNK/NR

Obstructions to Vision- FOG

Precipitation - RAIN

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

WINNSBORO, TX

Destination

POINT LOOKOUT, MO

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 38

Biennial Flight Review

Current - YES

Months Since - 5

Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 104

Make/Model- UNK/NR

Instrument- 5

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WHEN THE ACFT DID NOT ARRIVE AT ITS DESTN, A SEARCH WAS INITIATED. THE WRECKAGE WAS LOCATED 4 DAYS LATER WHERE THE ACFT CRASHED IN MOUNTAINOUS TERRAIN. AN INVESTIGATION REVEALED THERE WAS SEVERE THUNDERSTORM ACTIVITY IN THE AREA AT THE TIME OF THE ACCIDENT. NO RECORD WAS FOUND OF THE PLT RECEIVING A PREFLT WX BRIEFING. RADAR DATA SHOWED THAT AN ACFT (PRESUMABLY N3328F) HAD TRACKED NORTHBOUND TOWARD AN AREA OF RISING TERRAIN WITH THE TRANSPONDER SQUAWKING 1200 (VFR CODE), BUT WITH NO MODE "C" ALT REPORTING. THE ACFT THEN TURNED EASTBOUND FOR 5 TO 7 MI, THEN BEGAN CIRCLING FOR ABOUT 1 MIN UNTIL RADAR CONTACT WAS LOST. SUBSEQUENTLY, THE WRECKAGE WAS FOUND IN THE SAME VICINITY. AN EXAM REVEALED THE ACFT HAD CRASHED IN A STEEP NOSE DOWN, SLIGHTLY INVERTED ATTITUDE, AT HI SPEED. NO PREIMPACT MECHANICAL FAILURE OR MALFUNCTION WAS FOUND.

Brief of Accident (Continued)

File No. - 1866

6/28/86

HARTFORD, AR

A/C Reg. No. N3328F

Time (Lc1) - 0945 CDT

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. TERRAIN CONDITION -- HIGH TERRAIN
3. WEATHER CONDITION - CLOUDS
4. WEATHER CONDITION - LOW CEILING
5. WEATHER CONDITION - FOG
6. WEATHER CONDITION - THUNDERSTORM
7. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND

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

Finding(s)

8. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
9.        IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - PILOT IN COMMAND
10.       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

Finding(s)

11. TERRAIN CONDITION - MOUNTAINOUS/HILLY

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

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

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,6,10,11

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1993      8/03/86      MARANA, AZ      A/C Reg. No. N34180      Time (Lc1) - 1330 MST

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

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

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

Make/Model	- SCHWEIZER SGS-1-35	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	- 930	Engine Type	- N/A		
No. of Seats	- 1	Rated Power	- N/A		

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 360/003 KTS</p> <p>Visibility - 50.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="text-align: center;">MARANA, AZ</p> <p>Destination</p> <p style="text-align: center;">LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FULL STOP</p>	<p>Airport Proximity</p> <p style="text-align: center;">ON AIRSTRIP</p> <p>Airport Data</p> <p style="text-align: center;">TAYLOR FIELD</p> <p>Runway Ident - 36</p> <p>Runway Lth/Wid - 3000/ 150</p> <p>Runway Surface - DIRT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 33	Medical Certificate - NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 33
	Months Since - 9	Make/Model- 1
GLIDER	Aircraft Type - 2-33	Instrument- 0
		Last 24 Hrs - 1
		Last 30 Days- 1
		Last 90 Days- 7
		Rotorcraft - 33

Instrument Rating(s) - NONE

-----Narrative-----

A SCHWEIZER SGS 1-35, LANDED HARD AFTER A STEEP FINAL APPROACH. THE PILOT INDICATED THAT HE WAS HIGH ON FINAL APPROACH AND INITIALLY APPLIED 30 DEGREES OF FLAPS. HE WAS STILL TOO HIGH AND ELECTED TO USE 80 DEGREES (FULL) FLAPS. THE AIRCRAFT LANDED HARD NOSE DOWN ON THE AIRCRAFT BELLY FORWARD OF LANDING GEAR. THE AIRCRAFT CANOPY WAS BROKEN IMMEDIATELY BY THE IMPACT. THE AIRCRAFT THEN OVERRAN THE DIRT RUNWAY AND CAME TO REST IN VEGETATION OFF THE END. THE PILOT ALSO INDICATED THAT THIS WAS HIS FIRST FLIGHT IN THIS MODEL GLIDER AND THAT THERE WERE NO MECHANICAL FAILURES OR MALFUNCTIONS WITH THE AIRCRAFT PRIOR TO THE ACCIDENT.

Brief of Accident (Continued)

File No. - 1993

8/03/86

MARANA, AZ

A/C Reg. No. N34180

Time (Lcl) - 1330 MST

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

Finding(s)

1. LEVEL OFF - NOT PERFORMED - PILOT IN COMMAND
  2.        IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
  3. PROPER DESCENT RATE - EXCEEDED - PILOT IN COMMAND
  4. PLANNED APPROACH - POOR - PILOT IN COMMAND
  5.        IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
  6. PROPER GLIDEPATH - NOT FOLLOWED - PILOT IN COMMAND
- 

----Probable Cause----

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

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

# Brief of Accident

File No. - 1992

8/15/86

SUN CITY WEST,AZ

A/C Reg. No. N3371V

Time (Lcl) - 1450 MST

## -----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	1	0	0	0
Pass	0	0	0	0	3

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

Fire  
NONE

## -----Aircraft Information-----

Make/Model - BEECH 35R  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2650  
No. of Seats - 4

Eng Make/Model - CONTINENTAL E185-1  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 185 HP

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

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

### Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 290/005 KTS  
Visibility - 45.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

### Itinerary

Last Departure Point  
SUN CITY WEST,AZ  
Destination  
MESA,AZ

### ATC/Airspace

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

### Airport Proximity

OFF AIRPORT/STRIP

### Airport Data

HART  
Runway Ident - 25  
Runway Lth/Wid - 2600  
Runway Surface - DIRT  
Runway Status - DRY

## -----Personnel Information-----

### Pilot-In-Command

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

Age - 32

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	754	Last 24 Hrs -	2
Make/Model-	718	Last 30 Days-	UNK/NR	
Instrument-	0	Last 90 Days-	70	

Instrument Rating(s) - NONE

## -----Narrative-----

A BEECHCRAFT BE-35R LOST ALT DURING INITIAL CLIMB AND COLLIDED WITH THE GROUND AFTER TAKEOFF FROM A PRIVATE AIRSTRIP. THE PLT DESCRIBED THE TAKEOFF AS NORMAL UNTIL HE REACHED AN ALT OF 100 TO 125 FT AGL AND STARTED TO TURN LEFT. THE PLT STATED, "THE AIRCRAFT ACTED LIKE IT LOST ALL ITS LIFT." INVESTIGATION REVEALED THAT THERE WAS NO WEIGHT AND BALANCE RECORDS ONBOARD THE ACFT AT THE TIME OF THE ACCIDENT. THE PLT WAS USING PERFORMANCE DATA FROM A "C" MODEL BONANZA FLIGHT MANUAL. THE "C" MODEL BONANZA IS EQUIPPED WITH A CONTINENTAL E-185-1 ENGINE THAT PRODUCES 205 HORSEPOWER WHERE AS THE CONTINENTAL E-185-1 INSTALLED IN THE ACFT ONLY PRODUCES 185 HORSEPOWER. THE PLT COMPUTED THE GROSS WEIGHT FOR TAKEOFF AS 2,683.4 LBS, 33 LBS OVER THE MAX GWT FOR THE ACFT. THE TEMP WAS REPORTED TO BE 106 DEGREES F AT THE TIME OF THE ACCIDENT AND THE DENSITY ALT FOR THE 1,313 FOOT ELEVATION WAS COMPUTED AT 4,400 FT.



Brief of Accident (Continued)

File No. - 1992

8/15/86

SUN CITY WEST,AZ

A/C Reg. No. N3371V

Time (Lcl) - 1450 MST

Occurrence #1 ALTITUDE DEVIATION,UNCONTROLLED  
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. AIRCRAFT WEIGHT AND BALANCE - IMPROPER - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT,OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
3. WEATHER CONDITION - HIGH DENSITY ALTITUDE
4. FLIGHT MANUALS - IMPROPER - PILOT IN COMMAND
5. PERFORMANCE DATA - INACCURATE - PILOT IN COMMAND

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

Finding(s)

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) 1,2,4,6

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1802      12/14/86      CHANDLER,AZ      A/C Reg. No. N3605P      Time (Lcl) - 1715 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

SUBSTANTIAL

Fire

NONE

Crew

Pass

Fatal

0

0

Injuries

Serious

0

0

Minor

0

0

None

1

0

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

Make/Model      - CESSNA P210N  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 4000  
No. of Seats      - 6

Eng Make/Model      - CONTINENTAL TS10-520-P  
Number Engines      - 1  
Engine Type      - RECIP-FUEL INJECTED  
Rated Power      - 310 HP

ELT Installed/Activated      - UNK/NR

Stall Warning System      - UNK/NR

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

Weather Data

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

Itinerary

Last Departure Point  
DURANGO,CO  
Destination  
CHANDLER,AZ

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident      - 04  
Runway Lth/Wid      - 4395/ 75  
Runway Surface      - ASPHALT  
Runway Status      - DRY

Wind Dir/Speed- 320/005 KTS  
Visibility      - 25.0 SM  
Lowest Sky/Clouds      - 12000 FT SCATTERED  
Lowest Ceiling      - 25000 FT OVERCAST  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

ATC/Airspace

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

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL  
SE LAND,ME LAND

Age - 42

Biennial Flight Review

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

Medical Certificate - NON-VALID MEDICAL

Flight Time (Hours)

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

Instrument Rating(s) - NONE

-----Narrative-----

WHILE THE PLT WAS RECEIVING VECTORS FOR ARRIVAL AT CHANDLER, AZ, THE ENG LOST POWER. SUBSEQUENTLY, THE PLT MADE AN EMERGENCY LANDING ABOUT 1 MI NORTH OF THE ARPT. HE RPRTD THAT HE HAD FILLED THE FUEL TANKS AT CHANDLER & HAD FLOWN TO DURANGO, CO ON 12/5/86. ON THE DAY OF THE ACCIDENT, HE HAD RETURNED TO CHANDLER WITHOUT REFUELING. AN EXAM OF THE ACFT REVEALED THE FUEL TANKS WERE EMPTY. NO MECHANICAL PART FAILURE OR MALFUNCTION WAS RPRTD.

Brief of Accident (Continued)

File No. - 1802

12/14/86

CHANDLER, AZ

A/C Reg. No. N3605P

Time (Lcl) - 1715 MST

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

Finding(s)

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

Occurrence #2        FORCED LANDING  
Phase of Operation    DESCENT - EMERGENCY

-----

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

Finding(s)

5. TERRAIN CONDITION - ROUGH/UNEVEN
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1915      5/03/86      LONG BEACH, CA      A/C Reg. No. N55MM      Time (Lcl) - 1600 PDT

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

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

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

Make/Model - CESSNA P210N	Eng Make/Model - CONTINENTAL TS10-520-P	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3400	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 310 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	PAYSON, AZ	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	TORRANCE, CA	LONG BEACH
Wind Dir/Speed- 260/014 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 25.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 1300 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 57	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 4500
SE LAND, ME LAND	Months Since - 1	Make/Model- 3600
	Aircraft Type - P210N	Instrument- 410
		Multi-Eng - 242
		Last 24 Hrs - 8
		Last 30 Days- UNK/NR
		Last 90 Days- 66
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE ENROUTE FROM CINCINNATI, OH (LUK), TO TORRANCE, CA, THE AIRPLANE EXPERIENCED A TOTAL ENGINE POWER LOSS ABOUT 10 MILES SOUTH OF LONG BEACH AIRPORT (LGB), LONG BEACH, CA. THE PILOT ATTEMPTED TO LAND AT LGB BUT THE ACFT ALT WAS INSUFFICIENT. THE ACFT CRASHED ON A GOLF COURSE LOCATED ABT 1/4 MILE EAST OF THE ARPT. THE INVESTIGATION DISCLSD THE NO. 2 PISTON HAD MELTED DUE TO EXTREME HIGH TEMP DISTRESS AND THE CON ROD FRACTURED IN OVERLOAD. THE ENGINE WAS INSTALLED AT LUK ON MAY 2, 1986 AND HAD ACCUM 125 FLT HRS. METALLURGICAL EXAM DISCLSD MISALIGNMENT OF THE CON ROD AND PISTON/CYLINDER BARREL.

Brief of Accident (Continued)

File No. - 1915

5/03/86

LONG BEACH, CA

A/C Reg. No. N55MM

Time (Lcl) - 1600 PDT

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

Finding(s)

1. ENGINE ASSEMBLY, PISTON - BINDING(MECHANICAL)
  2. ENGINE ASSEMBLY, PISTON - OVERTEMPERATURE
  3. ENGINE ASSEMBLY, CONNECTING ROD - OVERLOAD
  4. MAINTENANCE, ALIGNMENT - IMPROPER - OTHER MAINTENANCE PSNL
- 

Occurrence #2        FORCED LANDING  
Phase of Operation    DESCENT - EMERGENCY

-----

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

Finding(s)

5. OBJECT - TREE(S)
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1938      5/17/86      TEMECULA, CA      A/C Reg. No. N2490Z      Time (Lcl) - 0845 PDT

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

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

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

Make/Model - GENERAL BALLOON AX-6	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 - 1210	Engine Type - N/A		
No. of Seats - UNK/NR	Rated Power - N/A		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	TEMECULA, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	RANCHO CALIFORNIA
Wind Dir/Speed- 360/005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 51	Medical Certificate - NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 126
	Months Since - 2	Last 24 Hrs - 1
FREE BALLOON	Aircraft Type - AX-6	Make/Model- 126
		Last 30 Days- 3
		Instrument- UNK/NR
		Last 90 Days- 4
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE BALLOON WAS GOING TO PARTICIPATE IN A "HARE AND HOUND" EVENT AND HAD DEPARTED A FESTIVAL STAGING AREA ON A POSITIONING FLIGHT. PRIOR TO DEPARTING THE AREA THE BALLOON HAD FLOWN FOR ABOUT 45 MINUTES. WHILE ENROUTE TO THE POSITIONING AREA THE BALLOON HAD EXHAUSTED ITS LIQUID PROPANE SUPPLY. ONE OCCUPANT IN THE BALLOON WAS ATTEMPTING TO THROW A ROPE TO GROUND WITNESSES BUT DURING THE DESCENT THE BASKET CONTACTED SOME 31 FT AGL HIGH TENSION WIRES. ALL 12 CABLES AND THE HEATER CONTROL PANEL DISPLAYED EXTENSIVE BURNING/ARCING SIGNATURES AND ALL OF THE 1/4 IN STAINLESS STEEL CABLES WERE BURNED THROUGH & SEPARATED FROM THEIR RESPECTIVE ATTACH POINTS.

Brief of Accident (Continued)

File No. - 1938

5/17/86

TEMECULA, CA

A/C Reg. No. N2490Z

Time (Lcl) - 0845 PDT

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

Finding(s)

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

Finding(s)

4. OBJECT - WIRE, TRANSMISSION

-----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. - 1994      8/04/86      APPLE VALLEY, CA      A/C Reg. No. N757QR      Time (Lcl) - 1800 PDT

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

<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- 225/020 KTS</p> <p>Visibility        - 30.0    SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling    - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation     - NONE</p> <p>Condition of Light      - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point APPLE VALLEY, CA</p> <p>Destination DAGGET, CA</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - VFR</p> <p>Type of Clearance    - NONE</p> <p>Type Apch/Lndg       - NONE</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data</p> <p>APPLE VALLEY</p> <p>Runway Ident        - 36</p> <p>Runway Lth/Wid      - 6500/ 150</p> <p>Runway Surface      - ASPHALT</p> <p>Runway Status       - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>STUDENT</p>	<p>Age - 24</p> <p>Biennial Flight Review</p> <p>Current            - N/A</p> <p>Months Since      - N/A</p> <p>Aircraft Type      - N/A</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total            - 50</p> <p>Make/Model-      50</p> <p>Instrument-       1</p> <p>Last 24 Hrs - 1</p> <p>Last 30 Days- 6</p> <p>Last 90 Days- 22</p>
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Instrument Rating(s) - NONE

-----Narrative-----

A CESSNA 152 OVERRAN RWY 36 AND NOSED OVER ON THE OVERRUN AREA. THE STUDENT PLT INDICATED THAT HE ATTEMPTED THE TAKEOFF FROM MID-FIELD ON RWY 36 WITHOUT TAKING INTO ACCOUNT THE DENSITY ALT. HE ALSO STATED THAT HE ATTEMPTED TO ABORT THE TAKEOFF AFTER REACHING 40 TO 45 KTS, BUT WAS UNABLE TO STOP THE ACFT BEFORE IT OVERRAN THE RWY. THE ACFT NOSE GEAR COLLAPSED WHEN IT COLLIDED WITH A DIRT BANK AND THEN THE ACFT CAME TO REST IN A NOSE DOWN ATTITUDE. THE STUDENT PLT THEN STATED, "THE PLANE STOPPED MOVING, BUT A STRONG TAILWIND PICKED UP THE TAIL, NOSING OVER THE PLANE, WHICH CAUSED MUCH OF THE DAMAGE." A FAA ACCIDENT PREVENTION COUNSELOR LOCATED AT THE AIRPORT STATED THE STUDENT PLT ATTEMPTED TO TAKEOFF DOWNWIND ON RWY 36 FROM MID-FIELD. THE WINDS WERE ESTIMATED TO BE FROM THE S-SW AT 20 KTS AND THE TEMPERATURE APPROXIMATELY 90 DEG. RWY 36 IS 6,059 FT. THE COMPUTED DENSITY ALT IS APRX 5,500 FT.



Brief of Accident (Continued)

File No. - 1994

8/04/86

APPLE VALLEY, CA

A/C Reg. No. N757QR

Time (Lcl) - 1800 PDT

Occurrence #1            OVERRUN  
Phase of Operation      TAKEOFF - GROUND RUN

Finding(s)

1. WEATHER CONDITION - TAILWIND
2. PLANNING-DECISION - POOR - PILOT IN COMMAND
3. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
4. IMPROPER DECISION, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
5. WIND INFORMATION - NOT UNDERSTOOD - PILOT IN COMMAND
6. WEATHER CONDITION - TAILWIND

Occurrence #2            NOSE OVER  
Phase of Operation      LANDING - ROLL

Finding(s)

7. TERRAIN CONDITION - DIRT BANK
8. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,5,8

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1952      11/01/86      LAKE TAHOE, CA      A/C Reg. No. N711TJ      Time (Lcl) - 1830 PST

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

Type Operating Certificate	-COMMUTER	Aircraft Damage					
Name of Carrier	-JET CHARTER INTERNATIONAL	SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-NON SCHED, DOMESTIC, PASSENGER	Fire	Crew	0	0	0	2
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	5
Accident Occurred During	-LANDING						

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

Make/Model	- LEAR JET 24	Eng Make/Model	- GE CJ610-4	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 13300	Engine Type	- TURBOJET		
No. of Seats	- 9	Rated Power	- 2950 LBS THRUST		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		ON AIRPORT	
Method	- N/A	SAN FRANCISCO, CA			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	LAKE TAHOE, CA		LAKE TAHOE	
Wind Dir/Speed	- 340/010 KTS	ATC/Airspace		Runway Ident	- 18
Visibility	- 15.0 SM	Type of Flight Plan	- IFR	Runway Lth/Wid	- 8544/ 150
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- IFR	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	- NIGHT(DARK)				

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

Pilot-In-Command	Age - 41	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP, CFI	Current - YES	Total - 14000	Last 24 Hrs - 2
SE LAND, ME LAND	Months Since - 2	Make/Model - 40	Last 30 Days - 50
	Aircraft Type - 24	Instrument - 1600	Last 90 Days - 180
		Multi-Eng - 7300	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AT THE END OF A CROSS COUNTRY FLIGHT, THE PILOT EXPERIENCED LIGHT TO MODERATE TURBULENCE ON SHORT FINAL WHILE EXECUTING A DOWN WIND APPROACH TO THE LAKE TAHOE AIRPORT. APPROXIMATELY 50 FEET AGL OVER THE RUNWAY, THE AIRCRAFT EXITED THE TURBULENCE AND TOUCHED DOWN APPROXIMATELY MID FIELD. THE PILOT APPLIED MODERATE BRAKING THEN STATED THE BRAKES FAILED. THE PILOT THEN ELECTED TO EXIT THE RUNWAY TO THE RIGHT, 200 FEET FROM THE END OF THE RUNWAY WHERE THE AIRCRAFT CRASHED IN A DITCH. INSPECTION OF THE BRAKING SYSTEM REVEALED NO MECHANICAL FAILURE OR MALFUNCTION.

Brief of Accident (Continued)

File No. - 1952

11/01/86

LAKE TAHOE, CA

A/C Reg. No. N711TJ

Time (Lcl) - 1830 PST

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

Finding(s)

1. WEATHER CONDITION - TURBULENCE
2. WEATHER EVALUATION - MISJUDGED - PILOT IN COMMAND

Occurrence #2 OVERRUN  
Phase of Operation LANDING - ROLL

Finding(s)

3. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
4. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND

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) 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. - 1932      6/14/86      LAMAR, CO      A/C Reg. No. N6337U      Time (Lc1) - 0820 MDT

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

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

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

Make/Model	- BEECH C23	Eng Make/Model	- LYCOMING O-360-A4K	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	- FSS	Last Departure Point	OFF AIRPORT/STRIP
Method	- TELEPHONE	SAME AS ACC/INC	
Completeness	- FULL	Destination	Airport Data
Basic Weather	- VMC	COLORADO SPRING, CO	LAMAR MUNICIPAL
Wind Dir/Speed	- CALM	ATC/Airspace	Runway Ident
Visibility	- 35.0 SM	Type of Flight Plan	- 18
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- 6304/ 100
Lowest Ceiling	- NONE	Type Apch/Lndg	Runway Surface
Obstructions to Vision	- NONE		- ASPHALT
Precipitation	- NONE		Runway Status
Condition of Light	- DAYLIGHT		- DRY

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

Pilot-In-Command	Age - 28	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 65	Last 24 Hrs - 2
SE LAND	Months Since - 2	Make/Model - 5	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 3	Last 90 Days - 12

Instrument Rating(s) - NONE

-----Narrative-----

DURING THE TAKEOFF CLIMB, THE PLT'S DOOR CAME OPEN. THE PVT PLT WITH 2 HOURS FLYING EXPERIENCE IN C-23 ACFT MADE A CLOSE IN TRAFFIC PATTERN TO RETURN FOR LANDING. DURING THE TURN FROM BASE LEG TO FINAL THE NOSE OF THE ACFT SUDDENLY DROPPED AND THE ACFT STARTED TO SINK RAPIDLY. THE ACFT IMPACTED THE GROUND BEFORE TOTAL RECOVERY COULD BE AFFECTED.

Brief of Accident (Continued)

File No. - 1932

6/14/86

LAMAR,CO

A/C Reg. No. N6337U

Time (Lcl) - 0820 MDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. DOOR, EXTERIOR CREW - UNLOCKED
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND

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

Finding(s)

3. AIRSPEED - UNCONTROLLED - PILOT IN COMMAND
4. IMPROPER USE OF PROCEDURE, ANXIETY/APPREHENSION - PILOT IN COMMAND
5. ALTITUDE - UNCONTROLLED - PILOT IN COMMAND
6. IMPROPER USE OF PROCEDURE, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND

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

Finding(s)

7. TERRAIN CONDITION - SOFT
8. TERRAIN CONDITION - OPEN FIELD

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

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

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. - 1973      7/26/86      BOULDER, CO      A/C Reg. No. N4346L      Time (Lcl) - 0740 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

DESTROYED

Fire

NONE

Fatal

Crew      1

Pass      0

Other      0

Injuries

Serious

0

Minor

0

None

0

0

2

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

Make/Model      - PIPER PA-46-310P  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 4100  
No. of Seats      - 6

Eng Make/Model      - CONTINENTAL TS10-520-BE1      ELT Installed/Activated - YES/NO  
Number Engines      - 1      Stall Warning System - YES  
Engine Type      - RECIP-FUEL INJECTED  
Rated Power      - 310 HP

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

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING

Method      - N/A

Completeness      - N/A

Basic Weather      - VMC

Wind Dir/Speed- 310/010 KTS

Visibility      - 75.0      SM

Lowest Sky/Clouds      - 16000 FT SCATTERED

Lowest Ceiling      - NONE

Obstructions to Vision- NONE

Precipitation      - NONE

Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident      - N/A

Runway Lth/Wid      - N/A

Runway Surface      - N/A

Runway Status      - N/A

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND, ME LAND

Age - 41

Biennial Flight Review

Current      - YES

Months Since      - 12

Aircraft Type      - PA-46

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total      - 1255      Last 24 Hrs - UNK/NR

Make/Model- 83      Last 30 Days- UNK/NR

Instrument- 213      Last 90 Days- 25

Multi-Eng - 171      Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PURPOSE OF THE FLT FOR BOTH ACFT WAS AN AERIAL PHOTO MISSION. N5113S WAS USED AS THE CAMERA PLATFORM. THE PLTS OF N5113S AND N4346L DISCUSSED PRIOR TO TAKEOFF THE PROCEDURES OF THE FLT. BOTH ACFT DEPARTED AND FLEW A COURSE TO POSITION THE AIRPLANES ON A SOUTHERLY HEADING. N5113S WAS TO THE EAST AND SLIGHTLY ABOVE AND AHEAD OF N4346L. THE PHOTOGRAPHER SHOT ONE ROLL OF FILM AND RELOADED. HE WAS READY TO BEGIN SHOOTING WHEN N4346L BEGAN TO CLOSE IN ON N5113S. THE PLT OF N5113S FELT TWO "BUMPS" AS N4346L CLOSED, AND DID NOT SEE THE ACFT PASS UNDER. THE PLT OF N5113S MANEUVERED HIS ACFT TO DETERMINE CONTROLLABILITY AND SAW N4346L SPIRALLING TO THE GROUND. EXAM OF N4346L REVEALED THE VERT STAB AND RUDDER HAD SEPARATED IN-FLIGHT. THERE WERE NUMEROUS PAINT SMEARS FOUND ON THE RIGHT SIDE ON N5113S.

Brief of Accident (Continued)

File No. - 1973

7/26/86

BOULDER, CO

A/C Reg. No. N4346L

Time (Lcl) - 0740 MDT

Occurrence #1            MIDAIR COLLISION  
Phase of Operation       MANEUVERING

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
2. ALTITUDE - MISJUDGED - PILOT IN COMMAND
3. DISTANCE - MISJUDGED - PILOT IN COMMAND
4. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
5.        IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND

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

Finding(s)

6. VERTICAL STABILIZER SURFACE - SEPARATION
7. FLIGHT CONTROL, RUDDER - SEPARATION

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

Finding(s)

8. OBJECT - VEHICLE
9. OBJECT - NONE SUITABLE

-----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. - 1973      7/26/86      BOULDER, CO

A/C Reg. No. N5113S

Time (Lc1) - 0740 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

Injuries

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

MINOR  
Fire  
NONE

Crew  
Pass  
Other

Fatal  
0  
0  
1

Serious  
0  
0  
0

Minor  
0  
0  
0

None  
1  
1  
0

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

Make/Model - CESSNA TR-182  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 3100  
No. of Seats - 4

Eng Make/Model - LYCOMING O-540-L3C5D  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 235 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 310/010 KTS  
Visibility - 75.0 SM  
Lowest Sky/Clouds - 16000 FT SCATTERED  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

Pilot-In-Command  
Certificate(s)/Rating(s)  
COMMERCIAL,CFI  
SE LAND

Age - 41  
Biennial Flight Review  
Current - YES  
Months Since - 6  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 1343  
Make/Model- 114  
Instrument- 45  
Multi-Eng - UNK/NR  
Last 24 Hrs - UNK/NR  
Last 30 Days- UNK/NR  
Last 90 Days- 210  
Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PURPOSE OF THE FLT FOR BOTH ACFT WAS AN AERIAL PHOTO MISSION. N5113S WAS USED AS THE CAMERA PLATFORM. THE PLTS OF N5113S AND N4346L DISCUSSED PRIOR TO TAKEOFF THE PROCEDURES OF THE FLT. BOTH ACFT DEPARTED AND FLEW A COURSE TO POSITION THE AIRPLANES ON A SOUTHERLY HEADING. N5113S WAS TO THE EAST AND SLIGHTLY ABOVE AND AHEAD OF N4346L. THE PHOTOGRAPHER SHOT ONE ROLL OF FILM AND RELOADED. HE WAS READY TO BEGIN SHOOTING WHEN N4346L BEGAN TO CLOSE IN ON N5113S. THE PLT OF N5113S FELT TWO "BUMPS" AS N4346L CLOSED, AND DID NOT SEE THE ACFT PASS UNDER. THE PLT OF N5113S MANEUVERED HIS ACFT TO DETERMINE CONTROLLABILITY AND SAW N4346L SPIRALLING TO THE GROUND. EXAM OF N4346L REVEALED THE VERT STAB AND RUDDER HAD SEPARATED IN-FLIGHT. THERE WERE NUMEROUS PAINT SMEARS FOUND ON THE RIGHT SIDE OF N5113S.



Brief of Accident (Continued)

File No. - 1973

7/26/86

BOULDER, CO

A/C Reg. No. N5113S

Time (Lc1) - 0740 MDT

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Occurrence            MIDAIR COLLISION

Phase of Operation    MANEUVERING

Finding(s)

1. DISTANCE - MISJUDGED - PILOT OF OTHER AIRCRAFT
  2. CLEARANCE - NOT MAINTAINED - PILOT OF OTHER AIRCRAFT
- 

----Probable Cause----

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1847      8/05/86      CENTER, CO      A/C Reg. No. N5324      Time (Lcl) - 0934 MDT

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

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

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

Make/Model - GRUMMAN G-164A	Eng Make/Model - P&W R-1340	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3750	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 600 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	PRIVATE AG STRIP
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 75.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4000/ 50
Lowest Sky/Clouds - CLEAR	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 - DAYLIGHT		

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

Pilot-In-Command	Age - 55	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 7800
SE LAND, ME LAND	Months Since - 17	Make/Model- 2950
	Aircraft Type - BE-55	Instrument- 325
		Multi-Eng - 800
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 125

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED THAT HE WAS LANDING ON A 50 FT WIDE DIRT STRIP AND ALLOWED THE ACFT TO DRIFT TO THE LEFT DURING THE LANDING ROLL. THE LEFT WING COLLIDED WITH WHEAT GROWING ALONG THE LEFT SIDE OF THE STRIP AND THE ACFT SWERVED FURTHER TO THE LEFT. DURING THE SWERVE, THE RIGHT MAIN LANDING GEAR FAILED & THE WINGS WERE DAMAGED.

Brief of Accident (Continued)

File No. - 1847

8/05/86

CENTER,CO

A/C Reg. No. N5324

Time (Lc1) - 0934 MDT

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

Finding(s)

1. TERRAIN CONDITION - CROP
  2. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
- 

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

Finding(s)

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

Occurrence #3            MAIN GEAR COLLAPSED  
Phase of Operation       LANDING

Finding(s)

5. LANDING GEAR,MAIN GEAR - OVERLOAD
- 

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1888      8/09/86      FORT COLLINS, CO      A/C Reg. No. N2805F      Time (Lcl) - 0745 MDT

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

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

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

Make/Model - RAVEN AERO STAR S-66A	Eng Make/Model - N/A	ELT Installed/Activated - NO	-N/A
Landing Gear - N/A	Number Engines - N/A	Stall Warning System - NO	
Max Gross Wt - 750	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	FORT COLLINS, CO	
Completeness - FULL	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 - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 34	Medical Certificate - NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 83
	Months Since - 11	Make/Model- 4
FREE BALLOON	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 21
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT RPRTD HE BEGAN VENTING THE BALLOON IN PREPARATION FOR A LANDING IN A FIELD. THE BALLOON ENCOUNTERED A WIND SHIFT & STARTED DRIFTING TOWARD POWERLINES. THE PLT SAID THERE WAS NOT ENOUGH TIME TO ADD HEAT TO AVOID THE POWERLINES, SO HE HELD THE VENT OPEN AS WIDE AS POSSIBLE. HOWEVER, THE ENVELOPE CONTACTED THE WIRES, WHICH ARCED & DAMAGED THREE PANELS.

Brief of Accident (Continued)

File No. - 1888

8/09/86

FORT COLLINS, CO

A/C Reg. No. N2805F

Time (Lcl) - 0745 MDT

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

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
2. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN KIND OF AIRCRAFT - PILOT IN COMMAND
4. OBJECT - WIRE, TRANSMISSION
5. 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) 2,5

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. - 1999      9/16/86      BENNETT,CO      A/C Reg. No. N1691V      Time (Lcl) - 1633 MDT

-----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	1	0	0	0
Pass	0	0	0	0

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

Make/Model      - CESSNA 172M  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 2300  
No. of Seats      - 4

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

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

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

Weather Data

Wx Briefing      - FSS  
Method      - TELEPHONE  
Completeness      - FULL  
Basic Weather      - VMC  
Wind Dir/Speed- 350/012 KTS  
Visibility      - 70.0 SM  
Lowest Sky/Clouds      - 5000 FT SCATTERED  
Lowest Ceiling      - 25000 FT BROKEN  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
GOODLAND,KS  
Destination  
BRIGHTON,CO

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

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

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

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

Medical Certificate - EXPIRED  
Flight Time (Hours)

Total	- 1500	Last 24 Hrs	- UNK/NR
Make/Model-	UNK/NR	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	50

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT, A BAIL BONDSMAN, FLEW TO GOODLAND, KS, REPORTEDLY IN SEARCH OF AN ACCUSED FELON. ON THE AFTERNOON OF THE ACCIDENT, THE PLT OBTAINED A WX BRIEFING FROM THE FSS AND FILED A VFR FLT PLAN BACK TO THE BRIGHTON-VAN AIRE AIRPORT IN COLORADO. WX WAS CAVU. THE PLT WAS SEEN TO DEPART ALONE FROM GOODLAND AT 1509 CDT. THE PLT CONTACTED DENVER A/C, WAS IDENTIFIED ON RADAR, TOLD TO TURN TO A HEADING OF 320 DEG, TOLD TO PROCEED DIRECT TO VAN AIRE AND REMAIN IN VFR CONDITIONS BELOW THE FLOOR OF THE TCA. THE PLT REPORTED LEVEL AT 7000 FT MSL. RADIO/RADAR CONTACT WAS LOST SHORTLY THEREAFTER AT 1633:33 MDT. EXAMINATION OF THE WRECKAGE DISCLOSED NO EVIDENCE OF AIRFRAME, ENG, PROP, FLT CONTROL, OR SYSTEMS FAILURE/MALFUNCTION PRIOR TO THE ACCIDENT.

Brief of Accident (Continued)

File No. - 1999

9/16/86

BENNETT,CO

A/C Reg. No. N1691V

Time (Lcl) - 1633 MDT

-----  
Occurrence #1        ABRUPT MANEUVER  
Phase of Operation   CRUISE - NORMAL  
-----

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

Finding(s)

1. TERRAIN CONDITION - GROUND
  2.     UNDETERMINED
  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) 2.

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1933      9/29/86      BOULDER, CO      A/C Reg. No. N3694D      Time (Lcl) - 1845 MDT

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

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

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

Make/Model	- BEECH 60	Eng Make/Model	- LYCOMING TIO-541-E1C4	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 6800	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 380 HP		

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- FSS	Last Departure Point	ON AIRPORT
Method	- TELEPHONE	ASPEN, CO	
Completeness	- WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather	- VMC	BOULDER, CO	BOULDER
Wind Dir/Speed	- 310/013 KTS	ATC/Airspace	Runway Ident
Visibility	- 25.0 SM	Type of Flight Plan	- UNK/NR
Lowest Sky/Clouds	- UNK/NR	Type of Clearance	- 4100/ 75
Lowest Ceiling	- 1500 FT BROKEN	Type Apch/Lndg	- ASPHALT
Obstructions to Vision	- NONE		Runway Status
Precipitation	- NONE		- DRY
Condition of Light	- NIGHT(DARK)		

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

Pilot-In-Command	Age - 47	Medical Certificate	- UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total	- 1455
ME LAND	Months Since - UNK/NR	Make/Model	- 23
	Aircraft Type - A36 TC	Instrument	- 300
		Multi-Eng	- 181
		Last 24 Hrs	- 2
		Last 30 Days	- UNK/NR
		Last 90 Days	- 44

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AT TOUCHDOWN, THE PLT APPLIED BRAKES NORMALLY. HE NOTICED SOFTENING OF THE LEFT BRAKE PEDAL AND THE ACFT TURNED RIGHT LEAVING THE RWY AND INTERSECTING A TAXIWAY AT APRX A 30 DEGREE ANGLE. THE TAXIWAY HAD A SIX INCH RISE AT THE EDGE WHICH CAUSED THE LEFT MAIN GEAR TO COLLAPSE UPON IMPACT. INVESTIGATION REVEALED THAT THE BRAKE FLUID LEAKED OUT DURING FLT BECAUSE OF A COCKED BRAKE PUCK.



Brief of Accident (Continued)

File No. - 1933

9/29/86

BOULDER,CO

A/C Reg. No. N3694D

Time (Lcl) - 1845 MDT

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

Finding(s)

1. LANDING GEAR,NORMAL BRAKE SYSTEM - FAILURE,PARTIAL
  2.    PROPER ALIGNMENT - NOT POSSIBLE - PILOT IN COMMAND
  3. FLUID,HYDRAULIC - LEAK
- 

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

Finding(s)

4. TERRAIN CONDITION - ROUGH/UNEVEN
- 

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

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

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

Brief of Accident

File No. - 2000      10/12/86      DENVER,CO      A/C Reg. No. N3MU      Time (Lc1) - 1051 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
SUBSTANTIAL  
Fire      NONE

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

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

Make/Model      - MITSUBISHI MU-2B-20  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 9920  
No. of Seats      - 7

Eng Make/Model      - GARRETT TPE331-1-151A  
Number Engines      - 2  
Engine Type      - TURBOPROP  
Rated Power      - 665 HP

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

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

Weather Data

Wx Briefing      - FSS  
Method      - TELEPHONE  
Completeness      - FULL  
Basic Weather      - VMC  
Wind Dir/Speed- CALM  
Visibility      - 15.0      SM  
Lowest Sky/Clouds      - 6000 FT SCATTERED  
Lowest Ceiling      - 25000 FT OVERCAST  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
CHICAGO,IL

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

STAPLETON INT'L  
Runway Ident      - UNK/NR  
Runway Lth/Wid      - 10004/ 150  
Runway Surface      - CONCRETE  
Runway Status      - DRY

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

Pilot-In-Command  
Certificate(s)/Rating(s)  
COMMERCIAL,CFI  
SE LAND,ME LAND

Age - 36  
Biennial Flight Review  
Current      - YES  
Months Since      - 8  
Aircraft Type      - C-310R

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 4186      Last 24 Hrs - 1  
Make/Model- 38      Last 30 Days- UNK/NR  
Instrument- 2345      Last 90 Days- 25  
Multi-Eng - 3136

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACFT HAD BEEN REPOSSESSED AND WAS BEING FERRIED FROM GRAND JUNCTION, CO, TO CHICAGO, IL, WITH EN ROUTE STOP AT DENVER, CO. AFTER TAKEOFF FROM DENVER, LANDING GEAR WOULD NOT RETRACT. PLT MADE SEVERAL ATTEMPTS WITHOUT SUCCESS. HE ELECTED TO RETURN TO DENVER. PLT SAID THAT ON FINAL APCH THE RIGHT ENG BEGAN SURGING AND THE LEFT ENG WOULD NOT INCREASE PWR. ACFT MADE HARD LANDING ON RWY, BREAKING LEFT WING. INVESTIGATION REVEALED BOTH SPEED LEVERS WOULD NOT FUNCTION BECAUSE ENG PROP GOVERNORS AND UNDERSPEED FUEL GOVERNOR RESET ARMS, SPLINED ONTO UNDERSPEED FUEL GOVERNOR SHAFTS, WERE POSITIONED ON OPPOSITE SIDE OF SPEED LEVER ACTUATING ARMS. LANDING GEAR FUNCTIONED NORMALLY DURING SWING TESTS. IT WAS LATER LEARNED THAT RIGHT MAIN TIRE HAD BLOWN ON TAKEOFF 3 DAYS EARLIER AND REQUIRED REPAIR. MAINTENANCE PERSONNEL OPENED THE LANDING GEAR CIRCUIT BREAKERS TO PRECLUDE INADVERTENT GEAR RETRACTION. PLT SAID HE CHECKED CIRCUIT BREAKERS WHEN GEAR FAILED TO RETRACT.

Brief of Accident (Continued)

File No. - 2000

10/12/86

DENVER, CO

A/C Reg. No. N3MU

Time (Lc1) - 1051 MDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. ELECTRICAL SYSTEM, CIRCUIT BREAKER - NOT ENGAGED
2. MAINTENANCE - INADEQUATE - COMPANY MAINTENANCE PSNL
3. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
5. LANDING GEAR - INOPERATIVE
6. GEAR RETRACTION - ATTEMPTED - PILOT IN COMMAND
7. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF FAMILIARITY WITH AIRCRAFT - COPILOT
8. ELECTRICAL SYSTEM, CIRCUIT BREAKER - OPEN
9. LANDING GEAR, GEAR INDICATING SYSTEM - FALSE INDICATION

Occurrence #2 LOSS OF POWER(PARTIAL) - NON-MECHANICAL  
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

10. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
11. CHECKLIST - NOT FOLLOWED - PILOT IN COMMAND
12. PROPELLER GOVERNOR CONTROL, LINKAGE - INCORRECT
13. MAINTENANCE - NOT CORRECTED - COMPANY MAINTENANCE PSNL
14. MAINTENANCE, SERVICE OF AIRCRAFT - INADEQUATE - OTHER MAINTENANCE PSNL

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

Finding(s)

15. AIRSPEED(VREF) - BELOW - PILOT IN COMMAND
16. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND
17. STALL - INADVERTENT - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3, 8, 11, 12, 13, 14, 15, 16, 17

Factor(s) relating to this accident is/are finding(s) 1, 2, 4, 5, 7, 9

Brief of Accident

File No. - 1890      7/18/86      PLAINVILLE,CT      A/C Reg. No. N65612      Time (Lcl) - 1730 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
DESTROYED  
Fire      NONE

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

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

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

Eng Make/Model      - LYCOMING O-320-D2J  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 160 HP

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

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

Weather Data

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

Itinerary

Last Departure Point  
PLAINVILLE,CT  
Destination  
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

ROBERTSON  
Runway Ident      - 02  
Runway Lth/Wid      - 3116/      75  
Runway Surface      - ASPHALT  
Runway Status      - DRY

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

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

Age - 38  
Biennial Flight Review  
Current      - YES  
Months Since      - 0  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 294      Last 24 Hrs - UNK/NR  
Make/Model- 22      Last 30 Days- UNK/NR  
Instrument- 77      Last 90 Days- 2

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHEN THE PLT CHECKED THE AIRSPEED INDICATOR ON TAKEOFF, HE SAW NO INDICATION OF SPEED & ABORTED THE TAKEOFF, BUT WAS UNABLE TO STOP ON THE REMAINING RWY. THE ACFT CONTD OFF THE DEPARTURE END, WHEN DOWN AN EMBANKMENT & BECAME INVERTED. AN EXAM REVEALED THE LACK OF AIRSPEED INDICATION WAS DUE TO A BLOCKAGE IN THE PITOT TUBE. THE BLOCKAGE HAD THE APPEARANCE OF A SUBSTANCE DEPOSITED BY MUD WASPS.

Brief of Accident (Continued)

File No. - 1890

7/18/86

PLAINVILLE,CT

A/C Reg. No. N65612

Time (Lcl) - 1730 EDT

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

Finding(s)  
1. PITOT/STATIC SYSTEM - BLOCKED(TOTAL)

Occurrence #2 OVERRUN  
Phase of Operation TAKEOFF

Finding(s)  
2. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND

Occurrence #3 NOSE OVER  
Phase of Operation TAKEOFF

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

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1875      7/20/86      PORTLAND, CT      A/C Reg. No. N59400      Time (Lcl) - 1400 EDT

-----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	2
Accident Occurred During -LANDING						

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

Make/Model - BELL 47G-5A	Eng Make/Model - LYCOMING VO-435-B1A	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2850	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 3	Rated Power - 260 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	PORTLAND, CT	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	Runway Ident - N/A
Wind Dir/Speed- 360/010 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 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 - 33	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1425
SE LAND	Months Since - 11	Make/Model- 975
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - 6
		Last 30 Days- UNK/NR
		Last 90 Days- 15

Instrument Rating(s) - NONE

-----Narrative-----

WHILE CLIMBING, SHORTLY AFTER TAKEOFF, THE ENG QUIT FOR UNDETERMINED REASONS. THE PILOT AUTOROTATED INTO A SAND BANK WHERE THE HELICOPTER RECEIVED SUBSTANTIAL DAMAGE.

Brief of Accident (Continued)

File No. - 1875

7/20/86

PORTLAND,CT

A/C Reg. No. N59400

Time (Lcl) - 1400 EDT

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

Finding(s)  
1. UNDETERMINED  
-----

Occurrence #2        FORCED LANDING  
Phase of Operation   DESCENT - EMERGENCY

Finding(s)  
2. AUTOROTATION  
-----

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

----Probable Cause----

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

Brief of Accident

File No. - 1815      11/25/86      NEWARK, DE      A/C Reg. No. N8670F      Time (Lcl) - 1400 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -TEST FLT  
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	2

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

Make/Model      - HUGHES 369D  
Landing Gear      - SKID  
Max Gross Wt      - 3000  
No. of Seats      - 4

Eng Make/Model      - ALLISON 250-C20B  
Number Engines      - 1  
Engine Type      - TURBOSHAFT  
Rated Power      - 400 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- VARIABLE  
Visibility      - 7.0 SM  
Lowest Sky/Clouds      - CLEAR  
Lowest Ceiling      - 5000 FT  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE  
SE LAND  
HELICOPTER

Age - 61

Biennial Flight Review

Current      - YES  
Months Since      - 5  
Aircraft Type      - UNK/NR

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

Total	- 2400	Last 24 Hrs	- 1
Make/Model-	1200	Last 30 Days-	20
Instrument-	31	Last 90 Days-	30
		Rotorcraft	- 1200

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS BEING FLOWN ON A MAINTENANCE CHECK FLT. AS THE PLT WAS RETURNING TO LAND, THE ENG LOST POWER FROM FUEL EXHAUSTION. DURING AN AUTOROTATIVE LANDING, THE MAIN ROTOR BLADES & TAIL BOOM WERE EXTENSIVELY DAMAGED. THE PLT RPRTD THE FUEL QUANTITY GAGE INDICATED THAT 120 LBS OF FUEL WAS REMAINING WHEN THE ENG LOST POWER. AN EXAM OF THE FUEL FLOAT ARM, PN 369D296303-3, REVEALED IT WAS BENT & WAS BINDING ON THE INTERNAL FUEL PUMP HOUSING.



Brief of Accident (Continued)

File No. - 1815

11/25/86

NEWARK, DE

A/C Reg. No. N8670F

Time (Lcl) - 1400 EST

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

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
  2. ENGINE INSTRUMENTS, FUEL QUANTITY GAGE - BENT
  3. ENGINE INSTRUMENTS, FUEL QUANTITY GAGE - FALSE INDICATION
  4. FLUID, FUEL - EXHAUSTION
  5. FUEL SUPPLY - MISJUDGED - PILOT IN COMMAND
- 

Occurrence #2      FORCED LANDING  
Phase of Operation      LANDING

Finding(s)

6. AUTOROTATION - PERFORMED -
- 

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

-----

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1820      7/23/86      STEINHATCHEE, FL      A/C Reg. No. N6151J      Time (Lcl) - 0913 EDT

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

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

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

Make/Model	- PIPER PA-28-181	Eng Make/Model	- LYCOMING O-360-A4M	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-----

<p>Weather Data</p> <p>Wx Briefing      - FSS</p> <p>Method          - TELEPHONE</p> <p>Completeness    - FULL</p> <p>Basic Weather    - UNK/NR</p> <p>Wind Dir/Speed - 230/004 KTS</p> <p>Visibility        - 7.0 SM</p> <p>Lowest Sky/Clouds - UNK/NR</p> <p>Lowest Ceiling    - UNK/NR</p> <p>Obstructions to Vision - NONE</p> <p>Precipitation     - RAIN</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>FT. MYERS, FL</p> <p>Destination</p> <p>TALLAHASSEE, FL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - IFR</p> <p>Type of Clearance    - IFR</p> <p>Type Apch/Lndg        - NONE</p>	<p>Airport Proximity</p> <p>OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident        - N/A</p> <p>Runway Lth/Wid     - N/A</p> <p>Runway Surface     - N/A</p> <p>Runway Status       - N/A</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND</p>	<p>Age - 50</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 9</p> <p>Aircraft Type - PA-28</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 349</p> <p>Make/Model - 262</p> <p>Instrument - 67</p> <p>Last 24 Hrs - 0</p> <p>Last 30 Days - UNK/NR</p> <p>Last 90 Days - 33</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

ON 7/23/86, ARTCC LOST RADAR & RADIO CONTACT WITH THE ACFT WHILE THE PLT WAS IN LVL FLT AT 6000 FT IN AN AREA OF LVL 3 & 4 THUNDERSTORMS (TSTMS). TWO DAYS LATER, THE LEFT WING PANEL & THE TIPS OF THE HORIZONTAL STABILATORS WERE FND IN THE VICINITY OF WHERE CONTACT WITH THE ACFT WAS LOST. ON 7/26/86, THE MAIN WRECKAGE WAS FND APRX .8 MI FURTHER TO THE SW. THERE WAS EVIDENCE OF UPWARD FAILURE OF THE WING & DOWNWARD FAILURE OF THE STABILATORS, BOTH FROM OVERLOAD. NO PRE-ACDNT PART FAILURE OR MALFUNCTION WAS FND. THE PLT OF ANOTHER ACFT RPRTD THAT HE NOTED A LARGE "WALL" OF CUMULUS CLOUDS IN THE ACDNT AREA; HE DIVERTED TO AVOID THE WX.

Brief of Accident (Continued)

File No. - 1820

7/23/86

STEINHATCHEE,FL

A/C Reg. No. N6151J

Time (Lcl) - 0913 EDT

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

Finding(s)

1. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND
  2. WEATHER CONDITION - THUNDERSTORM
  3. WEATHER CONDITION - RAIN
  4. WEATHER CONDITION - TURBULENCE(THUNDERSTORMS)
- 

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

Finding(s)

5. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED -
  6. WING - OVERLOAD
  7. WING - SEPARATION
  8. FLIGHT CONTROL,STABILATOR - OVERLOAD
  9. FLIGHT CONTROL,STABILATOR - SEPARATION
- 

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

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----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

Brief of Accident

File No. - 1832      9/26/86      LIVE OAK, FL      A/C Reg. No. N54759      Time (Lcl) - 1100 EDT

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

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

-----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 - 2150	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 160 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	DAYTONA BEACH, FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	SUWANNEE COUNTY
Wind Dir/Speed- 160/004 KTS	ATC/Airspace	Runway Ident - 25
Visibility - 7.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 3000/ 75
Lowest Sky/Clouds - 3000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 25000 FT BROKEN	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - WET
Obstructions to Vision- NONE	FULL STOP	
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)
STUDENT	Current - N/A	Total - 151
	Months Since - N/A	Last 24 Hrs - 2
	Aircraft Type - N/A	Make/Model- 151
		Last 30 Days- UNK/NR
		Instrument- 6
		Last 90 Days- 25

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT STATED THAT AFTER HE LANDED ON A WET RWY, HE WAS UNABLE TO STOP & THE ACFT CONTINUED OFF THE END. BEFORE STOPPING, THE ACFT COLLIDED WITH A FENCE. ACCORDING TO THE OPERATOR, THE STUDENT HAD LANDED WELL BEYOND THE NORMAL TOUCHDOWN AREA OF THE RWY.

Brief of Accident (Continued)

File No. - 1832

9/26/86

LIVE OAK, FL

A/C Reg. No. N54759

Time (Lc1) - 1100 EDT

-----  
Occurrence #1        OVERRUN  
Phase of Operation    LANDING - ROLL

Finding(s)

1. PLANNED APPROACH - MISJUDGED - PILOT IN COMMAND
  2. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
  3. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - WET
  4. GO-AROUND - NOT PERFORMED -
- 

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

Finding(s)

5. OBJECT - FENCE
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1822      11/04/86      JACKSONVILLE, FL      A/C Reg. No. N8002J      Time (Lcl) - 2024 EST

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

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

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

Make/Model - TED SMITH 601P	Eng Make/Model - LYCOMING IO-540-S1A5	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 6000	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 290 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	CHARLESTON, SC	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	NAPLES, FL	JACKSONVILLE
Wind Dir/Speed- 050/003 KTS	ATC/Airspace	Runway Ident - 07
Visibility - 5.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 8000/ 150
Lowest Sky/Clouds - 10000 FT SCATTERED	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - 25000 FT BROKEN	Type Apch/Lndg - PRECAUTIONARY LANDING	Runway Status - WET
Obstructions to Vision- NONE	STRAIGHT-IN	
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)
PRIVATE	Current - YES	Total - 4180
SE LAND, ME LAND	Months Since - 13	Last 24 Hrs - 6
	Aircraft Type - UNK/NR	Make/Model- 2400
		Last 30 Days- UNK/NR
		Instrument- 714
		Last 90 Days- 73
		Multi-Eng - 3570

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE IN CRUISE FLIGHT, THE PILOT NOTED THAT THE LEFT ENGINE BEGAN LOSING POWER AND OIL PRESSURE. HE STATED THAT HE THEN SHUT DOWN THE ENGINE AND FEATHERED THE PROPELLER. HE DECLARED AN EMERGENCY AND DESCENDED TO LAND. WHILE ON FINAL APPROACH, HE LOWERED THE LANDING GEAR AND SELECTED FULL FLAPS TO SLOW THE AIRCRAFT. HE STATED THE AIRSPEED DECAYED AND THE AIRCRAFT BEGAN TO ROLL AND YAW TO THE LEFT. SUBSEQUENTLY, IT CONTACTED THE GROUND IN A LEFT WING LOW ATTITUDE, THEN PARTIALLY CARTWHEELED BEFORE COMING TO REST. A POST ACCIDENT EXAMINATION OF THE LEFT ENGINE REVEALED THAT A TURBOCHARGER OIL SEAL HAD DETERIORATED & FAILED, ALLOWING OIL TO ESCAPE THROUGH THE TURBOCHARGER EXHAUST. THERE WAS EVIDENCE OF THE BEGINNING OF PROGRESSIVE FAILURE OF THE TURBOCHARGER. ALSO, THERE WERE INDICATIONS THAT THE LEFT PROPELLER WAS NOT FULLY FEATHERED AND THAT IT WAS WINDMILLING AT IMPACT. THE PILOT BELIEVED THAT HE MAY HAVE MOVED THE LEFT PROP CONTROL OUT OF THE FEATHER POSITION BY MISTAKE.

Brief of Accident (Continued)

File No. - 1822

11/04/86

JACKSONVILLE, FL

A/C Reg. No. N8002J

Time (Lcl) - 2024 EST

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

Finding(s)

1. LUBRICATING SYSTEM,OIL SEAL - DETERIORATED
2. LUBRICATING SYSTEM,OIL SEAL - FAILURE,PARTIAL
3. FLUID,OIL - LEAK
4. FLUID,OIL - STARVATION
5. EXHAUST SYSTEM,TURBOCHARGER - FAILURE,PARTIAL
6. PROPELLER FEATHERING - INITIATED -

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

Finding(s)

7. PRECAUTIONARY LANDING - INITIATED -
8. PLANNED APPROACH - IMPROPER - PILOT IN COMMAND
9. PROPELLER FEATHERING - INADVERTENT DEACTIVATION - PILOT IN COMMAND
10. GEAR EXTENSION - PERFORMED -
11. LOWERING OF FLAPS - EXCESSIVE - PILOT IN COMMAND
12. AIRSPEED(VMC) - NOT MAINTAINED - PILOT IN COMMAND

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

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 8,9,12

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,11

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1870      11/05/86      ORLANDO, FL      A/C Reg. No. N711WW      Time (Lcl) - 1414 EST

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

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

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

Make/Model - GRUMMAN G-164A	Eng Make/Model - P&W R-1340-AN-1	ELT Installed/Activated - NO	-N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - 3160	Engine Type - RECIPROCATING-CARBURETOR		
No. of Seats - 1	Rated Power - 600 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	ORLANDO, FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	ORLANDO EXECUTIVE
Wind Dir/Speed- 190/008 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - 4000 FT SCATTERED	Type of Clearance - VFR	Runway Surface - UNK/NR
Lowest Ceiling - 25000 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - UNK/NR
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 26	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 1039
SE LAND	Months Since - 23	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 42
		Instrument- 56
		Last 30 Days- UNK/NR
		Last 90 Days- 125

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE THE PLT WAS MAKING A BANNER PICK-UP, WITNESSES SAW THE ACFT ENGAGE THE BANNER & ENTER A CLIMB. THE PLT RELEASED THE BANNER, THEN THE ACFT MUSHED INTO A PARTIALLY BUILT HANGAR, CRASHED & BURNED. THE PLT, WHO WAS ON FIRE, EXITED THE RGT CANOPY HATCH. BYSTANDERS & ARPT CRASH RESCUE PERSONNEL EXTINGUISHED THE FLAMES, BUT LATER AFTER BEING HOSPITALIZED, THE PLT DIED FROM THE BURNS. THE PROP GOVERNOR WAS FOUND TO BE SET AT ABOUT 1600 RPM. THE RECOMMENDED RPM FOR BANNER PICK-UP WAS 2200 RPM.



Brief of Accident (Continued)

File No. - 1870

11/05/86

ORLANDO, FL

A/C Reg. No. N711WW

Time (Lcl) - 1414 EST

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

Finding(s)

1. PROPELLER - IMPROPER USE OF - PILOT IN COMMAND
  2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
  3. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
  4. LOAD JETTISON - PERFORMED -
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1823      11/08/86      FT. LAUDERDALE, FL      A/C Reg. No. N3241W      Time (Lcl) - 1155 EST

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

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

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

Make/Model - FELIX RASCHIATORE GLASAIR	Eng Make/Model - LYCOMING IO-320	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1600	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 2	Rated Power - UNK/NR	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 090/012 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 2500 FT	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 2500 FT BROKEN	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - UNK/NR	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - 3000
SE LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- 50
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT WHILE IN THE PATTERN, THE ENGINE STARTED TO RUN ROUGH AND THEN QUIT. HE ATTEMPTED TO RETURN TO THE RUNWAY, BUT THE AIRCRAFT CRASHED INTO TREES ABOUT ONE MILE FROM THE AIRPORT. NO REASON WAS FOUND FOR THE LOSS OF POWER AS DESCRIBED BY THE PILOT.

Brief of Accident (Continued)

File No. - 1823

11/08/86

FT. LAUDERDALE, FL

A/C Reg. No. N3241W

Time (Lc1) - 1155 EST

-----  
Occurrence #1      LOSS OF POWER  
Phase of Operation      APPROACH - VFR PATTERN - DOWNWIND

Finding(s)  
1. UNDETERMINED

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

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

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

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1960      11/26/86      CHIEFLAND, FL      A/C Reg. No. N2945Y      Time (Lc1) - 1530 EST

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRSTRIP
Method - TELEPHONE	INVERNESS, FL	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	CHIEFLAND, FL	JRB RANCH
Wind Dir/Speed- 210/009 KTS	ATC/Airspace	Runway Ident - 28
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2700 -UNK/NR
Lowest Sky/Clouds - 300 FT SCATTERED	Type of Clearance - NONE	Runway Surface - UNK/NR
Lowest Ceiling - 5000 FT BROKEN	Type Apch/Lndg - STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 62	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 976
SE LAND	Months Since - 10	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 13
		Instrument- 3
		Last 30 Days- UNK/NR
		Last 90 Days- 7

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT HE WAS ON FINAL APCH & ATTEMPTED TO GO AROUND DUE TO GUSTING WINDS. HE APPLIED POWER, THE ENG QUIT & HE COLLIDED WITH THE TREES AT THE END OF THE RWY. NO DETERMINATION COULD BE MADE AS TO THE MALFUNCTION OF THE ENG AS DESCRIBED BY THE PLT.

Brief of Accident (Continued)

File No. - 1960

11/26/86

CHIEFLAND, FL

A/C Reg. No. N2945Y

Time (Lcl) - 1530 EST

-----  
Occurrence #1        LOSS OF POWER  
Phase of Operation    APPROACH - GO-AROUND (VFR)

Finding(s)  
1. UNDETERMINED  
-----

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

Finding(s)  
2. WEATHER CONDITION - GUSTS  
3. GO-AROUND - ATTEMPTED - PILOT IN COMMAND  
4. OBJECT - TREE(S)  
-----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1961      12/01/86      PANAMA CITY, FL      A/C Reg. No. N1FD      Time (Lcl) - 1924 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

DESTROYED

Fire

NONE

Crew

Pass

Fatal

0

0

Injuries

Serious

1

0

Minor

0

0

None

0

0

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

Make/Model - CESSNA 320  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 4990  
No. of Seats - 4

Eng Make/Model - CONTINENTAL TSIO-470-B  
Number Engines - 2  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 260 HP

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

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

Weather Data

Wx Briefing - FSS  
Method - TELEPHONE  
Completeness - FULL  
Basic Weather - IMC  
Wind Dir/Speed- 060/004 KTS  
Visibility - 5.0 SM  
Lowest Sky/Clouds - UNK/NR  
Lowest Ceiling - 600 FT OVERCAST  
Obstructions to Vision- FOG  
Precipitation - NONE  
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point  
PENSACOLA, FL  
Destination  
PANAMA CITY, FL

ATC/Airspace

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

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

PANAMA CITY  
Runway Ident - 14  
Runway Lth/Wid - 6314/ 150  
Runway Surface - ASPHALT  
Runway Status - N/A

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

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

Age - 36  
Biennial Flight Review  
Current - YES  
Months Since - 9  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 3006  
Make/Model- 186  
Instrument- 475  
Multi-Eng - 1175  
Last 24 Hrs - 5  
Last 30 Days- UNK/NR  
Last 90 Days- 55

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE EXECUTING AN ILS APPROACH WITH AIRCRAFT RADIOS THAT WERE NOT OPERATING PROPERLY AND USING A HAND HELD TRANSCEIVER, THE RIGHT ENGINE FAILED DUE TO A BROKEN FUEL PRESSURE SENSOR WIRE, AND THE PILOT LOST CONTROL OF THE AIRCRAFT IN IMC CONDITIONS AND CRASHED.

Brief of Accident (Continued)

File No. - 1961

12/01/86

PANAMA CITY, FL

A/C Reg. No. N1FD

Time (Lc1) - 1924 CST

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

Finding(s)

1. FUEL SYSTEM, FUEL CONTROL - LOOSE
2. PROCEDURES/DIRECTIVES - NOT PERFORMED - PILOT IN COMMAND
3. JUDGEMENT - IMPROPER - PILOT IN COMMAND

Occurrence #2      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1897      12/05/86      MIAMI, FL      A/C Reg. No. N130LU      Time (Lcl) - 1905 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

DESTROYED

Fire

NONE

Crew

Pass

Fatal

0

0

Injuries

Serious

0

0

Minor

1

0

None

0

0

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

Make/Model      - CESSNA T210L  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 3800  
No. of Seats      - 6

Eng Make/Model      - CONTINENTAL TS10-520-H  
Number Engines      - 1  
Engine Type      - RECIP-FUEL INJECTED  
Rated Power      - 285 HP

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

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

Weather Data

Wx Briefing      - FSS  
Method      - IN PERSON  
Completeness      - FULL

Basic Weather      - VMC

Wind Dir/Speed- 350/010 KTS

Visibility      - 7.0 SM

Lowest Sky/Clouds      - 1200 FT

Lowest Ceiling      - 1200 FT OVERCAST

Obstructions to Vision- NONE

Precipitation      - NONE

Condition of Light      - NIGHT(DARK)

Itinerary

Last Departure Point

ST. MAARTEN

Destination

MIAMI, FL

ATC/Airspace

Type of Flight Plan - IFR

Type of Clearance      - IFR

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)

ATP, CFI

SE LAND, ME LAND

Age - 37

Biennial Flight Review

Current      - YES

Months Since      - 3

Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total      - 3600

Make/Model- 6

Instrument- 330

Multi-Eng - 2600

Last 24 Hrs - 6

Last 30 Days- UNK/NR

Last 90 Days- 85

Rotorcraft - 15

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ENG LOST POWER WHILE THE ACFT WAS IN CRUISE FLT AT 6000' OVER THE ATLANTIC OCEAN, APRX 6 HRS & 32 MIN AFTER TAKEOFF. SUBSEQUENTLY, THE ACFT WAS DITCHED IN THE OCEAN WHEN THE ENG COULD NOT BE RESTARTED. THE ACFT THEN SANK & WAS NOT RECOVERED. CALCULATIONS REVEALED APRX 16 GAL OF FUEL SHOULD HAVE BEEN REMAINING AT THE TIME THE ENG LOST POWER. THE ACFT WAS EQUIPPED WITH ADDITIONAL FUEL TANKS WHICH PROVIDED AN EXTRA 33 GAL OF FUEL. THE PLT WAS RESCUED BY THE COAST GUARD APRX 2.5 HRS AFTER THE ACDNT.



Brief of Accident (Continued)

File No. - 1897

12/05/86

MIAMI, FL

A/C Reg. No. N130LJ

Time (Lcl) - 1905 EST

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

Finding(s)

1. UNDETERMINED

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

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

Finding(s)

2. LIGHT CONDITION - DARK NIGHT
3. TERRAIN CONDITION - WATER, ROUGH

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1996      12/16/86      VERO BEACH, FL      A/C Reg. No. N1SN      Time (Lcl) - 1953 EST

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

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

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

Make/Model	- CESSNA 336	Eng Make/Model	- CONTINENTAL IO-360-A	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 3900	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 2	Rated Power	- 210 HP		

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

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - IN PERSON</p> <p>Completeness - WEATHER NOT PERTINENT</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 340/007 KTS</p> <p>Visibility - 8.0 SM</p> <p>Lowest Sky/Clouds - 1000 FT SCATTERED</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - NIGHT(BRIGHT)</p>	<p>Itinerary</p> <p>Last Departure Point CHARLESTON, SC</p> <p>Destination FT. LAUDERDALE, FL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - VFR</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data</p> <p>VERO BEACH MUNICIPAL</p> <p>Runway Ident - 22</p> <p>Runway Lth/Wid - 4975/ 100</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 43	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 375
SE LAND	Months Since - 0	Make/Model- 4
	Aircraft Type - 336	Instrument- 4
		Multi-Eng - 4
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 3

Instrument Rating(s) - NONE

-----Narrative-----

PLT STATED THE REAR ENGINE FAILED WHILE IN CRUISE FLIGHT AND WHILE MAKING AN EMERGENCY LANDING HE APPROACHED THE RUNWAY TOO FAST. THE AIRCRAFT TOUCHED DOWN APPROXIMATELY TWO THIRDS OF THE WAY DOWN THE RUNWAY AND WHEN IT COULD NOT BE STOPPED THE AIRCRAFT WAS VEERED TO THE LEFT WHERE IT NOSED OVER. POST CRASH INSPECTION OF THE REAR ENGINE BY THE FAA REVEALED NO EVIDENCE OF MECHANICAL FAILURE OR MALFUNCTION. THE REAR ENGINE PROPELLER WAS NOT IN THE FEATHERED POSITION AT THE TIME OF INSPECTION BY THE FAA.

Brief of Accident (Continued)

File No. - 1996

12/16/86

VERO BEACH, FL

A/C Reg. No. N1SN

Time (Lcl) - 1953 EST

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

Finding(s)

1. ENGINE ASSEMBLY - UNDETERMINED
2. EMERGENCY PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND
3. PROPELLER FEATHERING - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2      OVERRUN  
Phase of Operation      LANDING - ROLL

Finding(s)

4. PROPER TOUCHDOWN POINT - NOT ATTAINED - 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 IN KIND OF AIRCRAFT - 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) 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. - 1979      8/10/86      DOUGLASVILLE,GA      A/C Reg. No. N8340F      Time (Lcl) - 1445 EDT

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

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

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

Make/Model - PIPER PA-28-161	Eng Make/Model - LYCOMING O-320-D3G	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2150	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 160 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	PINEWOOD
Wind Dir/Speed- 260/008 KTS	ATC/Airspace	Runway Ident - 04
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 1700/ 100
Lowest Sky/Clouds - 3000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 26	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 74
SE LAND	Months Since - 5	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 30
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT LOADED THREE ADULTS PLUS HERSELF INTO THE WARRIOR II AND ATTEMPTED TO TAKE OFF FROM A GRASS STRIP WHICH HAD A DIP AND A HILL OF ABOUT 6 FEET NEAR THE DEPARTURE END. THE ACFT TRAVELED ABOUT 150 FT PAST THE END OF THE RUNWAY BEFORE IMPACTING ON THE SIDE OF A HILL. THE PLT HAD FLOWN IN AND OUT OF THE STRIP SEVERAL TIMES PREVIOUSLY BUT THIS WAS THE FIRST ATTEMPT WITH A FULL LOAD OF PAX. THE ACFT WAS ALMOST FULL OF FUEL AND IT WAS A HOT DAY.

Brief of Accident (Continued)

File No. - 1979

8/10/86

DOUGLASVILLE,GA

A/C Reg. No. N8340F

Time (Lcl) - 1445 EDT

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

Finding(s)

1. OBJECT - TREE(S)
2. UNSUITABLE TERRAIN - DISREGARDED - PILOT IN COMMAND
3. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - UPHILL
4. PERFORMANCE DATA - NOT UNDERSTOOD - PILOT IN COMMAND
5. PERFORMANCE DATA - DISREGARDED - PILOT IN COMMAND
6. IMPROPER DECISION, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

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

Finding(s)

7. TERRAIN CONDITION - GROUND
8. TERRAIN CONDITION - UPHILL

Occurrence #3            FIRE  
Phase of Operation      OTHER

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1950      11/02/86      MACON, GA      A/C Reg. No. N23DK      Time (Lcl) - 1642 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
DESTROYED  
Fire  
ON GROUND

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

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

Make/Model - KOONS-DONALD SONERAI II  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 925  
No. of Seats - 2

Eng Make/Model - VOLKSWAGEN VWYR2321  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 75 HP

ELT Installed/Activated - NO -N/A  
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- 050/007 KTS  
Visibility - 7.0 SM  
Lowest Sky/Clouds - 2200 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 - NONE

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

HERBERT SMART  
Runway Ident - 27  
Runway Lth/Wid - 4696/ 150  
Runway Surface - ASPHALT  
Runway Status - DRY

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

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

Age - 46  
Biennial Flight Review  
Current - UNK/NR  
Months Since - 12  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 120  
Last 24 Hrs - UNK/NR  
Make/Model- UNK/NR  
Instrument- 0  
Last 30 Days- UNK/NR  
Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING CLIMBOUT, THE PILOT ALLOWED THE AIRCRAFT TO STALL WHILE TURNING TO A LEFT CROSSWIND. THE ACFT IMPACTED THE GROUND IN A NOSE LOW ATTITUDE AFTER COLLIDING WITH TWO TREES. THE PILOT WAS UNABLE TO EXIT THE AIRCRAFT AND LOCAL RESIDENTS WERE UNABLE TO ASSIST EXITING DUE TO FIRE AND HIGH TEMP. THE AIRCRAFT EXAMINATION FAILED TO DISCLOSE AN MATERIAL FAILURES. WITNESSES SAW THE AIRCRAFT IN A NOSE HIGH ATTITUDE DURING CLIMBOUT FOLLOWED BY A NOSE LOW ATTITUDE PRIOR TO IMPACT.

Brief of Accident (Continued)

File No. - 1950

11/02/86

MACON,GA

A/C Reg. No. N23DK

Time (Lcl) - 1642 EST

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

Finding(s)

1. TERRAIN CONDITION - GROUND
2. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
4. SPIRAL - INADVERTENT - PILOT IN COMMAND

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1900      11/27/86      WAYNESBORO,GA      A/C Reg. No. N32106      Time (Lcl) - 2253 EST

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

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

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

Make/Model - PIPER PA-28-140	Eng Make/Model - LYCOMING O-320-E2A	ELT Installed/Activated - 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 - 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	OPA LOCKA,FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	AUGUSTA,GA	BURKE CO.
Wind Dir/Speed- 310/004 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 25000 FT	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 25000 FT OVERCAST	Type Apch/Lndg - FORCED LANDING	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 - 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	Make/Model- UNK/NR
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- UNK/NR
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT CALLED APCH CONTROL & ASKED FOR VECTORS TO THE NEAREST FIELD & SAID HE WAS LOW ON FUEL. VECTORS WERE PROVIDED BUT THE ENG LOST POWER & THE ACFT WAS DAMAGED DURING A LANDING IN A WOODED AREA. AN INVESTIGATION REVEALED THE ACFT HAD BEEN FLYING FOR APRX 4.5 HRS WHEN THE ACNT OCCURRED. THE PLT SAID THAT DURING THE PREFLT, FUEL WAS "UP TO THE TOP OF THE WING" & THAT THE ACFT HELD 5 TO 5.5 HRS OF FUEL. DURING A POST ACNT EXAM OF THE ACFT, FUEL WAS FOUND IN THE LINE BETWEEN THE FUEL TANKS & THE ENG. HOWEVER, THE GASCOLATOR HAD SEPARATED & WATER WAS FOUND IN THE LINE BETWEEN THE ELECTRIC FUEL PUMP & THE ENG DRIVEN FUEL PUMP. RPRTDLY, WATER COULD NOT HAVE BEEN INTRODUCED INTO THE FUEL SYSTEM AFTER THE ACNT BY THE WX.



Brief of Accident (Continued)

File No. - 1900

11/27/86

WAYNESBORO, GA

A/C Reg. No. N32106

Time (Lcl) - 2253 EST

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

Finding(s)

1. AIRCRAFT PREFLIGHT - IMPROPER - PILOT IN COMMAND
  2. FLUID,FUEL - UNDETERMINED
  3. FLUID,FUEL - LOW LEVEL
  4. FLUID,FUEL - WATER
- 

Occurrence #2            FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

-----

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

Finding(s)

5. LIGHT CONDITION - DARK NIGHT
  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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1814      10/28/86      HILO, HI      A/C Reg. No. N306MA      Time (Lcl) - 0915 HST

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

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

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

Make/Model	- MURRAYAIR MA-1	Eng Make/Model	- WRIGHT R-1820	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 6250	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 1	Rated Power	- 900 HP		

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

<p>Weather Data</p> <p>Wx Briefing - UNK/NR</p> <p>Method - UNK/NR</p> <p>Completeness - WEATHER NOT PERTINENT</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- VARIABLE</p> <p>Visibility - UNK/NR</p> <p>Lowest Sky/Clouds - UNK/NR</p> <p>Lowest Ceiling - UNK/NR</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</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 - NONE</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRPORT</p> <p>Airport Data</p> <p style="padding-left: 20px;">DUSTER STRIP</p> <p>Runway Ident - UNK/NR</p> <p>Runway Lth/Wid - UNK/NR</p> <p>Runway Surface - MACADAM</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">COMMERCIAL</p> <p style="padding-left: 20px;">SE LAND, ME LAND</p>	<p>Age - 47</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - UNK/NR</p> <p style="padding-left: 20px;">Months Since - UNK/NR</p> <p style="padding-left: 20px;">Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p style="padding-left: 20px;">Total - 8558</p> <p style="padding-left: 20px;">Make/Model- 840</p> <p style="padding-left: 20px;">Instrument- UNK/NR</p> <p style="padding-left: 20px;">Multi-Eng - UNK/NR</p> <p style="padding-left: 20px;">Last 24 Hrs - 1</p> <p style="padding-left: 20px;">Last 30 Days- UNK/NR</p> <p style="padding-left: 20px;">Last 90 Days- 840</p> <p style="padding-left: 20px;">Rotorcraft - UNK/NR</p>
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Instrument Rating(s) - NONE

-----Narrative-----

AFTER RETURNING FROM A SPRAYING FLT, THE ACFT WAS REFUELED. AFTER REFUELING, THE PLT USED FUEL TO WASH OIL FROM THE SIDE OF THE ACFT & THE WING STEP. WHEN THE ENG WAS RESTARTED ABOUT 2 MIN LATER, FUEL FUMES IGNITED & FIRE SPREAD TO THE FUEL TRUCK. BOTH THE ACFT & THE TRUCK WERE DESTROYED BY FIRE.

Brief of Accident (Continued)

File No. - 1814

10/28/86

HILO, HI

A/C Reg. No. N306MA

Time (Lcl) - 0915 HST

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Occurrence

FIRE

Phase of Operation

STANDING - STARTING ENGINE(S)

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
  2. JUDGEMENT - POOR - PILOT IN COMMAND
- 

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1852      9/03/86      ONAWA,IA      A/C Reg. No. N45986      Time (Lcl) - 1755 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
SUBSTANTIAL  
Fire      NONE

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

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

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

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

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

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

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- 190/014 KTS  
Visibility      - 20.0 SM  
Lowest Sky/Clouds      - 5000 FT  
Lowest Ceiling      - 5000 FT BROKEN  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

ONAWA MUNI  
Runway Ident      - 15  
Runway Lth/Wid      - 2865/ 50  
Runway Surface      - ASPHALT  
Runway Status      - DRY

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

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

Age - 28  
Biennial Flight Review  
Current      - N/A  
Months Since      - N/A  
Aircraft Type - N/A

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

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT WAS MAKING TOUCH-&-GO LANDINGS WHILE ON A SUPERVISED SOLO FLT. DURING HER 3RD LANDING, THE ACFT TOUCHED DOWN HARD & BOUNCED, THEN AFTER TOUCHING DOWN AGAIN, IT WENT OFF THE LEFT SIDE OF THE RWY, HIT A DITCH & WAS DAMAGED.

Brief of Accident (Continued)

File No. - 1852

9/03/86

ONAWA,IA

A/C Reg. No. N45986

Time (Lcl) - 1755 CDT

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

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
3. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

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

Finding(s)

6. TERRAIN CONDITION - DITCH

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1918      7/20/86      BIG CREEK, ID      A/C Reg. No. N3HW      Time (Lcl) - 1030 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

DESTROYED

Fire

ON GROUND

Crew

Pass

Fatal

0

1

Injuries

Serious

1

0

Minor

0

0

None

0

0

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

Make/Model      - WEISS-HAYNES STITS SA6B  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 1125  
No. of Seats      - 2

Eng Make/Model      - CONTINENTAL C-85-12  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 85 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      - 180/004 KTS  
Visibility      - 50.0 SM  
Lowest Sky/Clouds      - CLEAR  
Lowest Ceiling      - NONE  
Obstructions to Vision      - NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
BIG CREEK, ID  
Destination  
LOCAL

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

BIG CREEK AIRPORT  
Runway Ident      - 03  
Runway Lth/Wid      - 3550/ 110  
Runway Surface      - GRASS/TURF  
Runway Status      - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE  
SE LAND

Age      - 55

Biennial Flight Review

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

Medical Certificate      - EXPIRED

Flight Time (Hours)

Total      - 350      Last 24 Hrs      - 1  
Make/Model      - 80      Last 30 Days      - UNK/NR  
Instrument      - 1      Last 90 Days      - 10  
Multi-Eng      - UNK/NR      Rotorcraft      - UNK/NR

Instrument Rating(s)      - NONE

-----Narrative-----

N3HW, A STITS SA6B, WAS BEING FLOWN FROM AN AIRSTrip WITH A DENSITY ALTITUDE OF ABOUT 7,800 FEET. THE PLT LOST CONTROL OF THE ACFT DURING INITIAL CLIMB AND THE ACFT DESCENDED INTO THE TREES, STRUCK THE GROUND, AND CAUGHT FIRE. THE PLT STATED THAT DURING CLIMBOUT IT FELT LIKE THE CONTROLS WEREN'T RESPONDING TO HIS INPUTS AND THAT THEY WERE SLUGGISH EVEN THOUGH, DURING THE RUNUP, THE CONTROLS HAD RESPONDED NORMALLY. THE PLT HAD ABOUT 350 HOURS OF TOTAL FLIGHT TIME. THE PLT HAD FLOWN INTO THIS AIRPORT BEFORE BUT NEVER IN THE STITS SA6B. THE ACFT WAS OVER THE MANUFACTURERS MAXIMUM ALLOWABLE GROSS WEIGHT WITH AN AFT CENTER OF GRAVITY (C.G.). THE KIT MANUFACTURER STATES THAT AN AFT C.G. WILL PRODUCE SLUGGISH CONTROL RESPONSES. TREES WERE PRESENT AT THE END OF THE AIRSTrip AND A SLIGHT TAILWIND WAS PRESENT.

Brief of Accident (Continued)

File No. - 1918

7/20/86

BIG CREEK, ID

A/C Reg. No. N3HW

Time (Lc1) - 1030 MDT

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

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
2. PREFLIGHT PLANNING/PREPARATION - NOT UNDERSTOOD - PILOT IN COMMAND
3. WEATHER CONDITION - TAILWIND
4. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
5. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND

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

Finding(s)

6. TERRAIN CONDITION - MOUNTAINOUS/HILLY

Occurrence #3      FIRE  
Phase of Operation      OTHER

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1922      8/20/86      STANLEY, ID      A/C Reg. No. N9940Y      Time (Lcl) - 1827 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
DESTROYED

Fire  
NONE

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

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

Make/Model      - AERONCA 7GCB  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 1650  
No. of Seats      - 2

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

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

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

Weather Data

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

Wind Dir/Speed- VARIABLE/010 KTS

Visibility      - 10.0 SM

Lowest Sky/Clouds      - UNK/NR SCATTERED

Lowest Ceiling      - UNK/NR OVERCAST

Obstructions to Vision- NONE

Precipitation      - NONE

Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point

MCCALL, ID

Destination

STANLEY, ID

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident      - N/A

Runway Lth/Wid      - N/A

Runway Surface      - N/A

Runway Status      - N/A

ATC/Airspace

Type of Flight Plan      - NONE

Type of Clearance      - NONE

Type Apch/Lndg      - NONE

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 29

Biennial Flight Review

Current      - YES

Months Since      - 16

Aircraft Type      - 7GCB

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total      - 496      Last 24 Hrs      - 4

Make/Model- 315      Last 30 Days- UNK/NR

Instrument- 4      Last 90 Days- 32

Instrument Rating(s)      - NONE

-----Narrative-----

WITNESSES REPORTED THE AIRCRAFT CAME FROM THE DIRECTION OF STANLEY (8 MILES TO THE NORTH). CIRCLED OVER THE GUEST LODGE, MADE ONE OR MORE LOW (100 TO 300 FOOT) PASSES. ON THE LAST PASS THE ACFT WAS HEADING AWAY FROM THE LODGE TOWARDS HIGHWAY 75. THE ACFT PITCHED UP, ROLLED OVER, AND IMPACTED NOSE FIRST HEADING ABOUT 180 DEGREES FROM THE ORIGINAL HEADING. INVESTIGATION REVEALED NO MECHANICAL MALFUNCTION/FAILURE.



Brief of Accident (Continued)

File No. - 1922

8/20/86

STANLEY, ID

A/C Reg. No. N9940Y

Time (Lc1) - 1827 MDT

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

Finding(s)

1. STALL/SPIN
  2.     IMPROPER USE OF PROCEDURE, OSTENTATIOUS DISPLAY - 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. - 1921

8/22/86

SOLDIER BAR AIR, ID

A/C Reg. No. N1RC

Time (Lcl) - 1030 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Fire  
NONE

Crew  
Pass

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

Make/Model - CESSNA A185E  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 3350  
No. of Seats - 6

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed - 240/005 KTS  
Visibility - 10.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision - NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SOLDIER BAR AIR, ID  
Destination  
LOCAL

ATC/Airspace

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

Airport Proximity  
ON AIRSTRIP

Airport Data

SOLDIER BAR AIRSTRIP  
Runway Ident - 25  
Runway Lth/Wid - 1600/ 20  
Runway Surface - GRASS/TURF  
Runway Status - DRY

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

Pilot-In-Command

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

Age - 42  
Biennial Flight Review  
Current - YES  
Months Since - 2  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total - 3000	Last 24 Hrs - 10
Make/Model - 2000	Last 30 Days - UNK/NR
Instrument - UNK/NR	Last 90 Days - 50
Multi-Eng - 100	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT WAS ATTEMPTING TO LAND ON A 1600 FOOT RUNWAY WITH A TAILWIND. THE DENSITY ALTITUDE AT THE TIME WAS ABOUT 6300 FEET. DURING BRAKING A GUST OF WIND OCCURRED AND THE AIRCRAFT NOSED OVER INVERTED.

Brief of Accident (Continued)

File No. - 1921

8/22/86

SOLDIER BAR AIR, ID

A/C Reg. No. N1RC

Time (Lcl) - 1030 MDT

---

Occurrence            NOSE OVER  
Phase of Operation    LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - GUSTS
  2. WEATHER CONDITION - TAILWIND
  3. WEATHER CONDITION - HIGH DENSITY ALTITUDE
  4. JUDGEMENT - POOR - PILOT IN COMMAND
  5. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
- 

----Probable Cause----

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

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

Brief of Accident

File No. - 1919      8/31/86      PRIEST RIVER, ID      A/C Reg. No. N4156X      Time (Lcl) - 1450 PDT

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

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

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

Make/Model - AERO COMMANDER 100	Eng Make/Model - LYCOMING O-320-B	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2250	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAND POINT, ID	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	PRIEST RIVER, ID	PRIEST RIVER
Wind Dir/Speed- 320/010 KTS	ATC/Airspace	Runway Ident - 19
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2950/ 48
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 5000 FT OVERCAST	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 51	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 477
SE LAND	Months Since - 14	Make/Model- 165
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 20

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS ATTEMPTING TO LAND WHILE A THUNDERSTORM WAS WITHIN TWO MILES OF THE AIRPORT. STRONG TURBULENCE WAS PRESENT DURING THE APPROACH BUT THE PILOT ELECTED TO CONTINUE THE APPROACH. A STRONG DOWNDRAFT OCCURRED WHEN THE AIRCRAFT WAS ABOUT 50 FEET AGL. THE AIRCRAFT STRUCK THE GROUND HARD, SHORT OF THE RUNWAY, BREAKING OFF THE NOSE GEAR AND RIGHT MAIN GEAR. THE AIRCRAFT THEN SLID A SHORT DISTANCE COMING TO REST TO THE RIGHT OF RUNWAY 19.

Brief of Accident (Continued)

File No. - 1919

8/31/86

PRIEST RIVER, ID

A/C Reg. No. N4156X

Time (Lcl) - 1450 PDT

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

Finding(s)

1. WEATHER CONDITION - DOWNDRAFT
  2. WEATHER EVALUATION - NOT UNDERSTOOD - PILOT IN COMMAND
  3. WEATHER CONDITION - GUSTS
  4. CLEARANCE - NOT RECEIVED - PILOT IN COMMAND
- 

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

-----

Occurrence #3            OTHER GEAR COLLAPSED  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

-----

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1965      4/06/86      SENECA, IL      A/C Reg. No. N6829H      Time (Lcl) - 1415 CST

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

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

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

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

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

<p>Weather Data</p> <p>Wx Briefing      - NO RECORD OF BRIEFING</p> <p>Method            - N/A</p> <p>Completeness    - N/A</p> <p>Basic Weather    - VMC</p> <p>Wind Dir/Speed- 260/013 KTS</p> <p>Visibility        - 10.0 SM</p> <p>Lowest Sky/Clouds - UNK/NR</p> <p>Lowest Ceiling    - 2300 FT OVERCAST</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation     - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>JOLIET, IL</p> <p>Destination</p> <p>SENECA, IL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance   - NONE</p> <p>Type Apch/Lndg      - TRAFFIC PATTERN</p>	<p>Airport Proximity</p> <p>ON AIRPORT</p> <p>Airport Data</p> <p>SPRING BROOK</p> <p>Runway Ident      - 18</p> <p>Runway Lth/Wid    - 2300/ 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)</p> <p>COMMERCIAL</p> <p>SE LAND, ME LAND</p>	<p>Age - 38</p> <p>Biennial Flight Review</p> <p>Current            - YES</p> <p>Months Since      - 1</p> <p>Aircraft Type      - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total            - 284</p> <p>Make/Model-      109</p> <p>Instrument-       52</p> <p>Multi-Eng -       9</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 PLT WAS LANDING ON A 2300 FT RWY WITH A 80 DEGREE X-WIND. THE ACFT BOUNCED HARD ON TOUCHDOWN AND THE PLT ATTEMPTED A GO-AROUND WITH 25 DEGREES OF FLAPS EXTENDED. THE AIRSPEED WAS DETERIORATING SO THE PLT ELECTED TO RE-LAND. DURING THE ROLL-OUT THE ACFT RAN OFF THE END OF THE RWY AND COLLIDED WITH THE EMBANKMENT OF A CREEK.

Brief of Accident (Continued)

File No. - 1965

4/06/86

SENECA,IL

A/C Reg. No. N6829H

Time (Lcl) - 1415 CST

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

Finding(s)

1. RECOVERY FROM BOUNCED LANDING - POOR - PILOT IN COMMAND
  2. WEATHER CONDITION - CROSSWIND
- 

Occurrence #2           OVERRUN  
Phase of Operation    LANDING - ROLL  
3. RAISING OF FLAPS - NOT PERFORMED - PILOT IN COMMAND  
4. GO-AROUND - ATTEMPTED - PILOT IN COMMAND

-----

Occurrence #3           OVERRUN  
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) 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. - 1809      6/15/86      ST. ELM0,IL      A/C Reg. No. N8HD      Time (Lc1) - 1600 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	0

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

Make/Model - GLASFLUGEL CLUB LIBELLE 205	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 - 660	Engine Type - N/A		
No. of Seats - 1	Rated Power - N/A		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	HIGHLAND,IL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	EFFINGHAM,IL	
Wind Dir/Speed- 225/015 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 3000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - PRECAUTIONARY LANDING	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 46	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 2010
SE LAND	Months Since - 12	Make/Model- 29
GLIDER	Aircraft Type - UNK/NR	Instrument- 42
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 11

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THERE WAS A LOSS OF THERMAL ACTIVITY WHILE THE GLIDER PLT WAS ON A X-COUNTRY FLT. DURING AN OFF ARPT LNDG, THE WINGTIP OF THE SAILPLANE STRUCK WEEDS. SUBSEQUENTLY, THE ACFT GROUND LOOPED & WAS DAMAGED.



Brief of Accident (Continued)

File No. - 1809

6/15/86

ST. ELM0,IL

A/C Reg. No. N8HD

Time (Lcl) - 1600 CDT

-----  
Occurrence            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    LANDING

Finding(s)

1. PRECAUTIONARY LANDING - PERFORMED -
  2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
  3. TERRAIN CONDITION - HIGH VEGETATION
  4. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1837      8/03/86      DANVILLE, IL      A/C Reg. No. N24RP      Time (Lcl) - 1830 CDT

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

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

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

Make/Model      - PATE QUICKIE	Eng Make/Model      - ONAN JLO 600	ELT Installed/Activated      - NO	-N/A
Landing Gear      - TAILWHEEL-ALL FIXED	Number Engines      - 1	Stall Warning System      - NO	
Max Gross Wt      - 650	Engine Type      - RECIPROCATING-CARBURETOR		
No. of Seats      - 1	Rated Power      - 18 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	VERMILION COUNTY
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident      - 03
Visibility      - 15.0      SM	Type of Flight Plan      - NONE	Runway Lth/Wid      - 5400/ 100
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      - 22	Medical Certificate      - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current      - YES	Total      - 240
SE LAND, ME LAND	Months Since      - 9	Last 24 Hrs      - 1
	Aircraft Type      - UNK/NR	Make/Model- UNK/NR
		Last 30 Days- 2
		Instrument- 30
		Last 90 Days- 4
		Multi-Eng      - 18

Instrument Rating(s)      - NONE

-----Narrative-----

AFTER PERFORMING HI SPEED TAXI TESTS, THE PLT OF A NEW HOME BUILT ACFT TOOK OFF ON THE ACFT'S 1ST FLT. AFTER TAKING OFF, HE REALIZED SOMETHING WAS WRONG; HOWEVER, BY THEN, THE ACFT WAS PAST THE DEP END OF THE RWY AT 50 TO 75 FT AGL & WOULD NOT CLIMB ANY HIGHER. THE PLT TRIED TO TURN, BUT IN A TURN, THE NOSE WOULD DROP. THE ACFT WAS SOON APCHG A POWER LINE, SO THE PLT "CUT" THE ENG POWER & THE ACFT CRASHED IN A BEAN FIELD. AN INV REVEALED THE ACFT WAS LOADED WITH THE CENTER-OF-GRAVITY (CG) 1.93 INCHES AHEAD OF THE FORWARD LIMIT.

Brief of Accident (Continued)

File No. - 1837

8/03/86

DANVILLE,IL

A/C Reg. No. N24RP

Time (Lcl) - 1830 CDT

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

Finding(s)

1. AIRCRAFT WEIGHT AND BALANCE - IMPROPER - MANUFACTURER
2. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - MANUFACTURER
3. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
4. AIRCRAFT WEIGHT AND BALANCE - NOT CORRECTED - PILOT IN COMMAND
5. CLIMB - NOT POSSIBLE -

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

Finding(s)

6. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
7. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND
8. FLARE - NOT POSSIBLE -

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1810      8/29/86      GRAYSLAKE, IL      A/C Reg. No. N53700      Time (Lcl) - 1815 CDT

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

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

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

Make/Model - CESSNA 172P	Eng Make/Model - LYCOMING O-320-D2J	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
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 - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	WHEELING, IL	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	FRIENDSHIP, WI	CAMPBELL
Wind Dir/Speed- 210/007 KTS	ATC/Airspace	Runway Ident - 27
Visibility - 25.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3250/ 40
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - PRECAUTIONARY LANDING	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 40	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 139
SE LAND	Months Since - 17	Make/Model- 77
	Aircraft Type - UNK/NR	Instrument- 19
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 17

Instrument Rating(s) - NONE

-----Narrative-----

DRG CRUISE FLT, THERE WAS A LOSS OF ENG POWER (DECREASING TO 1900 RPM). THE PLT INITIATED A PRECAUTIONARY LANDING ON RWY 27, BUT OVERRAN THE INTENDED LANDING AREA. THE ACFT CONTD BEYOND THE END OF THE RWY & SUBSEQUENTLY FLIPPED OVER IN A CORN FIELD, WEST OF THE ARPT. AN INSPN OF THE CARBURETOR REVEALED UNIDENTIFIABLE FOREIGN MATTER IN THE MAIN METERING JET WHICH WOULD NOT ALLOW THE ENGINE TO OPERATE AT FULL POWER.

Brief of Accident (Continued)

File No. - 1810

8/29/86

GRAYSLAKE, IL

A/C Reg. No. N53700

Time (Lc1) - 1815 CDT

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

Finding(s)

1. FUEL SYSTEM, CARBURETOR - BLOCKED(PARTIAL)

Occurrence #2      OVERRUN  
Phase of Operation      LANDING

Finding(s)

2. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
3. PROPER TOUCHDOWN POINT - NOT OBTAINED - PILOT IN COMMAND

Occurrence #3      NOSE OVER  
Phase of Operation      LANDING

Finding(s)

4. TERRAIN CONDITION - CROP
5. TERRAIN CONDITION - ROUGH/UNEVEN

----Probable Cause----

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

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. - 1968      9/17/86      QUINCY, IL      A/C Reg. No. N71650      Time (Lcl) - 2057 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Fire  
NONE

Crew  
Pass

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

Make/Model - CESSNA 182M  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2800  
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470-R  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 230 HP

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

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

Weather Data

Wx Briefing - FSS  
Method - UNK/NR  
Completeness - UNK/NR  
Basic Weather - IMC  
Wind Dir/Speed- 140/004 KTS  
Visibility - 2.000 SM  
Lowest Sky/Clouds - 1000 FT SCATTERED  
Lowest Ceiling - 25000 FT OVERCAST  
Obstructions to Vision- FOG  
Precipitation - NONE  
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point  
ASHLAND, OH  
Destination  
QUINCY, IL

Airport Proximity  
ON AIRPORT

Airport Data

QUINCY  
Runway Ident - 18  
Runway Lth/Wid - 5900/ 150  
Runway Surface - ASPHALT  
Runway Status - DRY

ATC/Airspace

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

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

Pilot-In-Command  
Certificate(s)/Rating(s)  
COMMERCIAL  
SE LAND, ME-LAND

Age - 49  
Biennial Flight Review  
Current - YES  
Months Since - 9  
Aircraft Type - UNK/NR

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

Total	- 1457	Last 24 Hrs	- 13
Make/Model-	36	Last 30 Days-	UNK/NR
Instrument-	206	Last 90 Days-	49
Multi-Eng	- 113		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACCORDING TO THE ATC REPORT, N71650 INDICATED HE WOULD USE THE ILS RWY 04 AND CIRCLE TO RWY 18. THE PLT STATED THAT HE WAS IN AND OUT OF FOG WHILE ON DOWNWIND FOR RWY 18 AND THAT HE THEN ENCOUNTERED A "BANK OF GROUND FOG" AS HE TURNED SHORT FINAL. ACCORDING TO THE PLT, THE CORN WAS VISIBLE WITHIN SECONDS AND POWER WAS ADDED, HOWEVER THE ACFT TOUCHED DOWN AND SLID TO THE RIGHT APRX 25 YARDS BEFORE COMING TO REST.

Brief of Accident (Continued)

File No. - 1968

9/17/86

QUINCY, IL

A/C Reg. No. N71650

Time (Lcl) - 2057 CDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation APPROACH - CIRCLING(IFR)

Finding(s)

1. WEATHER CONDITION - FOG

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

Finding(s)

2. TERRAIN CONDITION - CROP
3. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
4. MISSED APPROACH - 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) 3,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1838      9/21/86      LACON,IL      A/C Reg. No. N73NS      Time (Lcl) - 1130 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
SUBSTANTIAL

Fire  
NONE

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

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

Make/Model      - NORD STAMPE SV4C  
Landing Gear      - TAILWHEEL-ALL FIXED  
Max Gross Wt      - 2300  
No. of Seats      - 2

Eng Make/Model      - RENAULT 4P03  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - UNK/NR

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

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

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- 232/003 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  
VALPARAISO,IN  
Destination  
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

MARSHALL COUNTY  
Runway Ident      - 18  
Runway Lth/Wid      - 2200/ 50  
Runway Surface      - ASPHALT  
Runway Status      - DRY

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

Pilot-In-Command

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

Age - 34

Biennial Flight Review

Current      - YES  
Months Since      - 11

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 9200	Last 24 Hrs	- 4
Make/Model-	190	Last 30 Days-	UNK/NR
Instrument-	3600	Last 90 Days-	74
Multi-Eng	- 8000		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT LOST CONTROL OF THE ACFT DURING THE LANDING ROLL, & SUBSEQUENTLY, ONE OF THE MAIN LANDING GEAR COLLAPSED. HE STATED THAT HE APPLIED THE LEFT "DRAG BRAKE" (A BRAKING DEVICE ACTIVATED DURING THE LAST PORTION OF RUDDER TRAVEL) & OVERCORRECTED TO THE LEFT. HE THEN ACTIVATED THE RIGHT "DRAG BRAKE" & OVERCORRECTED TO THE RIGHT. THIS RESULTED IN A GROUND LOOP & ACFT DAMAGE.



Brief of Accident (Continued)

File No. - 1838

9/21/86

LACON,IL

A/C Reg. No. N73NS

Time (Lcl) - 1130 CDT

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

Finding(s)

1. BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

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

Finding(s)

4. LANDING GEAR,MAIN GEAR STRUT - OVERLOAD

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1912      10/22/86      DECATUR, IL      A/C Reg. No. N2896N      Time (Lcl) - 1355 CDT

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRSTRIP
Method - UNK/NR	SAME AS ACC/INC	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	LOCAL	DECATUR AIRPORT
Wind Dir/Speed- 210/014 KTS	ATC/Airspace	Runway Ident - 24
Visibility - 6.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 6497/ 150
Lowest Sky/Clouds - 7000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 10000 FT BROKEN	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- HAZE	TOUCH AND GO	
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 - 1094
SE LAND	Months Since - 3	Make/Model- 55
	Aircraft Type - C-120	Instrument- 2
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 30

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT HE WAS PRACTICING CROSSWIND LANDINGS ON RUNWAY 24 WHEN THE AIRPLANE BOUNCED TWICE. ACCORDING TO THE PILOT, HE IMMEDIATELY ADDED POWER AND THEN LOST DIRECTIONAL CONTROL OF THE AIRPLANE AND GROUND LOOPED TO THE LEFT. FOLLOWING THE GROUND LOOP, THE AIRCRAFT SWERVED TO THE RIGHT AND RAN OFF THE RUNWAY. FIVE MINUTES PRIOR TO THE ACCIDENT, HOWEVER, THE DECATUR FSS REPORTED WINDS FROM 210 DEGREES AT 14 KNOTS.

Brief of Accident (Continued)

File No. - 1912

10/22/86

DECATUR, IL

A/C Reg. No. N2896N

Time (Lc1) - 1355 CDT

-----  
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 - UNCONTROLLED - 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. - 1967      11/15/86      SANDWICH, IL      A/C Reg. No. N3289U      Time (Lcl) - 1430 CST

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

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

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

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

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 240/010 KTS</p> <p>Visibility - 15.0 SM</p> <p>Lowest Sky/Clouds - 30000 FT THIN BKN</p> <p>Lowest Ceiling - UNK/NR</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p 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 - NONE</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRPORT</p> <p>Airport Data</p> <p style="padding-left: 20px;">WOODLAKE LANDING</p> <p>Runway Ident - UNK/NR</p> <p>Runway Lth/Wid - UNK/NR</p> <p>Runway Surface - UNK/NR</p> <p>Runway Status - UNK/NR</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 - 62</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - YES</p> <p style="padding-left: 20px;">Months Since - 10</p> <p style="padding-left: 20px;">Aircraft Type - C-182</p>	<p>Medical Certificate - EXPIRED</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total - 276</td> <td>Last 24 Hrs - 0</td> </tr> <tr> <td>Make/Model- 276</td> <td>Last 30 Days- 0</td> </tr> <tr> <td>Instrument- UNK/NR</td> <td>Last 90 Days- 0</td> </tr> <tr> <td>Multi-Eng - UNK/NR</td> <td>Rotorcraft - UNK/NR</td> </tr> </table>	Total - 276	Last 24 Hrs - 0	Make/Model- 276	Last 30 Days- 0	Instrument- UNK/NR	Last 90 Days- 0	Multi-Eng - UNK/NR	Rotorcraft - UNK/NR
Total - 276	Last 24 Hrs - 0									
Make/Model- 276	Last 30 Days- 0									
Instrument- UNK/NR	Last 90 Days- 0									
Multi-Eng - UNK/NR	Rotorcraft - UNK/NR									

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS ATTEMPTING TO HAND PROP THE AIRCRAFT DUE TO A LOW BATTERY. THE ENGINE STARTED AND THE PLANE BEGAN MOVING. THE AIRCRAFT STRUCK THE PILOT AND THEN TRAVELED INTO A HANGAR DOOR.

Brief of Accident (Continued)

File No. - 1967

11/15/86

SANDWICH, IL

A/C Reg. No. N3289U

Time (Lcl) - 1430 CST

Occurrence #1 PROPELLER/ROTOR CONTACT  
Phase of Operation STANDING - STARTING ENGINE(S)

Finding(s)

1. STARTING PROCEDURE - IMPROPER - PILOT IN COMMAND
2. AIRCRAFT UNATTENDED/ENGINE(S) RUNNING - INTENTIONAL - PILOT IN COMMAND
3. JUDGEMENT - POOR - PILOT IN COMMAND

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

Finding(s)

4. OBJECT - BUILDING(NONRESIDENTIAL)

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1903      11/16/86      LANSING,IL

A/C Reg. No. N2311R

Time (Lcl) - 0300 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
SUBSTANTIAL  
Fire                          NONE

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

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

Make/Model    - PIPER PA-28-180  
Landing Gear   - TRICYCLE-FIXED  
Max Gross Wt   - 2400  
No. of Seats   - 4

Eng Make/Model - LYCOMING O-360-A4A  
Number Engines - 1  
Engine Type    - RECIPROCATING-CARBURETOR  
Rated Power    - 180 HP

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

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

Weather Data

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

Wind Dir/Speed- 190/010 KTS

Visibility        - 6.0 SM

Lowest Sky/Clouds - UNK/NR

Lowest Ceiling    - 20000 FT OVERCAST

Obstructions to Vision- HAZE

Precipitation     - NONE

Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance   - NONE

Type Apch/Lndg      - STRAIGHT-IN

FULL STOP

Airport Proximity  
ON AIRPORT

Airport Data

LANSING MUNI.

Runway Ident       - 27

Runway Lth/Wid    - 2432/ 75

Runway Surface    - ASPHALT

Runway Status      - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 19

Biennial Flight Review

Current            - YES

Months Since      - 11

Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total             - 170

Make/Model- 118

Instrument- 8

Last 24 Hrs - 1

Last 30 Days- UNK/NR

Last 90 Days- 2

Instrument Rating(s) - NONE

-----Narrative-----

ACFT STRUCK GROUND DURING LANDING AFTER AN HOUR-LONG FLIGHT. THE PLT HAD CLIMBED TO 4500 FT AFTER ENTERING WHAT HE REFERRED TO AS "IFR CONDITIONS." WEATHER CONDITIONS AT MIDWAY AIRPORT, ABOUT 18 MILES NORTHWEST OF LANSING AIRPORT, WERE REPORTED AS VMC. CEILING WAS EST. 20,000 FT OVERCAST AND VISIBILITY 6 MILES WITH HAZE. THIS WAS THE ONLY NIGHT FLIGHT FOR THE PLT DURING THE PAST 90 DAYS. APRX SIX HRS AFTER ACCIDENT, PLT WENT TO HOSPITAL COMPLAINING OF NAUSEA AND HEADACHE. RESULTS OF TEST ON BLOOD SAMPLES TAKEN SEVEN HRS AFTER ACCIDENT SHOWED AN ETHANOL LEVEL OF .04. BASED ON A STANDARD BODY BURN RATE OF ALCOHOL OF .015% DECREASE PER HOUR AND PRESUMING THAT ALCOHOL WAS NOT CONSUMED AFTER THE ACCIDENT, BLOOD ALCOHOL LEVEL AT THE TIME OF THE ACCIDENT COULD HAVE BEEN .14.

Brief of Accident (Continued)

File No. - 1903

11/16/86

LANSING, IL

A/C Reg. No. N2311R

Time (Lcl) - 0300 CST

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

Finding(s)

1. WEATHER CONDITION - HAZE
2. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
3. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
4. JUDGEMENT - POOR - PILOT IN COMMAND
5. PHYSICAL IMPAIRMENT(ALCOHOL) - PILOT IN COMMAND

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

Finding(s)

6. WEATHER CONDITION - CROSSWIND
7. GO-AROUND - ATTEMPTED - PILOT IN COMMAND
8. PROPER CLIMB RATE - NOT ATTAINED - PILOT IN COMMAND
9. PHYSICAL IMPAIRMENT(ALCOHOL) - PILOT IN COMMAND
10. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 7,8,10

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1904      11/16/86      ROCKFORD, IL

A/C Reg. No. N1457A

Time (Lcl) - 1115 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
DESTROYED  
Fire      NONE

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

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

Make/Model      - PIPER PA-22  
Landing Gear      - TAILWHEEL-ALL FIXED  
Max Gross Wt      - 1800  
No. of Seats      - 4

Eng Make/Model      - LYCOMING O-290-D  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 125 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- 300/007 KTS  
Visibility      - 5.0 SM  
Lowest Sky/Clouds      - 25000 FT SCATTERED  
Lowest Ceiling      - NONE  
Obstructions to Vision- HAZE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
MONEE, IL  
Destination  
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

COTTONWOOD  
Runway Ident      - 18  
Runway Lth/Wid      - 2540/ 200  
Runway Surface      - GRASS/TURF  
Runway Status      - DRY

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

Pilot-In-Command

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

Age - 43  
Biennial Flight Review  
Current      - YES  
Months Since      - 18  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	514
Make/Model-	298
Instrument-	0
Last 24 Hrs -	0
Last 30 Days-	UNK/NR
Last 90 Days-	43

Instrument Rating(s) - NONE

-----Narrative-----

DURING LANDING ROLL, PLT APPLIED BRAKES TOO HARD AT HIGH SPEED AND NOSED OVER.



Brief of Accident (Continued)

File No. - 1904

11/16/86

ROCKFORD,IL

A/C Reg. No. N1457A

Time (Lcl) - 1115 CST

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

Finding(s)

1. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
  2. BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND
- 

Occurrence #2      NOSE OVER  
Phase of Operation      LANDING - ROLL

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-----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. - 1862      5/02/86      HAGERSTOWN, IN      A/C Reg. No. N4702Y      Time (Lcl) - 1830 EST

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

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

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

Make/Model	- CONNER KR-2	Eng Make/Model	- REVMaster, INC R2100D	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-RETRACTABLE MAINS	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 1100	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 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- 330/010 KTS</p> <p>Visibility - 20.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</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 - 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;">HAGERSTOWN</p> <p>Runway Ident - 20</p> <p>Runway Lth/Wid - 4000/ 200</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">PRIVATE</p> <p style="padding-left: 20px;">SE LAND, SE SEA</p>	<p>Age - 54</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - YES</p> <p style="padding-left: 20px;">Months Since - 2</p> <p style="padding-left: 20px;">Aircraft Type - 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 - 8500</td> <td>Last 24 Hrs - 0</td> </tr> <tr> <td>Make/Model- 0</td> <td>Last 30 Days- 10</td> </tr> <tr> <td>Instrument- UNK/NR</td> <td>Last 90 Days- 30</td> </tr> <tr> <td>Multi-Eng - UNK/NR</td> <td>Rotorcraft - UNK/NR</td> </tr> </table>	Total - 8500	Last 24 Hrs - 0	Make/Model- 0	Last 30 Days- 10	Instrument- UNK/NR	Last 90 Days- 30	Multi-Eng - UNK/NR	Rotorcraft - UNK/NR
Total - 8500	Last 24 Hrs - 0									
Make/Model- 0	Last 30 Days- 10									
Instrument- UNK/NR	Last 90 Days- 30									
Multi-Eng - UNK/NR	Rotorcraft - UNK/NR									

Instrument Rating(s) - NONE

-----Narrative-----

DRG TAKEOFF, THE ENG SPUTTERED & QUIT AT ABOUT 350' AGL. THE PLT RPRTD THAT HE TURNED ON THE ELECTRICAL FUEL PUMP, BUT DID NOT GET THE ENG STARTED. SUBSEQUENTLY, THE ACFT HIT A TREE & CRASHED INVERTED ON THE GROUND. AN INVESTIGATION REVEALED THE PUSH ROD FOR THE ENG DRIVEN FUEL PUMP WOULD NOT MOVE AS THE ENG CRANKSHAFT WAS TURNED. HOWEVER, WHEN THE FUEL PUMP WAS REMOVED FROM THE ENG, IT OPERATED NORMALLY.

Brief of Accident (Continued)

File No. - 1862

5/02/86

HAGERSTOWN, IN

A/C Reg. No. N4702Y

Time (Lcl) - 1830 EST

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

Finding(s)

1. FUEL SYSTEM, PUMP - UNDETERMINED

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

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

Finding(s)

2. OBJECT - TREE(S)

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

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1836      7/04/86      MARION, IN      A/C Reg. No. N8602G      Time (Lcl) - 1844 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
DESTROYED  
Fire      NONE

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

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

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

Eng Make/Model      - CONTINENTAL O-200  
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- VARIABLE  
Visibility      - UNK/NR  
Lowest Sky/Clouds      - CLEAR  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
MARION, IN  
Destination  
LOCAL

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 38  
Biennial Flight Review  
Current      - YES  
Months Since      - 8  
Aircraft Type - PA-28

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 208      Last 24 Hrs - 2  
Make/Model- 114      Last 30 Days- UNK/NR  
Instrument- 3      Last 90 Days- 29

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT RPRTD THAT WHILE CIRCLING AROUND FARM FIELDS, HE ENTERED A TURN & WAS LOOKING BEHIND THE ACFT WHEN IT ENTERED A POWER-ON STALL, THEN BEGAN TO SPIN. RPRTDLY, THE ACFT WAS IN A NOSE HIGH ATTITUDE WHEN IT STALLED. THE PLT STOPPED THE ROTATION & WAS NEARLY RECOVERED FROM A DSCNT WHEN THE ACFT STRUCK THE GROUND.

Brief of Accident (Continued)

File No. - 1836

7/04/86

MARION, IN

A/C Reg. No. N8602G

Time (Lc1) - 1844 EST

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

Finding(s)

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

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

Finding(s)

4. REMEDIAL ACTION - INITIATED -
  5. ALTITUDE - INADEQUATE -
- 

-----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. - 1913      10/21/86      LAKE VILLAGE, IN      A/C Reg. No. N6997Q      Time (Lcl) - 1700 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
SUBSTANTIAL

Fire  
NONE

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

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

Make/Model - BEECHCRAFT BE-23  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2450  
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A2G  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 180 HP

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

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

Weather Data

Wx Briefing - UNK/NR  
Method - UNK/NR  
Completeness - WEATHER NOT PERTINENT  
Basic Weather - VMC

Wind Dir/Speed- 280/012 KTS  
Visibility - 24.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - 4000 FT BROKEN  
Obstructions to Vision- HAZE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LANSING, IL

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

LAKE VILLAGE AIRPORT  
Runway Ident - UNK/NR  
Runway Lth/Wid - UNK/NR  
Runway Surface - GRASS/TURF  
Runway Status - DRY

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

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

Age - 60  
Biennial Flight Review  
Current - YES  
Months Since - 23  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 1500  
Make/Model- 75  
Instrument- 0  
Last 24 Hrs - 1  
Last 30 Days- UNK/NR  
Last 90 Days- 15

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT THE ACFT WOULD NOT START SO HE APPLIED THE ACFT HAND BRAKE AND PROCEEDED TO HAND PROP THE ACFT WITH NO ONE ABOARD. WHILE HAND PROPPING THE ACFT, THE ENGINE FIRED AND THE HAND BRAKE DID NOT HOLD. AS THE PLT WALKED AROUND THE RIGHT WING, THE ACFT BEGAN MOVING TOWARD A TELEPHONE POLE AND THE PLT WAS UNABLE TO BOARD THE ACFT. THE ACFT THEN IMPACTED THE TELEPHONE POLE AND CAME TO REST.

Brief of Accident (Continued)

File No. - 1913

10/21/86

LAKE VILLAGE, IN

A/C Reg. No. N6997Q

Time (Lcl) - 1700 CDT

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

Finding(s)

1. STARTING PROCEDURE - IMPROPER - PILOT IN COMMAND
- 

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

Finding(s)

2. OBJECT - UTILITY POLE
- 

----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. - 1928      11/02/86      LAFAYETTE, IN      A/C Reg. No. N8112T      Time (Lcl) - 1100 EST

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

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

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

Make/Model	- PIPER PA-28-181	Eng Make/Model	- LYCOMING O-360-A4M	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2550	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 180 HP		

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

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

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

Pilot-In-Command	Age - 24	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE, COMMERCIAL, CFI	Current	- YES	Total
SE LAND, ME LAND	Months Since	- 4	Make/Model
	Aircraft Type	- UNK/NR	Instrument
			Multi-Eng
			10
			1260
			550
			330
			330

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING AN INSTRUCTIONAL FLIGHT A BIRD STRIKE WAS ENCOUNTERED WHILE PRACTICING STEEP TURNS AT ABOUT 2500' MSL. THE HORIZONTAL STABILATOR WAS DAMAGED TO THE POINT THAT IT WAS BARELY OPERATIVE. LANDING WAS ACCOMPLISHED BY USING EXTREME FORWARD PRESSURE TO THE YOKE TO COUNTERACT THE SEVERE PITCH UP AND ALSO A POWER REDUCTION TO HELP LOWER THE NOSE.



Brief of Accident (Continued)

File No. - 1928

11/02/86

LAFAYETTE, IN

A/C Reg. No. N8112T

Time (Lc1) - 1100 EST

---

Occurrence            IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    MANEUVERING

Finding(s)

1. OBJECT - BIRD(S)
  2. FLIGHT CONTROL, ELEVATOR - FAILURE, PARTIAL
- 

----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. - 1857      11/09/86      CRAWFORDSVILLE, IN      A/C Reg. No. N371DT      Time (Lcl) - 1720 EST

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

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

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

Make/Model - TURNBLOOM KITFOX	Eng Make/Model - BOMBARDIER ROTAX 503	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 850	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 52 HP	

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

<b>Weather Data</b>	<b>Itinerary</b>	<b>Airport Proximity</b>
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	<b>Airport Data</b>
Basic Weather - VMC	LOCAL	CRAWFORDSVILLE
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 22
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - 4000/ 75
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 38	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 92
	Months Since - N/A	Last 24 Hrs - 2
	Aircraft Type - N/A	Make/Model- 0
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 7

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT RPRTD THAT WHEN HE WAS PREPARING FOR THE ACFT'S 1ST TEST FLT, HE MADE A HI SPEED RUN WITH THE TAIL RAISED & ACFT CONTROL WAS GOOD. ON THE NEXT RUN, HE PLANNED TO LET THE ACFT LIFT OFF THE RWY, THEN LET IT SETTLE BACK ON THE SURFACE. HE STATED THAT HE APPLIED FULL THROTTLE, & AFTER THE ACFT ROLLED APRX 100', IT "LIFTED OFF AT A HIGH ANGLE OF CLIMB, FULL FORWARD ELEVATOR & THROTTLE REDUCTION BROUGHT THE AIRCRAFT TO LEVEL FLIGHT, 20-30' ABOVE RUNWAY." THE ACFT THEN BGN TO ROLL & SUBSEQUENTLY NOSED DOWN & IMPACTED THE GND ABOUT 75' OFF THE LEFT SIDE OF THE RWY. THE PLT WAS WEARING A SHOULDER HARNESS & WAS NOT INJURED, BUT THE ACFT WAS EXTENSIVELY DAMAGED (AFT FUSELAGE/EMPENNAGE BADLY BENT BTN THE BAGGAGE COMPARTMENT & HORIZONTAL STABILIZER). THE REASON FOR THE LOSS OF CONTROL WAS NOT DETERMINED. THE STUDENT PLT HAD NO PREVIOUS FLT TIME IN THIS MAKE & MODEL OF ACFT & WAS NOT ENDORSED FOR THE FLT.

Brief of Accident (Continued)

File No. - 1857

11/09/86

CRAWFORDSVILLE, IN

A/C Reg. No. N371DT

Time (Lc1) - 1720 EST

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, INADEQUATE TRAINING - PILOT IN COMMAND
3.      IMPROPER DECISION, LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
4.      IMPROPER DECISION, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
5. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
6.      IMPROPER USE OF PROCEDURE, QUALIFICATION - PILOT IN COMMAND
7. MISCELLANEOUS - UNDETERMINED
8.      AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
9. AIRCRAFT HANDLING - UNCONTROLLED -

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

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

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

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. - 1966      11/10/86      SOUTH BEND, IN      A/C Reg. No. N578PA      Time (Lcl) - 1215 EST

-----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					None
					0

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

Make/Model - PIPER PA-28R-200	Eng Make/Model - LYCOMING IO360-CIC	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2650	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 200 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NWS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	AUSTIN, MN	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	GRAND RAPIDS, MI	MICHIANA REGIONAL
Wind Dir/Speed- 160/009 KTS	ATC/Airspace	Runway Ident - 09
Visibility - 12.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 7099/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 10000 FT BROKEN	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 49	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 391
SE LAND	Months Since - 13	Make/Model- 333
	Aircraft Type - UNK/NR	Instrument- 95
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 8

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING CRUISE AT 7000' MSL, THE PLT ASSUMED THAT HE WAS HAVING AN ELECTRICAL FAILURE BECAUSE HE HAD NOT HEARD ANY ARTCC TRANSMISSIONS, FUEL GAUGES WERE INDICATING LOW FUEL, AMMETER READING WAS ZERO, AND LANDING GEAR WOULD NOT CYCLE. HE SHUT OFF ALL ELECTRICAL EQUIPMENT EXCEPT COMM AND PROCEEDED TO SOUTH BEND AIRPORT. WHILE PREPARING TO LAND HE CHECKED THE POSITION OF THE OVERRIDE LEVER FOR THE AUTOMATIC EXTENSION OF THE LANDING GEAR, BUT DID NOT TRY TO RAISE AND THEN LOWER THE LEVER AS SUGGESTED UNDER EMERGENCY PROCEDURES IN THE ACFT MANUAL. PLT ALSO STATED HE DID NOT TRY TO YAW THE ACFT WHICH IS ALSO RECOMMENDED IN ACFT MANUAL FOR EMERGENCY GEAR EXTENSION. ALTHOUGH THE PLT DID TRY TO VERIFY ELECTRICAL FAILURE BY TURNING ON THE PITOT HEAT, HE DID NOT FOLLOW THE PROCEDURE TO SWITCH OFF THE ALTERNATOR FOR ONE SECOND AND THEN BACK ON TO SEE IF THE AMMETER CONTINUED TO INDICATE NO OUTPUT. ACFT LANDED GEAR UP RESULTING IN SUBSTANTIAL DAMAGE TO ACFT.

Brief of Accident (Continued)

File No. - 1966

11/10/86

SOUTH BEND, IN

A/C Reg. No. N578PA

Time (Lcl) - 1215 EST

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

Finding(s)

1. ELECTRICAL SYSTEM - UNDETERMINED

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

Finding(s)

2. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
3. GEAR EXTENSION - IMPROPER - PILOT IN COMMAND
4. EMERGENCY PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND
5. GEAR DOWN AND LOCKED - 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) 3,4,5

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

Brief of Accident

File No. - 1905      11/21/86      EVANSVILLE, IN      A/C Reg. No. N3871L      Time (Lcl) - 2013 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

	Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	0	0	0	3

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

Make/Model      - CESSNA 172G  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 2300  
No. of Seats      - 4

Eng Make/Model - CONTINENTAL O-300-D  
Number Engines - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 145 HP

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

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

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- 080/005 KTS  
Visibility      - 8.0 SM  
Lowest Sky/Clouds      - CLEAR  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - NIGHT(BRIGHT)

Itinerary

Last Departure Point  
S. CHARLESTON, WV  
Destination  
EVANSVILLE, IN

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

EVANSVILLE DRESS REGIONAL  
Runway Ident      - N/A  
Runway Lth/Wid      - N/A  
Runway Surface      - CONCRETE  
Runway Status      - DRY

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 26  
Biennial Flight Review  
Current      - YES  
Months Since      - 17  
Aircraft Type - UNK/NR

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

Total	- 136	Last 24 Hrs	- 3
Make/Model-	42	Last 30 Days-	UNK/NR
Instrument-	11	Last 90 Days-	13

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE PLT, JUST AFTER STARTING A DESCENT FROM 3000 FEET, WHILE INBOUND TO EVANSVILLE DRESS REGIONAL AIRPORT(EVV), THE ENGINE "SUDDENLY AND WITHOUT WARNING QUIT. " THE PLT STATED THAT AFTER DECIDING HE COULD NOT MAKE EVV, HE TURNED LEFT AND SET UP A FINAL APCH FOR A WAREHOUSE PARKING AREA. THE PLT STATED THAT APRX THREE FEET AFTER TOUCHDOWN THE ACFT STRUCK A SECURITY FENCE AND THE ACFT FLIPPED OVER. MINIMAL FUEL LEAKAGE OCCURRED AFTER THE CRASH AND THE FUEL TANKS WERE DRAINED. THE LEFT TANK CONTAINED APRX 1 1/2 GALLONS AND THE RIGHT TANK HELD ABOUT 3/4 OF A GALLON. APRX ONE OUNCE OF FUEL WAS EVIDENCED IN THE CARBURETOR BOWL AND ABOUT ONE OUNCE WAS DETECTED IN THE FUEL STRAINER. THE TWO FUEL TANKS IN THIS ACFT HOLD A TOTAL OF 42 GALLONS, THREE OF WHICH ARE UNUSABLE. WHEN POWER WAS APPLIED, THE RIGHT FUEL INDICATOR READ 3/4 OF A TANK AND THE LEFT FUEL INDICATOR DISPLAYED AN EMPTY READING.

Brief of Accident (Continued)

File No. - 1905

11/21/86

EVANSVILLE, IN

A/C Reg. No. N3871L

Time (Lc1) - 2013 EST

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

Finding(s)

1. FLUID, FUEL - EXHAUSTION
  2. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND
  3. ENGINE INSTRUMENTS, FUEL QUANTITY GAGE - FALSE INDICATION
- 

Occurrence #2        FORCED LANDING  
Phase of Operation    DESCENT - NORMAL

Finding(s)

4. LIGHT CONDITION - NIGHT
- 

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1858      11/22/86      ELWOOD, IN      A/C Reg. No. N2433      Time (Lcl) - 1630 EST

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

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

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

Make/Model - ROHDECAP/THORP T-18	Eng Make/Model - LYCOMING O-290	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1464	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 125 HP	

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

<b>Weather Data</b>	<b>Itinerary</b>	<b>Airport Proximity</b>
Wx Briefing - TV WX	Last Departure Point	ON AIRPORT
Method - TV/RADIO	ANDERSON, IN	
Completeness - WEATHER NOT PERTINENT	Destination	<b>Airport Data</b>
Basic Weather - VMC	SAME AS ACC/INC	ELWOOD
Wind Dir/Speed- 130/007 KTS	ATC/Airspace	Runway Ident - 18
Visibility - 8.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2300/ 300
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - 19000 FT OVERCAST	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - SOFT
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 57	Medical Certificate - EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - NO	Total - 934
SE LAND	Months Since - UNK/NR	Make/Model- 493
	Aircraft Type - T-18	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT DEPARTED ANDERSON, INDIANA TO CHECK FARM FIELDS FOR STANDING WATER, THEN ELECTED TO LAND AT THE ELWOOD ARPT AT ELWOOD, INDIANA. THE SOD RWY AT THE ARPT HAD AN UNEVEN GRADIENT & WAS SOFT FROM RECENT RAINS. WHILE LANDING ON THE SOFT, UNEVEN RWY, THE ACFT NOSED OVER.



Brief of Accident (Continued)

File No. - 1858

11/22/86

ELWOOD, IN

A/C Reg. No. N2433

Time (Lc1) - 1630 EST

-----  
Occurrence                NOSE OVER  
Phase of Operation       LANDING - ROLL

Finding(s)

1. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
2. TERRAIN CONDITION - WET
3. TERRAIN CONDITION - SOFT
4. TERRAIN CONDITION - ROUGH/UNEVEN

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1936

4/08/86

CHENEY,KS

A/C Reg. No. N161JD

Time (Lcl) - 1630 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

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

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

Fire  
NONE

Crew  
Pass

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

Make/Model - GLASAIR 2  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 1680  
No. of Seats - 2

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

ELT Installed/Activated - 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- 010/016 KTS  
Visibility - 20.0 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  
WICHITA,KS  
Destination  
GREAT BEND,KS

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE  
SE LAND,ME LAND

Age - 54

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 3280	Last 24 Hrs - UNK/NR
Make/Model- UNK/NR	Last 30 Days- UNK/NR
Instrument- UNK/NR	Last 90 Days- UNK/NR
Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT APPROACHED CHENEY LAKE, WEST OF WICHITA, KANSAS AT LOW ALTITUDE FROM THE SOUTHEAST. SEVERAL WITNESSES FISHING FROM THE BANK SAW THE ACFT PASS NEAR THE CHENEY LAKE MARINA HEADING TOWARD THE LAKE. THE ACFT THEN ENTERED A SPIN AND CRASHED INTO THE LAKE ABOUT 100 YDS FROM THE SHORE. VMC WITH STRONG, GUSTY SURFACE WINDS PREVAILED AT THE TIME OF THE ACFT.

Brief of Accident (Continued)

File No. - 1936

4/08/86

CHENEY,KS

A/C Reg. No. N161JD

Time (Lc1) - 1630 CST

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

Finding(s)

1. WEATHER CONDITION - HIGH WIND
  2. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
  3. WEATHER CONDITION - GUSTS
- 

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1817      6/02/86      BLAINE,KS      A/C Reg. No. N8140V      Time (Lcl) - 1900 CDT

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

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

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

Make/Model	- CESSNA A188	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	Last Departure Point	ON AIRSTRIP
Method	SAME AS ACC/INC	
Completeness	Destination	Airport Data
Basic Weather	LOCAL	PRIVATE
Wind Dir/Speed	ATC/Airspace	Runway Ident
110/008 KTS	Type of Flight Plan	- 24
Visibility	- NONE	Runway Lth/Wid
- 10.0 SM	Type of Clearance	- 2200/ 40
Lowest Sky/Clouds	- NONE	Runway Surface
- 25000 FT	Type Apch/Lndg	- GRASS/TURF
Lowest Ceiling	- NONE	Runway Status
- 25000 FT OVERCAST		- DRY
Obstructions to Vision		
- NONE		
Precipitation		
- NONE		
Condition of Light		
- DAYLIGHT		

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

Pilot-In-Command	Age - 50	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 2445
SE LAND,ME LAND	Months Since - 18	Make/Model- 2283
	Aircraft Type - UNK/NR	Instrument- 116
		Multi-Eng - 100
		Last 24 Hrs - 0
		Last 30 Days- UNK/NR
		Last 90 Days- 39

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT A CALF, WEIGHING APRX 500 LBS, RAN IN FNT OF THE ACFT, JUST AS IT WAS APCHG LIFT-OFF. SUBSEQUENTLY, THE ACFT WENT OUT OF CONTROL & SKIDDED, COLLAPSING THE MAIN LANDING GEAR. UNTIL JUST PRIOR TO IMPACT, THE CALF WAS HIDDEN FROM THE PLT'S VIEW BY THE TERRAIN CONDITIONS.

Brief of Accident (Continued)

File No. - 1817

6/02/86

BLAINE,KS

A/C Reg. No. N8140V

Time (Lc1) - 1900 CDT

-----  
Occurrence #1        ON GROUND COLLISION WITH OBJECT  
Phase of Operation   TAKEOFF - GROUND RUN

Finding(s)

1. OBJECT - ANIMAL(S)
  2. PLANNING-DECISION - INADEQUATE -
- 

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

Finding(s)

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

Occurrence #3        MAIN GEAR COLLAPSED  
Phase of Operation   TAKEOFF - GROUND RUN

Finding(s)

5. LANDING GEAR,MAIN GEAR - OVERLOAD
- 

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1854      9/06/86      WICHITA,KS      A/C Reg. No. N90BK      Time (Lcl) - 1345 CDT

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

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

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

Make/Model	- CESSNA P337	Eng Make/Model	- CONTINENTAL TS10-360-C	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 4700	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 5	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	TOPEKA,KS			
Completeness	- N/A	Destination	Airport Data		
Basic Weather	- VMC	SAME AS ACC/INC	WICHITA MID-CONTINENT		
Wind Dir/Speed	- 060/006 KTS		Runway Ident	- 14	
Visibility	- 15.0 SM	ATC/Airspace	Runway Lth/Wid	- 6301/ 150	
Lowest Sky/Clouds	- 3000 FT SCATTERED	Type of Flight Plan	- NONE	Runway Surface	- CONCRETE
Lowest Ceiling	- NONE	Type of Clearance	- NONE	Runway Status	- DRY
Obstructions to Vision	- NONE	Type Apch/Lndg	- TRAFFIC PATTERN		
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

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

Pilot-In-Command	Age - 40	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP,CFI	Current - YES	Total - 3695	Last 24 Hrs - 8
SE LAND,ME LAND	Months Since - 1	Make/Model- 80	Last 30 Days- UNK/NR
	Aircraft Type - C-310	Instrument- 260	Last 90 Days- 192
		Multi-Eng - 545	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER A TOUCH-&-GO LANDING, THE FLT CREW NOTED A PROBLEM WITH THE LANDING GEAR. A CHECK OF THE HYDRAULIC SYS REVEALED A LACK OF FLUID IN THE RESERVOIR; THE PLTS WERE UNABLE TO EITHER RETRACT OR EXTEND THE GEAR. SUBSEQUENTLY, THEY LANDED THE ACFT WITH THE NOSE & RGT MAIN GEAR EXTENDED & THE LEFT MAIN GEAR IN A TRAIL POSITION. THE LEFT WING TIP, LEFT MAIN GEAR DOOR & LEFT STABILIZER WERE DAMAGED DURING THE LANDING. AN EXAM OF THE HYDRAULIC SYS REVEALED THAT A HOSE TO THE RIGHT MAIN GEAR DOOR ACTUATOR WAS LEAKING & HAD PERMITTED DEPLETION OF THE HYDRAULIC FLUID. THE HOSE WAS DETERIORATED FROM AGE.

Brief of Accident (Continued)

File No. - 1854

9/06/86

WICHITA,KS

A/C Reg. No. N90BK

Time (Lcl) - 1345 CDT

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

Finding(s)

1. HYDRAULIC SYSTEM,LINE - DETERIORATED
2. FLUID,HYDRAULIC - LEAK
3. FLUID,HYDRAULIC - LOSS,TOTAL
4. LANDING GEAR,NORMAL RETRACTION/EXTENSION ASSEMBLY - INOPERATIVE
5. GEAR DOWN AND LOCKED - NOT POSSIBLE -

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1853      9/16/86      HORTON,KS      A/C Reg. No. N1810S      Time (Lcl) - 1745 CDT

-----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	2

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

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

Make/Model - BEECH A36  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 3600  
No. of Seats - 6

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

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

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

Weather Data

Wx Briefing - NWS  
Method - TELEPHONE  
Completeness - UNK/NR  
Basic Weather - VMC  
Wind Dir/Speed- VARIABLE/012 KTS  
Visibility - 3.000 SM  
Lowest Sky/Clouds - 1100 FT SCATTERED  
Lowest Ceiling - 2500 FT  
Obstructions to Vision- HAZE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
WICHITA,KS  
Destination  
SAME AS ACC/INC

Airport Proximity  
ON AIRPORT

Airport Data

HARTON MUNI  
Runway Ident - 33  
Runway Lth/Wid - 1860/ 300  
Runway Surface - GRASS/TURF  
Runway Status - DRY

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 30

Biennial Flight Review  
Current - YES  
Months Since - 1  
Aircraft Type - A36

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	548	Last 24 Hrs	-	1
Make/Model	-	198	Last 30 Days	-	UNK/NR
Instrument	-	123	Last 90 Days	-	40
Multi-Eng	-	13			

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DRG ARRIVAL, THE PLT NOTED AN "X" ON RWY 35, SO HE TANSITIONED TO A DOWNWIND FOR RWY 33. AT THAT TIME, THE WINDSOCK SHOWED A DIRECT LEFT X-WIND FOR THE 1860 FT TURF RWY WHICH HAD A FENCE ACROSS THE APCH END. THE ACFT TOUCHED DOWN ABOUT 400 TO 500 FT DOWN THE RWY. SUBSEQUENTLY, IT WENT OFF THE DEPARTURE END OF THE RWY, WENT THRU A FENCE, ENCOUNTERED UNEVEN TERRAIN & WAS DAMAGED. THE PLT SAID BRAKING WAS INEFFECTIVE ON THE TURF RWY. ALSO, HE NOTED THAT AFTER THE ACDNT, THE WIND HAD SHIFTED TO THE SOUTHEAST.



Brief of Accident (Continued)

File No. - 1853

9/16/86

HORTON,KS

A/C Reg. No. N1810S

Time (Lcl) - 1745 CDT

Occurrence #1        OVERRUN  
Phase of Operation    LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
2. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND

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

Finding(s)

3. OBJECT - FENCE

Occurrence #3        ON GROUND COLLISION WITH TERRAIN  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

4. TERRAIN CONDITION - ROUGH/UNEVEN

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1869      9/20/86      ARKANSAS CITY,KS      A/C Reg. No. N80282      Time (Lcl) - 1815 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Fire  
NONE

Crew  
Pass

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

Make/Model - CESSNA 172M  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2300  
No. of Seats - 4

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

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

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

Weather Data

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

Itinerary

Last Departure Point  
SHELL KNOB, MO  
Destination  
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity  
ON AIRSTRIP

Airport Data

PRIVATE STRIP  
Runway Ident - UNK/NR  
Runway Lth/Wid - 2200 -UNK/NR  
Runway Surface - GRASS/TURF  
Runway Status - DRY

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

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

Age - 56  
Biennial Flight Review  
Current - YES  
Months Since - 18  
Aircraft Type - 172M

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total - 100	Last 24 Hrs - UNK/NR
Make/Model- 100	Last 30 Days- UNK/NR
Instrument- 0	Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS LANDING ON HIS PRIVATE SOD STRIP WHICH HAD TALL GRASS ALONG THE EDGES. DURING THE LANDING ROLL, HE ATTEMPTED TO PICK UP SOME PAPERS THAT HAD FALLEN ON THE COCKPIT FLOOR. WHEN HE LOOKED BACK UP, THE ACFT HAD DRIFTED TO THE LEFT. THE LEFT WING CONTACTED TALL JOHNSON GRASS BESIDE THE STRIP, THEN THE ACFT VEERED FURTHER LEFT & NOSED OVER.

Brief of Accident (Continued)

File No. - 1869

9/20/86

ARKANSAS CITY,KS

A/C Reg. No. N80282

Time (Lc1) - 1815 CDT

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

Finding(s)

1. TERRAIN CONDITION - HIGH VEGETATION
  2.    PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
  3.        IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND
- 

Occurrence #2        NOSE OVER  
Phase of Operation    LANDING - ROLL

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1977      10/05/86      FORT SCOTT,KS      A/C Reg. No. N22943      Time (Lcl) - 0935 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		Injuries				
		DESTROYED			Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire		Crew	1	0	0	0
Flight Conducted Under	-14 CFR 91	NONE		Pass	1	0	0	0
Accident Occurred During	-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	SAME AS ACC/INC	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	
Wind Dir/Speed	- 260/006 KTS	ATC/Airspace	Runway Ident
Visibility	- 15.0 SM	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- UNK/NR	Type of Clearance	- N/A
Lowest Ceiling	- 12000 FT BROKEN	Type Apch/Lndg	- N/A
Obstructions to Vision	- NONE		
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 26	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 136	Last 24 Hrs - UNK/NR
SE LAND	Months Since - 16	Make/Model - 19	Last 30 Days - UNK/NR
	Aircraft Type - PA-28	Instrument - 2	Last 90 Days - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PURPOSE OF THE FLT WAS TO OBSERVE AND PHOTOGRAPH THE EFFECTS OF A FLOOD WHICH HAD INUNDATED A PART OF THE CITY OF FORT SCOTT. THE ACFT WAS OBSERVED FLYING LOW AND SLOW OVER THE CITY. WITNESSES SAID THE ACFT WAS FLYING FROM WEST TO EAST AND MADE A TURN BACK TO THE WEST. IT THEN ENTERED A SPIN AT TOO LOW AN ALTITUDE TO RECOVER. THE ACFT IMPACTED IN A WATER FILLED DITCH AND DID NOT MOVE AFTER IMPACT. ACCORDING TO HIS LOG BOOK THE PLT HAD FLOWN 3.9 HRS IN 1984, 7.3 HRS IN 1985, AND 2.6 HRS IN 1986. THERE WAS NO FLYING TIME RECORDED FOR THE PAST 90 DAYS.

Brief of Accident (Continued)

File No. - 1977

10/05/86

FORT SCOTT,KS

A/C Reg. No. N22943

Time (Lc1) - 0935 CDT

-----  
Occurrence #1            IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation    DESCENT - UNCONTROLLED

1. STALL/SPIN - INADVERTENT - PILOT IN COMMAND

2.        IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF RECENT 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) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1986      12/11/86      OLATHE,KS      A/C Reg. No. N26DL      Time (Lcl) - 1034 CST

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

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

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

Make/Model	- CESSNA 180	Eng Make/Model	- CONTINENTAL IO-470	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- UNK/NR
Max Gross Wt	- 2550	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 4	Rated Power	- 225 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	ON AIRPORT
Method	OLATHE,KS	
Completeness	Destination	Airport Data
Basic Weather	OLATHE,KS	JOHNSON COUNTY INDUSTRIAL
Wind Dir/Speed		Runway Ident
Visibility	ATC/Airspace	- 17
Lowest Sky/Clouds	Type of Flight Plan	- 7339/ 190
Lowest Ceiling	Type of Clearance	- ASPHALT
Obstructions to Vision	Type Apch/Lndg	Runway Status
Precipitation	- TRAFFIC PATTERN	- DRY
Condition of Light		

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

Pilot-In-Command	Age - 62	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 18503
SE LAND,ME LAND,SE SEA,ME SEA	Months Since - 14	Make/Model- 122
HELICOPTER	Aircraft Type - C90	Instrument- 5346
		Multi-Eng - 6713
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 34
		Rotorcraft - 3424

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING LANDING AIRPLANE BALLOONED DUE TO WIND GUST. AFTER TOUCHDOWN. AIRPLANE VEERED LEFT AND DURING PILOT'S CORRECTION, THE LEFT MAIN LANDING GEAR LEG BROKE OFF. METALLURGICAL EVALUATION REVEALED A PREVIOUS FATIGUE FAILURE IN THE FRACTURE SURFACE.

Brief of Accident (Continued)

File No. - 1986

12/11/86

OLATHE,KS

A/C Reg. No. N26DL

Time (Lcl) - 1034 CST

---

Occurrence            GEAR COLLAPSED  
Phase of Operation    LANDING - ROLL

Finding(s)

1. LANDING GEAR,MAIN GEAR - FATIGUE
  2. MAINTENANCE,ANNUAL INSPECTION - INADEQUATE - OTHER MAINTENANCE PSNL
  3. PROCEDURES/DIRECTIVES - INADEQUATE - AIRPORT PERSONNEL
- 

-----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. - 1957      12/10/86      IVEL,KY

A/C Reg. No. N7975M

Time (Lcl) - 0745 EST

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

Type Operating Certificate-ON-DEMAND AIR TAXI

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

Aircraft Damage  
DESTROYED  
Fire      NONE

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

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

Make/Model      - BEECH C-55  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 5300  
No. of Seats      - 6

Eng Make/Model      - CONTINENTAL IO-520C  
Number Engines      - 2  
Engine Type      - RECIP-FUEL INJECTED  
Rated Power      - 285 HP

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

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

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - IMC  
Wind Dir/Speed- 280/007 KTS  
Visibility      - 2.000 SM  
Lowest Sky/Clouds      - UNK/NR  
Lowest Ceiling      - 500 FT BROKEN  
Obstructions to Vision- FOG  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
HUNTINGTON,WV  
Destination  
PIKEVILLE,KY

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command  
Certificate(s)/Rating(s)  
COMMERCIAL  
SE LAND,ME LAND  
HELICOPTER

Age      - 57  
Biennial Flight Review  
Current      - YES  
Months Since      - 1  
Aircraft Type      - 58

Medical Certificate      - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 14500      Last 24 Hrs      - 1  
Make/Model- 1000      Last 30 Days- UNK/NR  
Instrument- 1500      Last 90 Days- 250  
Multi-Eng      - 4500

Instrument Rating(s)      - AIRPLANE

-----Narrative-----

THE PLT WHO WAS ORIGINALLY SCHEDULED TO MAKE THE CHARTER FLT TO PICK UP THE PAX WAS RELUCTANT TO DO SO DUE TO LOW CEILINGS IN THE MOUNTAINOUS AREA AT THE DESTINATION. THE OWNER OF THE COMPANY TOOK THE FLT & THE FLT WAS OBSERVED BY WITNESSES NEAR THE DESTINATION TO BE FLYING IN & OUT OF THE CLOUDS BETWEEN & BELOW THE MOUNTAIN TOPS. WITNESSES ESTIMATED THE ALT TO BE BETWEEN 150 & 300 FT AGL. THE DESTINATION ARPT 3 MI FROM THE CRASH SITE WAS COMPLETELY "FOGGED IN" WITH VISIBILITY UNDER 100 YDS. THE ACFT STRUCK THE TOP OF A CLOUD COVERED MOUNTAIN. THE PLT HAD BEEN PREVIOUSLY CITED BY FAA FOR VIOLATIONS OF FAR INCLUDING CARELESS & RECKLESS OPERATION OF ACFT.



Brief of Accident (Continued)

File No. - 1957

12/10/86

IVEL,KY

A/C Reg. No. N7975M

Time (Lcl) - 0745 EST

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

Finding(s)

1. WEATHER CONDITION - CLOUDS
2. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
4. INSUFFICIENT STANDARDS/REQUIREMENTS, AIRCRAFT - COMPANY/OPERATOR MGMT
5. WEATHER CONDITION - FOG
6. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
7. IMPROPER USE OF PROCEDURE, SELF-INDUCED PRESSURE - PILOT IN COMMAND
8. OBJECT - TREE(S)
9. VFR FLIGHT INTO IMC - ATTEMPTED - PILOT IN COMMAND
10. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 8,9,10

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,6,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1803      5/21/86      BRANCH, LA      A/C Reg. No. N5407      Time (Lcl) - 1400 CDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage  
SUBSTANTIAL

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

Type of Operation      -AERIAL APPLICATION

Fire      Crew      0

Flight Conducted Under      -14 CFR 137

NONE      Pass      0

Accident Occurred During      -LANDING

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

Make/Model      - GRUMMAN G-164A

Eng Make/Model      - P&W R-985

ELT Installed/Activated      - NO -N/A

Landing Gear      - TAILWHEEL-ALL FIXED

Number Engines      - 1

Stall Warning System      - YES

Max Gross Wt      - 3750

Engine Type      - RECIPROCATING-CARBURETOR

No. of Seats      - 1

Rated Power      - 450 HP

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

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING

Method      - N/A

Completeness      - N/A

Basic Weather      - VMC

Wind Dir/Speed- CALM

Visibility      - 6.0 SM

Lowest Sky/Clouds      - UNK/NR

Lowest Ceiling      - UNK/NR

Obstructions to Vision- HAZE

Precipitation      - NONE

Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point

BRANCH, LA

Destination

LOCAL

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident      - N/A

Runway Lth/Wid      - N/A

Runway Surface      - N/A

Runway Status      - N/A

ATC/Airspace

Type of Flight Plan      - NONE

Type of Clearance      - NONE

Type Apch/Lndg      - FORCED LANDING

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

Age      - 44

Biennial Flight Review

Current      - YES

Months Since      - 1

Aircraft Type      - UNK/NR

Medical Certificate      - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total      - 14891

Make/Model- 12806

Instrument- 60

Last 24 Hrs      - 6

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Instrument Rating(s)      - NONE

-----Narrative-----

SHORTLY AFTER TAKEOFF, A PARTIAL POWER LOSS OCCURRED & THE PLT MADE A FORCED LANDING IN A SOFT PLOWED FIELD, WHERE THE ACFT NOSED OVER ONTO ITS BACK. THE PLT RPRTD THE LOSS OF POWER WAS DUE TO FAILURE OF THE ENG BLOWER.

Brief of Accident (Continued)

File No. - 1803

5/21/86

BRANCH, LA

A/C Reg. No. N5407

Time (Lc1) - 1400 CDT

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

Finding(s)

1. ENGINE ASSEMBLY, BLOWER/IMPELLER - FAILURE, TOTAL

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Occurrence #3      NOSE OVER  
Phase of Operation      LANDING - ROLL

Finding(s)

2. TERRAIN CONDITION - SOFT

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1981      6/13/86      HOUMA, LA

A/C Reg. No. N2784E

Time (Lcl) - 1555 CDT

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

Type Operating Certificate-ON-DEMAND AIR TAXI

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

Aircraft Damage  
DESTROYED  
Fire  
NONE

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

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

Make/Model      - MB 105  
Landing Gear      - SKID  
Max Gross Wt      - 5291  
No. of Seats      - 6

Eng Make/Model      - ALLISON 250-C20B  
Number Engines      - 2  
Engine Type      - TURBOSHAFT  
Rated Power      - 420 HP

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

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

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- 120/005 KTS  
Visibility      - 7.0 SM  
Lowest Sky/Clouds      - UNK/NR  
Lowest Ceiling      - 500 FT BROKEN  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
WEST DELTA 18,GM  
Destination  
ABBEVILLE, LA

ATC/Airspace

Type of Flight Plan - COMPANY (VFR)  
Type of Clearance      - NONE  
Type Apch/Lndg      - NONE

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 42  
Biennial Flight Review  
Current      - YES  
Months Since      - 6  
Aircraft Type - BO 105

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 6000      Last 24 Hrs - 7  
Make/Model- 157      Last 30 Days- UNK/NR  
Instrument- UNK/NR      Last 90 Days- UNK/NR  
Multi-Eng - UNK/NR      Rotorcraft - 6000

Instrument Rating(s) - HELICOPTER

-----Narrative-----

A FATIGUE FAILURE IN A MAIN ROTOR BLADE PITCH CHANGE LINK RESULTED IN THE LOSS OF CONTROL OF ONE BLADE, LEADING TO AN IN FLIGHT SEPARATION OF THE TAIL BOOM. THE HELICOPTER WAS UNCONTROLLABLE AND PITCHED FORWARD, IMPACTING THE GROUND INVERTED.

Brief of Accident (Continued)

File No. - 1981

6/13/86

HOUMA, LA

A/C Reg. No. N2784E

Time (Lc1) - 1555 CDT

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

Finding(s)

1. ROTORCRAFT FLIGHT CONTROL, PITCH CHANGE ROD - FATIGUE
  2. ROTORCRAFT FLIGHT CONTROL, SWASHPLATE ASSEMBLY - JAMMED
- 

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

Finding(s)

3. MISC ROTORCRAFT, TAIL BOOM - 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) 1,2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1801      7/22/86      FRANKLIN, LA      A/C Reg. No. N920X      Time (Lcl) - 1200 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	0	Minor	0
Accident Occurred During -MANEUVERING			0	0	0	None	1
							0

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

Make/Model - GRUMMAN G-164A	Eng Make/Model - P&W R-985	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 6075	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 450 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	FRANKLIN, LA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- VARIABLE	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 8000 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 - 44	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2491
SE LAND	Months Since - 11	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 5
		Last 30 Days- 60
		Last 90 Days- 134
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING AERIAL APPLICATION, THE PILOT WAS MANEUVERING FOR ALIGNMENT WITH A FIELD, WHEN THE AIRCRAFT STRUCK THE GROUND. NO PREIMPACT MECHANICAL MALFUNCTION OR FAILURE WAS EVIDENT.

Brief of Accident (Continued)

File No. - 1801

7/22/86

FRANKLIN, LA

A/C Reg. No. N920X

Time (Lcl) - 1200 CDT

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

Finding(s)

1. TERRAIN CONDITION - GROUND
2. CLEARANCE - MISJUDGED - PILOT IN COMMAND

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

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

Brief of Accident

File No. - 1831      8/08/86      SLIDELL, LA      A/C Reg. No. N92BT      Time (Lcl) - 1630 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Fire  
NONE

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

Make/Model - CESSNA A185F  
Landing Gear - FLOAT  
Max Gross Wt - 3350  
No. of Seats - 6

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 150/007 KTS  
Visibility - 10.0 SM  
Lowest Sky/Clouds - 450 FT SCATTERED  
Lowest Ceiling - 20000 FT BROKEN  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
GRAND ISLE, LA  
Destination  
SLIDELL, LA

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 37  
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 - 2800	Last 24 Hrs - UNK/NR
Make/Model- UNK/NR	Last 30 Days- UNK/NR
Instrument- UNK/NR	Last 90 Days- UNK/NR
Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ENG LOST POWER DURING FLT, & SUBSEQUENTLY, THE PLT MADE A FORCED LANDING IN A WOODED AREA ABOUT 4 MI FROM THE DESTN ARPT. DURING AN INVESTIGATION, INSUFFICIENT FUEL WAS FOUND REMAINING IN THE TANKS & LINES TO PERMIT CONTINUED ENG OPERATION. THE ENG OPERATED NORMALLY DURING A POST-ACDNT CHECK.



Brief of Accident (Continued)

File No. - 1831

8/08/86

SLIDELL, LA

A/C Reg. No. N92BT

Time (Lc1) - 1630 CDT

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

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
  2. FLUID, FUEL - EXHAUSTION
  3. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
- 

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

-----

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

Finding(s)

4. OBJECT - TREE(S)
- 

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1998      9/03/86      PORT ALLEN, LA      A/C Reg. No. N38092      Time (Lcl) - 1530 CDT

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

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

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

Make/Model - TEXAS OH-13E/M74	Eng Make/Model - LYCOMING VO-435	ELT Installed/Activated - NO	-N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - 2350	Engine Type - RECIPROCATING-CARBURETOR		
No. of Seats - 1	Rated Power - 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	PORT ALLEN, LA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 210/009 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 10000 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 - 44	Medical Certificate - EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - UNK/NR	Total - 4236
SE LAND	Months Since - UNK/NR	Make/Model - 3668
HELICOPTER	Aircraft Type - UNK/NR	Instrument - 17
		Multi-Eng - 1
		Last 24 Hrs - 6
		Last 30 Days - UNK/NR
		Last 90 Days - 47
		Rotorcraft - 3668

Instrument Rating(s) - NONE

-----Narrative-----

THE HELICOPTER EXPERIENCED PARTIAL POWER LOSS AND DESCENDED TO GROUND. IT SPRAY BOOMS BECAME ENTANGLED IN THE SOY BEANS. THE HELICOPTER STARTED TO NOSE OVER, THEN ROLLED ONTO ITS RIGHT SIDE AND CAME TO REST. REASON FOR THE PARTIAL POWER LOSS IS UNDETERMINED.

Brief of Accident (Continued)

File No. - 1998

9/03/86

PORT ALLEN, LA

A/C Reg. No. N38092

Time (Lcl) - 1530 CDT

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

Finding(s)  
1. UNDETERMINED  
-----

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

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

----Probable Cause----

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1997      9/15/86      MER ROUGE, LA      A/C Reg. No. N2710L      Time (Lcl) - 1000 CDT

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

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

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

Make/Model	- WSK-PZL-MIELEC PZL-M18	Eng Make/Model	- PZL-KALISZ ASZ-62IR-16	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 9260	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 1	Rated Power	- 967 HP		

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method	- N/A	MER ROUGE, LA	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- IMC	LOCAL	
Wind Dir/Speed	- 160/005 KTS	ATC/Airspace	Runway Ident
Visibility	- 6.0 SM	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- UNK/NR	Type of Clearance	- N/A
Lowest Ceiling	- 800 FT OVERCAST	Type Apch/Lndg	- N/A
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	- UNK/NR	Total
SE LAND	Months Since	- UNK/NR	- 2750
	Aircraft Type	- UNK/NR	Make/Model
			- 250
			Instrument
			- 0
			Last 24 Hrs
			- 4
			Last 30 Days
			- 80
			Last 90 Days
			- 250

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT PULLED UP STEEPLY AT THE END OF A SPRAY RUN AND STARTED A TURN-AROUND. DURING THIS TIME HE ALLOWED THE AIRSPEED TO BLEED OFF TO THE POINT AT WHICH THE AIRCRAFT STALLED AND ENTERED A SPIN WITHOUT SUFFICIENT ALTITUDE TO RECOVER BEFORE GROUND IMPACT OCCURRED. POST ACCIDENT EXAMINATION FAILED TO REVEAL EVIDENCE OF A PREIMPACT AIRCRAFT OR ENGINE PROBLEM.

Brief of Accident (Continued)

File No. - 1997

9/15/86

MER ROUGE, LA

A/C Reg. No. N2710L

Time (Lc1) - 1000 CDT

-----  
Occurrence #1        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND  
-----

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

Finding(s)

2. 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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1940      12/28/86      FT.POLK,LA      A/C Reg. No. N49220      Time (Lcl) - 1300 CST

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage  
SUBSTANTIAL

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

Type of Operation      -AERIAL APPLICATION

Flight Conducted Under      -14 CFR 137

Accident Occurred During      -LANDING

Fire      Crew      0  
NONE      Pass      0

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

Make/Model      - CESSNA A-188-B  
Landing Gear      - TAILWHEEL-ALL FIXED  
Max Gross Wt      - 3800  
No. of Seats      - 1

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

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

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

Weather Data

Wx Briefing      - FSS  
Method      - TELEPHONE  
Completeness      - WEATHER NOT PERTINENT  
Basic Weather      - VMC  
Wind Dir/Speed- CALM  
Visibility      - 6.0      SM  
Lowest Sky/Clouds      - 5000 FT SCATTERED  
Lowest Ceiling      - NONE  
Obstructions to Vision- HAZE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
LECOMPTE,LA  
Destination  
FT. POLK,LA

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

FORT POLK  
Runway Ident      - N/A  
Runway Lth/Wid      - 2800  
Runway Surface      - ASPHALT  
Runway Status      - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL  
ME LAND

Age      - 53

Biennial Flight Review

Current      - YES  
Months Since      - 12  
Aircraft Type      - UNK/NR

Medical Certificate      - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 2637	Last 24 Hrs	- UNK/NR
Make/Model-	24	Last 30 Days-	UNK/NR
Instrument-	189	Last 90 Days-	30
Multi-Eng	- 268		

Instrument Rating(s)      - AIRPLANE

-----Narrative-----

EXAMINATION REVEALED THE TAIL WHEEL ASSEMBLY WAS BADLY WORN AND ITS SPACERS WERE MISSING, CAUSING THE SWIVEL MECHANISM TO LOCK IN THE OFF CENTER POSITION. THE AIRCRAFT LANDED ON A NARROW ROAD. IT VEERED SLIGHTLY UPON TAIL WHEEL CONTACT AND WENT OFF THE SHOULDER OF THE ROADWAY WHERE THE RIGHT WING CONTACTED A PINE TREE.

Brief of Accident (Continued)

File No. - 1940

12/28/86

FT. POLK, LA

A/C Reg. No. N49220

Time (Lcl) - 1300 CST

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

Finding(s)

1. LANDING GEAR, TAILWHEEL - FAILURE, PARTIAL
2. MAINTENANCE, ANNUAL INSPECTION - INADEQUATE - COMPANY MAINTENANCE PSNL

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

Finding(s)

3. OBJECT - TREE(S)

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1902      5/04/86      MT. GRAYLOCK, MA      A/C Reg. No. N1140S      Time (Lcl) - 1500 EDT

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

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

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

Make/Model - SCHWEIZER SGS 1-26	Eng Make/Model - N/A	ELT Installed/Activated - UNK/NR
Landing Gear - HULL	Number Engines - N/A	Stall Warning System - UNK/NR
Max Gross Wt - UNK/NR	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	NORTH ADAMS, MA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 290/015 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 35	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 196
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 3
	Aircraft Type - UNK/NR	Make/Model- 10
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- 15
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS PRACTICING SIMULATED CROSS COUNTRY PASSES ON A RIDGE AT AN ALTITUDE OF 150 FT AGL ON THE WINDWARD SIDE OF A RIDGE IN A SCHWEIZER SGS 1-26 SAILPLANE. THE PILOT ENCOUNTERED A ROLL CONDITION FROM WHICH HE LOST CONTROL, WAS UNABLE TO RECOVER AND CRASHED INVERTED IN TREES. THE PRIVATE PILOT HELD AND AIRPLANE SINGLE ENGINE LAND RATING AND HAD A LOG BOOK ENDORSEMENT FOR SOLO FLIGHT IN GLIDERS, HOWEVER HE HAD NOT PASSED HIS PRIVATE PILOT GLIDER CHECKRIDE. THE PILOT, RESTRAINED BY A 5 POINT HARNESS RECEIVED SERIOUS INJURIES, WHILE THE AIRCRAFT RECEIVED SUBSTANTIAL DAMAGE.



Brief of Accident (Continued)

File No. - 1902

5/04/86

MT. GRAYLOCK, MA

A/C Reg. No. N1140S

Time (Lc1) - 1500 EDT

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

Finding(s)

1. AIRCRAFT PERFORMANCE - EXCEEDED
2. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
3. TERRAIN CONDITION - MOUNTAINOUS/HILLY
4. WEATHER CONDITION - GUSTS

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

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1959      5/04/86      MARSHFIELD, MA      A/C Reg. No. N2389B      Time (Lcl) - 1330 EDT

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

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

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

Make/Model	- PIPER PA-38	Eng Make/Model	- LYCOMING O-235-L2C	ELT Installed/Activated	- UNK/NR
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1670	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 112 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 - 315/010 KTS</p> <p>Visibility      - UNK/NR</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling   - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation   - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance   - NONE</p> <p>Type Apch/Lndg      - TRAFFIC PATTERN</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRPORT</p> <p>Airport Data</p> <p style="padding-left: 20px;">MARSHFIELD</p> <p>Runway Ident      - 24</p> <p>Runway Lth/Wid   - 3000/ 75</p> <p>Runway Surface   - ASPHALT</p> <p>Runway Status    - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 39	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current           - N/A	Total            - 49
	Months Since    - N/A	Make/Model-      49
	Aircraft Type   - N/A	Instrument-       0
		Last 24 Hrs -      1
		Last 30 Days- UNK/NR
		Last 90 Days-     10

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT WAS MAKING TOUCH AND GO'S ON RUNWAY 24 IN A PIPER TOMAHAWK. THE WIND WAS FROM THE NORTH WEST AT 12 KNOTS. THE PILOTS REPORTED THE WING ROSE AND THE AIRCRAFT DRIFTED LEFT WITH A GUST. HE STATED HE APPLIED POWER FOR A GO-AROUND, HOWEVER THE AIRCRAFT DID NOT GAIN ALTITUDE. INVESTIGATION REVEALED NOTHING WRONG WITH THE AIRCRAFT THAT WOULD HAVE PREVENTED THE GO-AROUND. THE MAXIMUM DEMONSTRATED CROSSWIND COMPONENT FOR THE PA-38 IS 15 KNOTS.

Brief of Accident (Continued)

File No. - 1959

5/04/86

MARSHFIELD, MA

A/C Reg. No. N2389B

Time (Lc1) - 1330 EDT

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. TOUCH-AND-GO LANDING - ATTEMPTED - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
4. WEATHER CONDITION - GUSTS
5. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
6. IMPROPER USE OF PROCEDURE, LACK OF RECENT EXPERIENCE - PILOT IN COMMAND
7. WEATHER CONDITION - TURBULENCE
8. FLARE - IMPROPER - PILOT IN COMMAND
9. GO-AROUND - IMPROPER - PILOT IN COMMAND

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1878      6/28/86      OXFORD, MA      A/C Reg. No. N757JC      Time (Lcl) - 1400 EDT

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	DANIELSON, CT	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	OXFORD
Wind Dir/Speed- 230/010 KTS	ATC/Airspace	Runway Ident - 20
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2200/ 50
Lowest Sky/Clouds - 5000 FT SCATTERED	Type of Clearance - VFR	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 51	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 631
SE LAND	Months Since - 6	Last 24 Hrs - 0
	Aircraft Type - UNK/NR	Make/Model- 28
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 14

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT RPRTD HE ENCOUNTERED A GUST OF WIND & A WIND SHIFT DURING THE FLARE TO LAND. SUBSEQUENTLY, HE LOST DIRECTIONAL CONTROL & THE ACFT WENT OFF THE SIDE OF THE RWY, COLLIDED WITH A MAN-MADE PYRAMID OF STONE & ROTATED UPSIDE DOWN. THE PLT RPRTD THE WINDS WERE FROM THE SOUTHWEST AT 10 TO 15 KTS, GUSTING 20 KTS.

Brief of Accident (Continued)

File No. - 1878

6/28/86

OXFORD, MA

A/C Reg. No. N757JC

Time (Lcl) - 1400 EDT

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

Finding(s)

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

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

Occurrence #3      NOSE OVER  
Phase of Operation      LANDING

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1898      6/28/86      MARSTONS MILLS,MA      A/C Reg. No. N3625Q      Time (Lcl) - 2330 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

SUBSTANTIAL

Fire  
NONE

Fatal

Crew      0  
Pass      0

Injuries

Serious	Minor	None
0	0	1
0	0	0

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

Make/Model      - BEECH A23-19  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 2200  
No. of Seats      - 2

Eng Make/Model      - LYCOMING O-320-E2C  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 150 HP

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

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

Weather Data

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

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
WESTFIELD,MA

Airport Proximity  
ON AIRPORT

Airport Data

CAPE COD  
Runway Ident      - 09  
Runway Lth/Wid      - 2580/ 50  
Runway Surface      - GRASS/TURF  
Runway Status      - DRY

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 32

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 611	Last 24 Hrs	- 3
Make/Model-	152	Last 30 Days-	UNK/NR
Instrument-	82	Last 90 Days-	183
Multi-Eng	- 9		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ENG LOST POWER AS THE ACFT WAS CLIMBING THRU ABOUT 60' AGL DURING TAKEOFF. THE PLT RPTD THAT HE WAS FORCED TO TURN BACK TOWARD THE ARPT SINCE THERE WAS A WOODED AREA & A RESIDENTIAL AREA AHEAD. SUBSEQUENTLY, THE ACFT WAS EXTENSIVELY DAMAGED WHEN IT CRASH LANDED ON ARPT PROPERTY. NO PREIMPACT MECHANICAL PROBLEM WAS VERIFIED.

Brief of Accident (Continued)

File No. - 1898

6/28/86

MARSTONS MILLS, MA

A/C Reg. No. N3625Q

Time (Lcl) - 2330 EDT

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

Finding(s)  
1. UNDETERMINED

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

Finding(s)  
2. TERRAIN CONDITION - HIGH OBSTRUCTION(S)  
3. MANEUVER - PERFORMED -

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

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1893

7/22/86

PLYMOUTH, MA

A/C Reg. No. N33985

Time (Lcl) - 1445 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Fire  
NONE

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

Make/Model - SCHWEIZER SGS-2-33A  
Landing Gear - UNK/NR  
Max Gross Wt - 1040  
No. of Seats - 2

Eng Make/Model - N/A  
Number Engines - N/A  
Engine Type - N/A  
Rated Power - N/A

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 050/020 KTS  
Visibility - 15.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

PLYMOUTH  
Runway Ident - 06  
Runway Lth/Wid - 3500/ 75  
Runway Surface - ASPHALT  
Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,CFI  
SE LAND,ME LAND,SE SEA,ME SEA  
GLIDER

Age - 29

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 2213	Last 24 Hrs - 6
Make/Model- 12	Last 30 Days- UNK/NR
Instrument- 265	Last 90 Days- 212
Multi-Eng - 75	

Instrument Rating(s) - NONE

-----Narrative-----

SHORTLY AFTER TAKEOFF, THE TOW WAS RELEASED FROM THE GLIDER WHEN ITS NOSE STARTED RISING UNCONTROLLABLY. THE GLIDER THEN COLLIDED WITH THE GROUND & WAS SUBSTANTIALLY DAMAGED. THE PLT RPTD THE ACCIDENT COULD HAVE BEEN AVOIDED BY MORE INFO & EMPHASIS ON THE CENTER OF GRAVITY PLACEMENT & USE OF BALLAST.



Brief of Accident (Continued)

File No. - 1893

7/22/86

PLYMOUTH, MA

A/C Reg. No. N33985

Time (Lcl) - 1445 EDT

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
  2. AIRCRAFT WEIGHT AND BALANCE - IMPROPER - PILOT IN COMMAND
  3. AIRCRAFT HANDLING - UNCONTROLLED -
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1873      8/10/86      NORWOOD, MA      A/C Reg. No. N369B      Time (Lcl) - 1109 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
SUBSTANTIAL  
Fire      NONE

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

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

Make/Model      - HUGHES 369HS  
Landing Gear      - SKID  
Max Gross Wt      - 3000  
No. of Seats      - 4

Eng Make/Model      - ALLISON 250-C20  
Number Engines      - 1  
Engine Type      - TURBOSHAFT  
Rated Power      - 425 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      - 15.0      SM  
Lowest Sky/Clouds      - 2500 FT SCATTERED  
Lowest Ceiling      - 15000 FT BROKEN  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
SHERBORN, MA  
Destination  
SAME AS ACC/INC

Airport Proximity  
ON AIRPORT

Airport Data

NORWOOD  
Runway Ident      - 35  
Runway Lth/Wid      - 3993/ 150  
Runway Surface      - ASPHALT  
Runway Status      - DRY

ATC/Airspace

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

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

Pilot-In-Command

Certificate(s)/Rating(s)  
COMMERCIAL

HELICOPTER

Age - 38

Biennial Flight Review

Current      - YES  
Months Since      - 5  
Aircraft Type - 369HS

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 316	Last 24 Hrs	- 0
Make/Model-	133	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	6
		Rotorcraft	- 316

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS PRACTICING AN AUTOROTATION FROM A CLOSED TRAFFIC PATTERN TO THE NUMBERS ON RWY 35. HE RPRTD THAT HE MADE A NORMAL FLARE & POWER RECOVERY. HOWEVER, AS THE HELICOPTER WAS NOSING FORWARD OUT OF THE FLARE, THE PLT HEARD A NOISE & FELT A PERCUSSION FROM THE REAR OF THE ACFT. THE HELICOPTER YAWED & LANDED HARD. AN EXAM REVEALED THE MAIN ROTOR BLADES HAD STRUCK & SEVERED THE TAIL BOOM.

Brief of Accident (Continued)

File No. - 1873

8/10/86

NORWOOD, MA

A/C Reg. No. N369B

Time (Lc1) - 1109 EDT

---

Occurrence

HARD LANDING

Phase of Operation

LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND

---

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1914      10/03/86      HOLYOKE,MA      A/C Reg. No. N38688      Time (Lcl) - 1937 EDT

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

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

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

Make/Model - PIPER PA-28-140	Eng Make/Model - LYCOMING O-320-ED3	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2050	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

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

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 - IMC	WESTFIELD,MA	BARNES
Wind Dir/Speed- 170/004 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 1.500 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - SPECIAL VFR	Runway Surface - N/A
Lowest Ceiling - 400 FT BROKEN	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 - 43	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - NO	Total - 230
SE LAND	Months Since - UNK/NR	Make/Model- 90
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT WAS ATTEMPTING TO MAKE A SPECIAL VISUAL FLIGHT RULES ARRIVAL WHEN IT CRASHED INTO A ROCK FACE SLOPE 2 MILES EAST OF THE AIRPORT WHILE ON A EASTERLY HEADING. THE ACCIDENT OCCURRED OVER 1 HOUR AFTER SUNSET. THE PILOT DID NOT HAVE AN INSTRUMENT RATING. THE PILOT AND TWO PASSENGERS WERE FATALLY INJURED. A SPECIAL WEATHER OBSERVATION TAKEN RIGHT AFTER THE ACCIDENT SHOWED THE WEATHER TO BE: ESTIMATED 400 FT BROKEN, 1400 FT OVERCAST. VISIBILITY 1 1/2 MILES WITH LIGHT RAIN AND FOG.

Brief of Accident (Continued)

File No. - 1914

10/03/86

HOLYOKE,MA

A/C Reg. No. N38688

Time (Lcl) - 1937 EDT

Occurrence ON GROUND COLLISION WITH TERRAIN  
Phase of Operation CRUISE - NORMAL

Finding(s)

1. TERRAIN CONDITION - RISING
2. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
3. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
4. WEATHER CONDITION - FOG
5. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
6. IMPROPER DECISION, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
7. WEATHER CONDITION - LOW CEILING
8. WEATHER EVALUATION - INADEQUATE - PILOT IN COMMAND
9. WEATHER CONDITION - RAIN
10. JUDGEMENT - POOR - PILOT IN COMMAND
11. LIGHT CONDITION - NIGHT
12. PREFLIGHT BRIEFING SERVICE - 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) 3,5

Factor(s) relating to this accident is/are finding(s) 1,2,4,6,7,8,9,10,11,12

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1969      3/22/86      SPRINGVALE, ME      A/C Reg. No. N4211T      Time (Lcl) - 1715 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

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

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

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

Eng Make/Model      - LYCOMING O-320-E30  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 150 HP

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

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

Weather Data

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

Itinerary

Last Departure Point  
SKYHAVEN, NH  
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      - GRASS/TURF  
Runway Status      - HIGH VEGETATION

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

Pilot-In-Command

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

Age      - 37  
Biennial Flight Review  
Current      - YES  
Months Since      - 7  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 362      Last 24 Hrs      - 4  
Make/Model-      89      Last 30 Days-      UNK/NR  
Instrument-      40      Last 90 Days-      2  
Multi-Eng      - 2

Instrument Rating(s)      - NONE

-----Narrative-----

THE PIPER CHEROKEE PA-28-140 LOST POWER AND MADE AN OFF AIRPORT LANDING 15 MINUTES AFTER TAKEOFF. THE PILOT REPORTED AN OIL LINE BROKE AND HE LOST ALL ENGINE OIL. A MECHANIC REPORTED THAT THERE WAS NO INDICATION IN EITHER THE ENGINE COMPARTMENT OR THE BOTTOM OF THE FUSELAGE OF A OIL LEAK OR BROKEN OIL LINE. THE REASON FOR THE LOSS OF ENGINE OIL COULD NOT BE DETERMINED.

Brief of Accident (Continued)

File No. - 1969

3/22/86

SPRINGVALE, ME

A/C Reg. No. N4211T

Time (Lc1) - 1715 EST

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

Finding(s)

1. FLUID, OIL - LACK OF
  2. AIRCRAFT SERVICE - INADEQUATE - PILOT IN COMMAND
- 

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

-----

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

Finding(s)

3. TERRAIN CONDITION - NONE SUITABLE
  4. LIGHT CONDITION - DAYLIGHT
  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

Brief of Accident

File No. - 1885      4/14/86      HAMPDEN, ME      A/C Reg. No. N6264W      Time (Lc1) - 2300 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

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	3

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

Make/Model      - PIPER PA-28-140  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 2050  
No. of Seats      - 2

Eng Make/Model      - LYCOMING O-320-E2A  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 150 HP

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

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

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- 360/005 KTS  
Visibility      - UNK/NR  
Lowest Sky/Clouds      - CLEAR  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - NIGHT(DARK)

Itinerary

Last Departure Point  
BANGER, ME  
Destination  
PORTLAND, ME

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

BANGOR INT'L.  
Runway Ident      - N/A  
Runway Lth/Wid      - N/A  
Runway Surface      - N/A  
Runway Status      - N/A

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

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

Age - 53  
Biennial Flight Review  
Current      - YES  
Months Since      - 6  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	- 3248
Make/Model-	263
Instrument-	12
Multi-Eng -	13
Last 24 Hrs -	3
Last 30 Days-	UNK/NR
Last 90 Days-	40

Instrument Rating(s) - NONE

-----Narrative-----

AFTER TAKING OFF, THE PLT INITIATED A CLIMB & LEVELED OFF AT 2500'. AS HE REDUCED POWER TO CRUISE, THE ENG STOPPED RUNNING. ALL ATTEMPTS TO RESTART THE ENG WERE UNSUCCESSFUL. SUBSEQUENTLY, THE ACFT WAS DAMAGED WHEN THE PLT LANDED ON ROCKY PASTURE LAND. FUEL WAS FOUND ON BOARD THE ACFT. AN EXAM OF THE ACFT & A TEARDOWN OF THE ENG REVEALED NO PREIMPACT MECHANICAL PROBLEM THAT WOULD HAVE RESULTED IN A POWER LOSS.



Brief of Accident (Continued)

File No. - 1885

4/14/86

HAMPDEN, ME

A/C Reg. No. N6264W

Time (Lc1) - 2300 EST

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

Finding(s)  
1. UNDETERMINED

-----  
Occurrence #2      FORCED LANDING  
Phase of Operation      LANDING

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

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

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1984

5/04/86

WARREN,MI

A/C Reg. No. N1373P

Time (Lcl) - 1819 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -DESCENT

Aircraft Damage  
DESTROYED  
Fire  
NONE

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	0	1	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-23-150  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 4600  
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-A1A  
Number Engines - 2  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 150 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 200/017 KTS  
Visibility - 12.0 SM  
Lowest Sky/Clouds - 25000 FT THIN BKN  
Lowest Ceiling - UNK/NR  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
PONTIAC,MI  
Destination  
DETROIT,MI

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A  
Runway Lth/Wid - N/A  
Runway Surface - N/A  
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - VFR  
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE  
SE LAND,ME LAND

Age - 57

Biennial Flight Review

Current - YES  
Months Since - 22  
Aircraft Type - PA23150

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 1824	Last 24 Hrs	- UNK/NR
Make/Model-	349	Last 30 Days-	UNK/NR
Instrument-	163	Last 90 Days-	UNK/NR
Multi-Eng	- 540		

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT DEVELOPED A SMALL OIL LEAK DURING A X-COUNTRY FLT. THE PLT REDUCED POWER TO IDLE TO CONSERVE OIL EVEN THOUGH THE OIL PRESSURE WAS STILL IN THE NORMAL RANGE. DURING THE DESCENT THE ACFTS AIRSPEED WAS NOT MAINTAINED AND THE ACFT CONTACTED THE GROUND IN A STEEP NOSE DOWN ATTITUDE AFTER STALLING WITH THE POWER STILL RETARDED TO IDLE. INVESTIGATION REVEALED THAT THE OIL LEAK WAS NOT SUFFICIENT TO INTERFERE WITH NORMAL OPERATIONS.

Brief of Accident (Continued)

File No. - 1984

5/04/86

WARREN,MI

A/C Reg. No. N1373P

Time (Lcl) - 1819 EDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation CRUISE

Finding(s)

1. LUBRICATING SYSTEM,OIL HOSE - FAILURE,PARTIAL
2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
3. PROPELLER FEATHERING - NOT PERFORMED - PILOT IN COMMAND
4. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT  
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

5. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
6. STALL - UNCONTROLLED - PILOT IN COMMAND
7. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5,6,7

Factor(s) relating to this accident is/are finding(s) 1,2,3

Brief of Accident

File No. - 1807      5/10/86      PLAINWELL,MI      A/C Reg. No. N48102      Time (Lcl) - 1140 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	0	1

Type of Operation -PERSONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -TAKEOFF

Fire  
NONE

-----Aircraft Information-----

Make/Model - TAYLORCRAFT DC-65  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 1250  
No. of Seats - 2

Eng Make/Model - CONTINENTAL A-65  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 65 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- UNK/NR  
Visibility - 10.0 SM  
Lowest Sky/Clouds - UNK/NR SCATTERED  
Lowest Ceiling - UNK/NR  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

PVT STRIP  
Runway Ident - 36  
Runway Lth/Wid - 1800  
Runway Surface - GRASS/TURF  
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE  
SE LAND

Age - 57

Biennial Flight Review

Current - YES  
Months Since - 5  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 303	Last 24 Hrs	- UNK/NR
Make/Model-	263	Last 30 Days-	UNK/NR
Instrument-	6	Last 90 Days-	5

Instrument Rating(s) - NONE

-----Narrative-----

WHILE DEPARTING TO THE NORTH IN LIGHT WIND CONDITIONS, THE PILOT MADE A DECISION TO ABORT THE TAKEOFF, THEN REALIZED HE WOULD NOT BE ABLE TO STOP ON THE REMAINING RUNWAY. HE ATTEMPTED TO CONTINUE THE TAKEOFF. HE ZOOMED THE AIRCRAFT TO CLEAR WIRES IN HIS PATH, BUT WAS UNABLE TO ATTAIN SUFFICIENT AIRSPEED TO PREVENT STALLING INTO TREES AT THE END OF THE RUNWAY.

Brief of Accident (Continued)

File No. - 1807

5/10/86

PLAINWELL, MI

A/C Reg. No. N48102

Time (Lc1) - 1140 EDT

Occurrence #1            IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation       TAKEOFF

Finding(s)

1. PLANNING-DECISION - DELAYED - PILOT IN COMMAND
2. ABORTED TAKEOFF - INITIATED - PILOT IN COMMAND
3. ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND
4. AIRSPEED - NOT OBTAINED - PILOT IN COMMAND
5. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
6.    MANEUVER - PERFORMED -
7. STALL/MUSH
8. OBJECT - TREE(S)
9.    CLEARANCE - NOT ATTAINED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,4,9

Factor(s) relating to this accident is/are finding(s) 5,8

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1808      5/12/86      GAYLORD, MI      A/C Reg. No. N6647F      Time (Lcl) - 1415 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		Injuries			
Type of Operation	-INSTRUCTIONAL	DESTROYED		Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew	0	0	0	1
Accident Occurred During	-LANDING	ON GROUND	Pass	0	0	0	0

-----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	Last Departure Point	ON AIRPORT
Method	SAME AS ACC/INC	
Completeness	Destination	Airport Data
Basic Weather	LOCAL	OTSEGA COUNTY
Wind Dir/Speed	ATC/Airspace	Runway Ident
Visibility	Type of Flight Plan	- 18
Lowest Sky/Clouds	Type of Clearance	Runway Lth/Wid
Lowest Ceiling	Type Apch/Lndg	- 3000/ 75
Obstructions to Vision		Runway Surface
Precipitation		- ASPHALT
Condition of Light		Runway Status
		- DRY

-----Personnel Information-----

Pilot-In-Command	Age - 56	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
STUDENT	Current	- N/A	Total
	Months Since	- N/A	- 64
	Aircraft Type	- N/A	Make/Model
			- 47
			Instrument
			- UNK/NR
			Multi-Eng
			- UNK/NR
			Last 24 Hrs
			- UNK/NR
			Last 30 Days
			- UNK/NR
			Last 90 Days
			- 6
			Rotorcraft
			- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

ON ROLLOUT, WHILE THE PLT WAS ATTEMPTING TO CORRECT A DRIFT TO THE RIGHT, THE ACFT SUDDENLY VEERED TO THE LEFT AND THE NOSE GEAR COLLAPSED. DURING THE RESULTING SLIDE, THE AIRCRAFT BEGAN BURNING AND WAS DESTROYED. THE PLT REPORTED THAT THE MAGNESIUM HUB OF THE NOSE WHEEL BEGAN BURNING AND COULD NOT BE EXTINGUISHED BY USING PORTABLE DRY CHEMICAL AND CO2 EXTINGUISHERS. LATER, AFTER A FIRE DEPT TRUCK ARRIVED, THE FIRE WAS EXTINGUISHED.

Brief of Accident (Continued)

File No. - 1808

5/12/86

GAYLORD,MI

A/C Reg. No. N6647F

Time (Lcl) - 1415 EDT

Occurrence #1      LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING - ROLL

Finding(s)

1. NOSEWHEEL STEERING - IMPROPER USE OF - PILOT IN COMMAND
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. GROUND LOOP/SWERVE - UNCONTROLLED -

Occurrence #2      NOSE GEAR COLLAPSED  
Phase of Operation      LANDING

Finding(s)

4. LANDING GEAR, NOSE GEAR - OVERLOAD

Occurrence #3      FIRE  
Phase of Operation      LANDING

Finding(s)

5. LANDING GEAR, WHEEL - FIRE

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,5

Brief of Accident

File No. - 1907

7/04/86

HAMBURG,MI

A/C Reg. No. N340CB

Time (Lcl) - 0800 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

Injuries

Type of Operation -PERSONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -LANDING

NONE  
Fire  
NONE

Crew  
Pass

Fatal	Serious	Minor	None
0	0	0	1
0	1	0	1

-----Aircraft Information-----

Make/Model - CAMERON BALLOONS 77  
Landing Gear - N/A  
Max Gross Wt - 810  
No. of Seats - UNK/NR

Eng Make/Model - N/A  
Number Engines - N/A  
Engine Type - N/A  
Rated Power - N/A

ELT Installed/Activated - NO -N/A  
Stall Warning System - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS  
Method - TELEPHONE  
Completeness - FULL  
Basic Weather - IMC

Itinerary

Last Departure Point  
MANCHESTER,MI  
Destination  
LOCAL

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Wind Dir/Speed- 190/010 KTS  
Visibility - 15.0 SM  
Lowest Sky/Clouds - 25000 FT SCATTERED  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - LDA

FULL STOP  
PRECAUTIONARY LANDIN

Runway Ident - N/A  
Runway Lth/Wid - N/A  
Runway Surface - N/A  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
COMMERCIAL

FREE BALLOON

Age - 39

Biennial Flight Review  
Current - YES  
Months Since - 1  
Aircraft Type - 77

Medical Certificate - UNK/NR

Flight Time (Hours)

Total - 261	Last 24 Hrs - 0
Make/Model- UNK/NR	Last 30 Days- 11
Instrument- 0	Last 90 Days- 16

Instrument Rating(s) - NONE

-----Narrative-----

PLT MADE A PRECAUTIONARY LANDING REPORTEDLY DUE TO HIGH WINDS. UPON TOUCHDOWN THE BASKET TIPPED AND ONE OF THE PAX RECEIVED A FRACTURED LEFT LEG.



Brief of Accident (Continued)

File No. - 1907

7/04/86

HAMBURG, MI

A/C Reg. No. N340CB

Time (Lcl) - 0800 EDT

---

Occurrence           HARD LANDING  
Phase of Operation   LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - HIGH WIND
  2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1861      7/20/86      MUSKEGON, MI      A/C Reg. No. N4072U      Time (Lcl) - 1230 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL					
Type of Operation -PERSONAL	Fire	Crew	Fatal	Injuries Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	1	0	0
Accident Occurred During -TAKEOFF			0	1	0	0

-----Aircraft Information-----

Make/Model - CESSNA 150E	Eng Make/Model - CONTINENTAL O-200	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point SAME AS ACC/INC	
Method - N/A	Destination LOCAL	Airport Data FRUITPORT
Completeness - N/A		Runway Ident - 08
Basic Weather - VMC	ATC/Airspace	Runway Lth/Wid - 2500/ 100
Wind Dir/Speed- 310/009 KTS	Type of Flight Plan - NONE	Runway Surface - GRASS/TURF
Visibility - 10.0 SM	Type of Clearance - NONE	Runway Status - DRY
Lowest Sky/Clouds - 2000 FT SCATTERED	Type Apch/Lndg - NONE	
Lowest Ceiling - NONE		
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 41	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 199
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 0
	Aircraft Type - C-150	Make/Model- 188
		Instrument- 15
		Last 30 Days- UNK/NR
		Last 90 Days- 5

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT RPRTD THAT DRG TAKEOFF, THE ACFT LIFTED OFF AT ABOUT THE MIDPOINT OF THE RWY & CLIMBED TO JUST ABOVE TREETOP LEVEL. HE TURNED THE ACFT SLIGHTLY INTO THE WIND, THEN NOTED THAT IT SEEM TO LOSE THE ABILITY TO CLIMB FURTHER. THE STALL WARNING HORN SOUNDED & THE PLT NOTED A TREE AHEAD, SO HE BANKED SLIGHTLY TO THE RIGHT. AT ABOUT THAT TIME, THE RIGHT WING DROPPED & THE ACFT HIT THE GROUND. DRG IMPACT, THE OCCUPANTS RECEIVED SERIOUS FACIAL, CHEST & INTERNAL INJURIES. NO PREIMPACT PART FAILURE OR MALFUNCTION WAS FOUND. THE ACFT WAS NOT EQUIPPED WITH SHOULDER HARNESSSES.

Brief of Accident (Continued)

File No. - 1861

7/20/86

MUSKEGON, MI

A/C Reg. No. N4072U

Time (Lc1) - 1230 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. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND  
3. STALL - INADVERTENT - PILOT IN COMMAND  
-----

Occurrence #3      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      TAKEOFF  
-----

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1910      7/30/86      MANCHESTER,MI      A/C Reg. No. N6517R      Time (Lcl) - 1510 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation -INSTRUCTIONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

Fire  
NONE

Crew  
Pass

-----Aircraft Information-----

Make/Model - BEECHCRAFT B-19

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 2150

No. of Seats - 2

Eng Make/Model - LYCOMING O-320-E3D

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 150 HP

ELT Installed/Activated - YES/NO

Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 300/007 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - 3500 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity  
ON AIRPORT

Airport Data

ROSSETTIE

Runway Ident - 36

Runway Lth/Wid - 1800/ 100

Runway Surface - GRASS/TURF

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 36

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 19      Last 24 Hrs - 1

Make/Model- 19      Last 30 Days- UNK/NR

Instrument- 0      Last 90 Days- 15

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATES, THAT ON FLARE OUT THE AIRCRAFT BALLOONED AND THEN SETTLED, SUSTAINING A HARD LANDING. THE NOSE GEAR FAILED UPON TOUCHDOWN.

Brief of Accident (Continued)

File No. - 1910

7/30/86

MANCHESTER, MI

A/C Reg. No. N6517R

Time (Lcl) - 1510 EDT

-----  
Occurrence #1        HARD LANDING  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND
  2. AIRSPEED - INADEQUATE - PILOT IN COMMAND
  3. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND
- 

Occurrence #2        NOSE GEAR COLLAPSED  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

Brief of Accident

File No. - 1855      9/01/86      HOLLY, MI

A/C Reg. No. N18L

Time (Lcl) - 1253 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
1	0	0	0
0	0	0	0

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -DESCENT

Fire      Crew      Fatal  
NONE      Pass      0

-----Aircraft Information-----

Make/Model      - LAWRENCE BABY GREAT LAKES  
Landing Gear      - TAILWHEEL-ALL FIXED  
Max Gross Wt      -      850  
No. of Seats      -      1

Eng Make/Model      - CONTINENTAL A-75  
Number Engines      -      1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      -      75 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- VARIABLE/002 KTS  
Visibility      -      15.0      SM  
Lowest Sky/Clouds      -      CLEAR  
Lowest Ceiling      -      NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
LINDEN, MI  
Destination  
LOCAL

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident      - N/A  
Runway Lth/Wid      - N/A  
Runway Surface      - N/A  
Runway Status      - N/A

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - NONE

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age -      46  
Biennial Flight Review  
Current      - YES  
Months Since      -      2  
Aircraft Type      - C-150

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)  
Total      -      384  
Last 24 Hrs -      5  
Make/Model-      3  
Last 30 Days-      14  
Instrument-      4  
Last 90 Days-      19

Instrument Rating(s)      - NONE

-----Narrative-----

THE PLT/OWNER HAD RECENTLY ACQUIRED THE ACFT & HAD ONLY ABOUT 3 HRS OF FLT TIME IN THIS MAKE & MODEL. AFTER TAKING OFF, HE FLEW TO THE AREA OF A FRIEND'S HOUSE & MADE SVRL PASSES OVER A FIELD NEAR THE HOUSE. AFTER THE LAST PASS, THE PLT TURNED TO AN EASTERLY HEADING & BEGAN A STEEP CLIMB. WITNESSES RPRTD THAT AT THE TOP OF THE CLIMB, THE ACFT STALLED, ENTERED A SPIN & CRASHED. NO PREIMPACT PART FAILURE OR MALFUNCTION WAS FOUND DURING AN EXAM OF THE ACFT.

Brief of Accident (Continued)

File No. - 1855

9/01/86

HOLLY, MI

A/C Reg. No. N1BL

Time (Lc1) - 1253 EDT

-----  
Occurrence #1        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    MANEUVERING

Finding(s)

1. LOW PASS - PERFORMED -
  2. CLIMB - INITIATED -
  3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
  4. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
  5.        IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
- 

Occurrence #2        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    DESCENT - UNCONTROLLED

-----  
-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4

Factor(s) relating to this accident is/are finding(s) 5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1856      10/19/86      LANSING,MI

A/C Reg. No. N4463L

Time (Lcl) - 2000 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Fire	Crew	0	0	0	1
NONE	Pass	0	0	0	0

Type of Operation      -TEST FLT  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -LANDING

-----Aircraft Information-----

Make/Model      - LEBLANC DRAGONFLY  
Landing Gear      - TAILWHEEL-ALL FIXED  
Max Gross Wt      - 1200  
No. of Seats      - 2

Eng Make/Model      - HAPI 60-2DM  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 60 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- 200/006 KTS  
Visibility      - 20.0      SM  
Lowest Sky/Clouds      - CLEAR  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
CHARLOTTE,MI  
Destination  
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - TRAFFIC PATTERN  
FULL STOP

Airport Proximity  
ON AIRPORT

Airport Data

CAPITAL CITY  
Runway Ident      - 28L  
Runway Lth/Wid      - 7251/ 150  
Runway Surface      - CONCRETE  
Runway Status      - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 55

Biennial Flight Review

Current      - YES  
Months Since      - 2  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 1900	Last 24 Hrs	- UNK/NR
Make/Model-	3	Last 30 Days-	UNK/NR
Instrument-	5	Last 90 Days-	2

Instrument Rating(s) - NONE

-----Narrative-----

THE HOME BUILT ACFT WAS ON A TEST FLT & WAS BEING FLOWN BY A PLT WITH ONLY ABOUT 2.5 HRS OF FLT TIME IN THIS MAKE & MODEL. DURING THE LANDING, THE ACFT TOUCHED DOWN HARD & BEGAN TO PORPOISE. THE CANARD & WOODEN PROP WERE DAMAGED DURING THE OCCURRENCE.



Brief of Accident (Continued)

File No. - 1856

10/19/86

LANSING,MI

A/C Reg. No. N4463L

Time (Lc1) - 2000 EDT

-----  
Occurrence           HARD LANDING  
Phase of Operation   LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND
2. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1839      11/19/86      WAYLAND, MI      A/C Reg. No. N28KD      Time (Lcl) - 1735 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries			
	Fire	Crew	0	Serious	Minor	None
Type of Operation -TEST FLT	NONE	Pass	0	1	0	0
Flight Conducted Under -14 CFR 91			0	0	0	0
Accident Occurred During -LANDING						

-----Aircraft Information-----

Make/Model - DEVRIES SONERAI II	Eng Make/Model - VOLKSWAGON 1700 CC	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 925	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 80 HP	

-----Environment/Operations Information-----

<b>Weather Data</b>	<b>Itinerary</b>	<b>Airport Proximity</b>
Wx Briefing - PATWAS	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	WAYLAND, MI	
Completeness - WEATHER NOT PERTINENT	Destination	<b>Airport Data</b>
Basic Weather - VMC	LOCAL	WAYLAND
Wind Dir/Speed- 130/015 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 2500 FT BROKEN	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DUSK		

-----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 - 728
ME LAND	Months Since - 12	Make/Model- 545
	Aircraft Type - C-172	Instrument- 62
		Multi-Eng - 28
		Last 24 Hrs - UNK/NR
		Last 30 Days- 5
		Last 90 Days- 15
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE VOLKSWAGEN ENGINE OF THIS HOMEBUILT AIRCRAFT LOST POWER SOMETIME DURING FLIGHT. SUBSEQUENTLY, THE AIRCRAFT CRASHED DURING A FORCED LANDING IN A FIELD. THE PILOT RECEIVED SERIOUS HEAD INJURIES DURING IMPACT AND COULD NOT REMEMBER DETAILS OF THE ACCIDENT. ALSO, THE ENGINE WAS BADLY DAMAGED AND NO PREIMPACT PART FAILURE OR MALFUNCTION WAS FOUND.

Brief of Accident (Continued)

File No. - 1839

11/19/86

WAYLAND, MI

A/C Reg. No. N28KD

Time (Lcl) - 1735 EST

Occurrence #1      LOSS OF POWER  
Phase of Operation      CRUISE

Finding(s)

1. UNDETERMINED

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Occurrence #3      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1906      12/06/86      MARQUETTE, MI      A/C Reg. No. N41765      Time (Lcl) - 1425 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - INSTRUCTIONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - PIPER PA28-151	Eng Make/Model - LYCOMING O-320-E3D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2325	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity ON AIRSTRIP
Wx Briefing - FSS	Last Departure Point MARQUETTE, MI	
Method - UNK/NR	Destination MARQUETTE CO., MI	Airport Data MARQUETTE
Completeness - UNK/NR		Runway Ident - 26
Basic Weather - VMC	ATC/Airspace	Runway Lth/Wid - 6500/ 150
Wind Dir/Speed- 330/005 KTS	Type of Flight Plan - VFR	Runway Surface - ASPHALT
Visibility - 30.0 SM	Type of Clearance - VFR	Runway Status - SNOW - COMPACTED
Lowest Sky/Clouds - 1800 FT SCATTERED	Type Apch/Lndg - TRAFFIC PATTERN	
Lowest Ceiling - NONE		
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 37	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 15
	Months Since - N/A	Last 24 Hrs - 1
	Aircraft Type - N/A	Make/Model- 15
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 11

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ON LANDING ROLLOUT THE STUDENT PILOT SKIDDED OFF THE LEFT SIDE OF THE RUNWAY AND COLLIDED WITH A SNOWBANK.  
THE STUDENT STATED HE WAS HOLDING EXCESSIVE LEFT RUDDER AND BRAKE PRESSURE.

Brief of Accident (Continued)

File No. - 1906

12/06/86

MARQUETTE,MI

A/C Reg. No. N41765

Time (Lc1) - 1425 EST

Occurrence #1      LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING - ROLL

Finding(s)

1. PROPER ALIGNMENT - NOT CORRECTED - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
3. REMEDIAL ACTION - NOT PERFORMED - PILOT IN COMMAND
4. IMPROPER USE OF PROCEDURE,LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND

Occurrence #2      ON GROUND COLLISION WITH TERRAIN  
Phase of Operation      LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - SNOWBANK

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 2,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1909      6/13/86      BRECKENRIDGE, MN      A/C Reg. No. N6184A      Time (Lcl) - 0700 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries			
Type of Operation      -AERIAL APPLICATION	Fire	Crew	Fatal	Serious	Minor	None
Flight Conducted Under      -14 CFR 137	NONE	Pass	0	0	0	1
Accident Occurred During      -DESCENT			0	0	0	0

-----Aircraft Information-----

Make/Model      - PIPER PA-36-375	Eng Make/Model - LYCOMING IO-720-DICD	ELT Installed/Activated - NO -N/A
Landing Gear      - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt      - 3900	Engine Type      - RECIP-FUEL INJECTED	
No. of Seats      - 1	Rated Power      - 375 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        - 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      - DAWN</p>	<p>Itinerary</p> <p>Last Departure Point BRECKENRIDGE, MN</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance    - NONE</p> <p>Type Apch/Lndg       - NONE</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident        - N/A</p> <p>Runway Lth/Wid     - N/A</p> <p>Runway Surface      - N/A</p> <p>Runway Status       - N/A</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s) COMMERCIAL,CFI SE LAND</p>	<p>Age - 27</p> <p>Biennial Flight Review Current           - YES Months Since      - 15 Aircraft Type      - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total            - 1085      Last 24 Hrs - 4</p> <p>Make/Model- 172      Last 30 Days- UNK/NR</p> <p>Instrument- 71        Last 90 Days- 9</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

AIRCRAFT COLLIDED WITH A TRUCK WHILE ENGAGED IN AERIAL APPLICATION WORK. PILOT WAS UNABLE TO MAINTAIN CONTROL AND THE AIRCRAFT COLLIDED WITH TERRAIN AFTER AN UNCONTROLLED DESCENT. INVESTIGATION REVEALED THAT THE AILERON HAD SEPARATED DUE TO THE COLLISION.

Brief of Accident (Continued)

File No. - 1909

6/13/86

BRECKENRIDGE, MN

A/C Reg. No. N6184A

Time (Lc1) - 0700 CDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. FLIGHT CONTROL, AILERON - SEPARATION
2. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
3. OBJECT - VEHICLE

Occurrence #2 LOSS OF CONTROL - IN FLIGHT  
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

4. ALTITUDE - NOT POSSIBLE - PILOT IN COMMAND
5. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,4,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1851      9/05/86      FESTUS, MO      A/C Reg. No. N89208      Time (Lcl) - 1930 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -INSTRUCTIONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -LANDING

Aircraft Damage

MINOR

Fire

NONE

Crew

Pass

Fatal

0

0

Injuries

Serious

1

0

Minor

0

0

None

0

0

-----Aircraft Information-----

Make/Model      - CESSNA 140  
Landing Gear      - TAILWHEEL-ALL FIXED  
Max Gross Wt      - 1450  
No. of Seats      - 2

Eng Make/Model      - CONTINENTAL C-85-12

Number Engines      - 1

Engine Type      - RECIPROCATING-CARBURETOR

Rated Power      - 85 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- 360/005 KTS

Visibility      - 5.0 SM

Lowest Sky/Clouds      - CLEAR

Lowest Ceiling      - NONE

Obstructions to Vision- NONE

Precipitation      - NONE

Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

Airport Proximity

ON AIRPORT

Airport Data

FESTUS MUNI

Runway Ident      - 36

Runway Lth/Wid      - 2200/ 50

Runway Surface      - ASPHALT

Runway Status      - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance      - NONE

Type Apch/Lndg      - TRAFFIC PATTERN

STOP AND GO

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 52

Biennial Flight Review

Current      - N/A

Months Since      - N/A

Aircraft Type      - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total      - 32      Last 24 Hrs      - 1

Make/Model- 32      Last 30 Days- UNK/NR

Instrument- UNK/NR      Last 90 Days- 32

Multi-Eng - UNK/NR      Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT WAS ON HIS 2ND SOLO FLT & WAS PRACTICING STOP & GO LANDINGS. HE SAID THAT DURING A LANDING, HE APPLIED BRAKES BEFORE THE LEFT MAIN LANDING GEAR WAS ON THE RWY. THE ACFT SWERVED TO THE RIGHT & THE LEFT MAIN GEAR COLLAPSED. THE PLT RECEIVED A SERIOUS BACK INJURY DURING THE OCCURRENCE.



Brief of Accident (Continued)

File No. - 1851

9/05/86

FESTUS,MO

A/C Reg. No. N89208

Time (Lcl) - 1930 CDT

Occurrence #1      LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING - ROLL

Finding(s)

1. BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND
2.      IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. GROUND LOOP/SWERVE - UNCONTROLLED -

Occurrence #2      MAIN GEAR COLLAPSED  
Phase of Operation      LANDING - ROLL

Finding(s)

5. LANDING GEAR,MAIN GEAR - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1901      9/16/86      FORISTELL,MO      A/C Reg. No. N44501      Time (Lcl) - 0530 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

Injuries			
Fatal	Serious	Minor	None
Crew 1	0	0	0
Pass 1	0	0	0

Type of Operation -BUSINESS  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -DESCENT

Fire  
NONE

-----Aircraft Information-----

Make/Model - PIPER PA28-151  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2300  
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E3D  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 150 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC

Itinerary

Last Departure Point  
FENTON,MO  
Destination  
KIRKSVILLE,MO

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Wind Dir/Speed- 060/010 KTS  
Visibility - 5.0 SM  
Lowest Sky/Clouds - 1300 FT SCATTERED  
Lowest Ceiling - UNK/NR  
Obstructions to Vision- FOG  
Precipitation - NONE  
Condition of Light - NIGHT(DARK)

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - NONE

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 - 65  
Biennial Flight Review  
Current - YES  
Months Since - 23  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)

Total - 1740	Last 24 Hrs - UNK/NR
Make/Model- UNK/NR	Last 30 Days- UNK/NR
Instrument- 1	Last 90 Days- UNK/NR
Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

RADAR SIGNAL DATA RECORDED THE SUBJ ACFT MOVING NORTHWEST IN A SHALLOW CLIMB. THE TRACK DATA TERMINATED ABT 0538 C.D.T. OR ABT 12 MINUTES INTO THE FLT. A WITNESS NEAR THE VOR STATION STATED HE HEARD AN ACFT FLYING OVERHEAD, ABT THE TIME THE FAA REPORTED LOSING THE SIGNAL FM THE RADAR SCOPE. THE WITNESS LISTENED INTENTLY FOR THE SOUND OF THE ACFT ENG WITH EXPECTATION OF THE SOUND TO FADE INTO THE DISTANCE, BUT HE DID NOT HEAR ADDITIONAL ENG SOUND. WX COND'S FOR THE AREA CONSISTED OF MARGINAL VFR AND IFR CONDITION WITH THUNDERSTORM ACTIVITY MOVING INTO THE ST. LOUIS AREA. ACCORDING TO AVAILABLE PERSONAL FLT RCRDS, THE PIC WAS NOT PROPERLY QUALIFIED IN INSTRUMENT FLT COND'S AND WAS NOT CURRENT FOR FLT IN INSTRUMENT METEOROLOGICAL COND'S. THE ACFT ACCIDENT EXAM DID NOT REVEAL ANY PRE-IMPACT FLT CONTROL PBLMS.

Brief of Accident (Continued)

File No. - 1901

9/16/86

FORISTELL,MO

A/C Reg. No. N44501

Time (Lc1) - 0530 CDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. WEATHER CONDITION - FOG
2. LIGHT CONDITION - DARK NIGHT

Occurrence #2 LOSS OF CONTROL - IN FLIGHT  
Phase of Operation CLIMB - TO CRUISE

Finding(s)

3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
4. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - PILOT IN COMMAND
6. IMPROPER USE OF EQUIPMENT/AIRCRAFT, INADEQUATE TRAINING - PILOT IN COMMAND
7. 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

Factor(s) relating to this accident is/are finding(s) 1,2,5,6,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1925

9/04/86

CHINOOK,MT

A/C Reg. No. N6401L

Time (Lcl) - 1530 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	1	0

Type of Operation -PERSONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -TAKEOFF

Fire  
NONE

-----Aircraft Information-----

Make/Model - GRUMMAN AA-1A  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 1465  
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-C2C  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 108 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS  
Method - ACFT RADIO  
Completeness - UNK/NR  
Basic Weather - VMC  
Wind Dir/Speed- 090/009 KTS  
Visibility - 65.0 SM  
Lowest Sky/Clouds - 8000 FT SCATTERED  
Lowest Ceiling - 200 FT BROKEN  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
CHINOOK,MT  
Destination  
HAVRE,MT

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - NONE

Airport Proximity  
ON AIRPORT

Airport Data

CHINOOK MUNI  
Runway Ident - 26  
Runway Lth/Wid - 3900/ 60  
Runway Surface - ASPHALT  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 36  
Biennial Flight Review  
Current - NO  
Months Since - UNK/NR  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 70  
Make/Model- 7  
Instrument- 0  
Last 24 Hrs - UNK/NR  
Last 30 Days- UNK/NR  
Last 90 Days- 7

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT TOOK OFF ON A 3900-FOOT DRY ASPHALT RWY. AN UNCOMMANDED LEFT YAW DEVELOPED WHICH THE PLT WAS UNABLE TO COUNTER. THE ACFT STRUCK A FENCE OFF THE LEFT SIDE OF THE RWY AND NOSED OVER.

Brief of Accident (Continued)

File No. - 1925

9/04/86

CHINOOK,MT

A/C Reg. No. N6401L

Time (Lc1) - 1530 MDT

Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. LIFT-OFF - PREMATURE - PILOT IN COMMAND
2.      IMPROPER USE OF PROCEDURE, TOTAL - PILOT IN COMMAND
3. STALL/MUSH - INADVERTENT - PILOT IN COMMAND

Occurrence #2      IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

4. OBJECT - FENCE
5.      PROPER CLIMB RATE - NOT ATTAINED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

Factor(s) relating to this accident is/are finding(s) 2,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1825      10/08/86      RICHEY,MT      A/C Reg. No. N3742Z      Time (Lc1) - 1820 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -HUNTING	Fire	Crew 0	1	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	1	0	0
Accident Occurred During -MANEUVERING					

-----Aircraft Information-----

Make/Model - PIPER J3C-65	Eng Make/Model - CONTINENTAL C-85-12	ELT Installed/Activated - UNK/NR
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1220	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 85 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	RICHEY,MT	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - N/A
Visibility - 25.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 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 - 34	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 588
SE LAND	Months Since - 1	Make/Model- 20
	Aircraft Type - J3C	Instrument- 1
		Multi-Eng - UNK/NR
		Last 24 Hrs - 5
		Last 30 Days- UNK/NR
		Last 90 Days- 40
		Rotorcraft - 373

Instrument Rating(s) - NONE

-----Narrative-----

AFTER MAKING A LOW PASS SO THE PASSENGER COULD SHOOT AT A COYOTE, THE PLT INITIATED A RGT TURN TO POSITION THE ACFT FOR ANOTHER PASS. WHILE IN THE TURN, THE ACFT IMPACTED THE GROUND. THE PLT STATED THAT THE PASSENGER (REAR SEAT OCCUPANT) WAS PARTIALLY OUT THE OPEN DOOR WITH HIS RGT FOOT ON THE WING STRUT. RPRTDLY, THE PASSENGER GOT HIS LEG AGAINST THE CONTROL STICK & THE PLT WAS UNABLE TO ROLL OUT OF THE TURN. THE PASSENGER WAS NOT USING HIS SEAT BELT. HE RECEIVED A SERIOUS HEAD INJURY & COULD NOT RECALL THE CIRCUMSTANCES OF THE ACDNT. THE PLT RECOMMENDED REMOVAL OF THE REAR CONTROL STICK AS A PREVENTATIVE MEASURE TO PREVENT POSSIBLE PASSENGER INTERFERENCE WITH THE FLT CONTROLS.

Brief of Accident (Continued)

File No. - 1825

10/08/86

RICHEY,MT

A/C Reg. No. N3742Z

Time (Lc1) - 1820 MDT

Occurrence #1            LOSS OF CONTROL - IN FLIGHT  
Phase of Operation       MANEUVERING

Finding(s)

1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
2. SUPERVISION - INADEQUATE - PILOT IN COMMAND
3. FLT CONTROL SYST,AILERON CONTROL - MOVEMENT RESTRICTED
4. CONTROL INTERFERENCE - INADVERTENT - PASSENGER
5. SEAT BELT - NOT USED - PASSENGER

Occurrence #2            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation       MANEUVERING

Finding(s)

6. TERRAIN CONDITION - GROUND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4

Factor(s) relating to this accident is/are finding(s) 5

Brief of Accident

File No. - 1985      12/06/86      HAVRE,MT      A/C Reg. No. N7087D      Time (Lc1) - 0900 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Crew	0	1	0	0
Pass	0	0	1	0

Type of Operation -PERSONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -DESCENT

Fire  
UNK/NR

-----Aircraft Information-----

Make/Model - PIPER PA-18-150  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 1750  
No. of Seats - 2

Eng Make/Model - LYCOMING O-360-C2A  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 150 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- CALM  
Visibility - 30.0 SM  
Lowest Sky/Clouds - 12000 FT SCATTERED  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
HAVRE,MT  
Destination  
LOCAL

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A  
Runway Lth/Wid - N/A  
Runway Surface - N/A  
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

ATP  
SE LAND,ME LAND,SE SEA

Age - 23

Biennial Flight Review

Current - YES  
Months Since - 2  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 3223	Last 24 Hrs	- 2
Make/Model-	79	Last 30 Days-	UNK/NR
Instrument-	310	Last 90 Days-	413
Multi-Eng	- 125		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT INADVERTENTLY STALLED THE ACFT DURING PULL-UP AFTER MAKING A PASS 20 FT ABOVE COYOTES ON THE GROUND. THE ACFT IMPACTED LEVEL TERRAIN AND SLID THROUGH A WIRE FENCE.



Brief of Accident (Continued)

File No. - 1985

12/06/86

HAVRE,MT

A/C Reg. No. N7087D

Time (Lcl) - 0900 MST

-----  
Occurrence #1        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    MANEUVERING

Finding(s)

1. STALL - INADVERTENT - PILOT IN COMMAND
  2. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
  3. LOW PASS - PERFORMED - 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. - 1813      7/21/86      CHAPEL HILL, NC      A/C Reg. No. N222DU      Time (Lcl) - 1333 EDT

-----Basic Information-----

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage				
Name of Carrier	-PUMPKIN AIR, INC.	SUBSTANTIAL		Fatal	Serious	Injuries
Type of Operation	-NON SCHED, DOMESTIC, PASSENGER	Fire	Crew	0	0	Minor
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	2
Accident Occurred During	-LANDING					None
						1
						2

-----Aircraft Information-----

Make/Model	- BELL 222UT	Eng Make/Model	- LYCOMING LTS101-750C-1	ELT Installed/Activated	- YES/NO
Landing Gear	- SKID	Number Engines	- 2	Stall Warning System	- NO
Max Gross Wt	- 8250	Engine Type	- TURBOSHAFT		
No. of Seats	- 6	Rated Power	- 735 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NWS	Last Departure Point		OFF AIRPORT/STRIP	
Method	- UNK/NR	LUMBERTON, NC			
Completeness	- WEATHER NOT PERTINENT	Destination		Airport Data	
Basic Weather	- VMC	DURHAM, NC		Runway Ident	- N/A
Wind Dir/Speed	- 225/004 KTS	ATC/Airspace		Runway Lth/Wid	- N/A
Visibility	- 5.0 SM	Type of Flight Plan	- NONE	Runway Surface	- N/A
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- NONE	Runway Status	- N/A
Lowest Ceiling	- NONE	Type Apch/Lndg	- FORCED LANDING		
Obstructions to Vision	- NONE				
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

-----Personnel Information-----

Pilot-In-Command	Age - 30	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 7896	Last 24 Hrs - 5
SE LAND, ME LAND	Months Since - 2	Make/Model - 536	Last 30 Days - UNK/NR
HELICOPTER	Aircraft Type - 222UT	Instrument - 215	Last 90 Days - 149
		Multi-Eng - 1456	Rotorcraft - 4694

Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

DRG AN EMERG MED SVC (EMS)/MED EVAC FLT, AN UNCONTAINED PWR TURBINE BURST OF THE #1 ENG OCCURRED. DEBRIS FM THE #1 ENG DISABLED THE #2 ENG & SEVERED THE TAIL ROTOR DRIVE SHAFT. THE #2 ENG FIRE LGT ILLUMINATED & THE PLT DISCHARGED THE #2 ENG FIRE EXTINGUISHER. DRG AN AUTOROTATIVE LNDG, THE PLT INCREASED COLLECTIVE TO CLR TREES, AND THE HELICOPTER ROLLED ON ITS SIDE AT TOUCHDOWN. THE PLT, 1 NURSE & THE PATIENT WERE UNHARMED, BUT 2 NURSES RCVD MINOR INJURIES. AN EXAM SHOWED THE #2 & #3 BRGS IN THE #1 ENG HAD OVERHEATED & FAILED DUE TO LACK OF LUBRICATION. OIL PASSAGES & JETS TO THE BRGS WERE FND CLOGGED WITH HVY CARBON DEPOSITS. THE ENG COMBUSTOR HOUSING WAS CHNGD APRX 13 FLT HRS BFR THE ACDNT DUE TO A CLOGGED VENT STRUT; AFTER DRAINING OIL, THE OIL SYS WASN'T FLUSHED, BUT FLUSHING WASN'T REQD. EVIDENCE SHOWED LYC LTS 101-750C-1 ENGS WERE SUSCEPTIBLE TO CARBON CLOGGING; THAT THE #2 SEALS TENDED TO ERODE & ALLOW EXCESSIVE HOT GASES INTO THE #2 & #3 BRGS. AFTER THE ACDNT, THE FAA ISSUED AD 86-22-05, REQUIRING INCREASED INSPN & MAINT PROCEDURES TO PREVENT RECURRENCE.

Brief of Accident (Continued)

File No. - 1813

7/21/86

CHAPEL HILL, NC

A/C Reg. No. N222DU

Time (Lcl) - 1333 EDT

Occurrence #1      LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION  
Phase of Operation      CRUISE - NORMAL

Finding(s)

1. TURBINE ASSEMBLY, SEAL - WORN
2. AIRCRAFT/EQUIPMENT, INADEQUATE DESIGN(STANDARD/REQUIREMENT), AIRCRAFT COMPONENT - MANUFACTURER
3. FLUID, OIL - OVERTEMPERATURE
4. LUBRICATING SYSTEM - CONTAMINATION
5. MAINTENANCE - INADEQUATE - COMPANY MAINTENANCE PSNL
6. PROCEDURE INADEQUATE, CONDITION(S)/STEP(S) NOT LISTED - MANUFACTURER
7. LUBRICATING SYSTEM - BLOCKED(PARTIAL)
8. FLUID, OIL - STARVATION
9. TURBINE ASSEMBLY, SHAFT BEARING - OVERTEMPERATURE
10. TURBINE ASSEMBLY, SHAFT BEARING - FAILURE, TOTAL
11. TURBOSHAFT ENGINE, FREE (POWER) TURBINE - BURST
12. ROTOR DRIVE SYSTEM, TAIL ROTOR DRIVE SHAFT - FAILURE, TOTAL

Occurrence #2      FIRE  
Phase of Operation      OTHER

Finding(s)

13. FUEL SYSTEM, LINE - PENETRATED
14. ENGINE ASSEMBLY, OTHER - FIRE
15. FIRE EXTINGUISHING EQUIPMENT - SELECTED -

Occurrence #3      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Finding(s)

16. AUTOROTATION - PERFORMED -

Occurrence #4      ROLL OVER  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

17. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
18. ROTOR RPM - REDUCED -
19. FLARE - NOT POSSIBLE -
20. DIRECTIONAL CONTROL - NOT POSSIBLE -
21. TERRAIN CONDITION - ROUGH/UNEVEN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,7,8,9,10,11

Factor(s) relating to this accident is/are finding(s) 5,6,17,21

Brief of Accident

File No. - 1989 11/19/86 EDEN,NC

A/C Reg. No. N9665F

Time (Lcl) - 1615 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Fire	Crew	0	0	0	1
NONE	Pass	0	0	0	0

Type of Operation -PERSONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -LANDING

-----Aircraft Information-----

Make/Model - HUGHES 269C  
Landing Gear - SKID  
Max Gross Wt - 1900  
No. of Seats - 2

Eng Make/Model - LYCOMING HIO-360 D1A  
Number Engines - 1  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 190 HP

ELT Installed/Activated - 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- 060/010 KTS  
Visibility - 15.0 SM  
Lowest Sky/Clouds - 25000 FT SCATTERED  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
WINSTON-SALEM,NC  
Destination  
EDEN,NC

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

SHILOH  
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 - TRAFFIC PATTERN  
FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE  
SE LAND  
HELICOPTER

Age - UNK/NR

Biennial Flight Review

Current - YES  
Months Since - 1  
Aircraft Type - 269C

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 350	Last 24 Hrs	- UNK/NR
Make/Model-	60	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	UNK/NR
Multi-Eng	- UNK/NR	Rotorcraft	- 60

Instrument Rating(s) - NONE

-----Narrative-----

PILOT RELATED THAT HE HAD PLACED THE HELICOPTER AT TRIAD FOR A 50 HOUR INSPECTION. AIRCRAFT REPORTEDLY DEFUELED TO DRY TANK. SIX DAYS LATER FUEL TRUCK LOG SHOWS AIRCRAFT REFUELED WITH 23.2 GALLONS AS PAYBACK. ACCORDING TO INFORMATION FURNISHED BY OWNER AND TRIAD, THE HELICOPTER WAS OPERATED FOR A TOTAL OF 1 HOUR AND 25 MINUTES AT VARIOUS POWER SETTINGS. OWNER/PILOT STATED THAT WHILE ON BASE LEG THE ENGINE SHUT OFF LIKE TURNING SWITCH OFF. DURING AUTROROTATION, HAD TO BLEED OFF ROTOR ENERGY TO CLEAR TREES. AFTER CLEARING TREES SAW ABANDONED POWER LINES. THOUGHT HAD HIT LINES WITH BOTTOM OF SKID. TOUCHED DOWN IN PLOWED FIELD AND ROLLED OVER. PILOT DID NOT VISUALLY CHECK FUEL AFTER LANDING BUT SAW NO LEAKS. FAA INSPECTOR ADDED 5 GALLONS OF FUEL TO DRY TANKS AFTER RECOVERY AND RAN ENGINE FOR ABOUT 30 SECONDS. SHUT DOWN DUE TO CRACK IN FUEL LINE WHICH WAS CRIMPED. INSPECTOR INDICATED CRIMP WAS IMPACT DAMAGE.

Brief of Accident (Continued)

File No. - 1989

11/19/86

EDEN, NC

A/C Reg. No. N9665F

Time (Lcl) - 1615 EST

Occurrence #1      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      APPROACH - VFR PATTERN - BASE TO FINAL

Finding(s)

1. ENGINE INSTRUMENTS, FUEL QUANTITY GAGE - FALSE INDICATION
2. MAINTENANCE, CALIBRATION - NOT PERFORMED - COMPANY MAINTENANCE PSNL
3. FLUID, FUEL - STARVATION
4. FUEL CONSUMPTION CALCULATIONS - INADEQUATE - PILOT IN COMMAND

Occurrence #2      IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      DESCENT

Finding(s)

5. OBJECT - WIRE, TRANSMISSION
6. PLANNED APPROACH - POOR - PILOT IN COMMAND
7. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

Occurrence #3      ROLL OVER  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1805      12/06/86      ROANOKE RAPIDS, NC      A/C Reg. No. N37800      Time (Lcl) - 1442 EST

-----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 - SIKORSKY UH-19D	Eng Make/Model - WRIGHT R-1300-3D	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 7500	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - UNK/NR	Rated Power - 700 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- 350/005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 36	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - 9000
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model- 250
HELICOPTER	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - 400

Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

THE PLT SAID HE WAS SPREADING FERTILIZER ON TREES WHEN HE HEARD A LOUD NOISE FROM THE ENG & THE HELICOPTER YAWED LEFT. AT THAT TIME, THE HELICOPTER'S ALT & SPEED WERE ABOUT 100 FT & 40 KTS. COLLECTIVE WAS RAISED TO CLEAR TREE TOPS & REACH A CLEARING. BEFORE TOUCHDOWN, ROTOR ENERGY WAS EXPENDED, & SUBSEQUENTLY, THE HELICOPTER LANDED HARD & WAS SUBSTANTIALLY DAMAGED. THE PLT SENT THE ENG TO A REPAIR FACILITY, BUT THE REASON FOR THE MALFUNCTION WAS NOT VERIFIED.

Brief of Accident (Continued)

File No. - 1805

12/06/86

ROANOKE RAPIDS, NC

A/C Reg. No. N37800

Time (Lcl) - 1442 EST

Occurrence #1      LOSS OF POWER  
Phase of Operation      MANEUVERING - AERIAL APPLICATION

Finding(s)  
1. UNDETERMINED

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Finding(s)  
2. AUTOROTATION - PERFORMED -

Occurrence #3      HARD LANDING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)  
3. TERRAIN CONDITION - NONE SUITABLE  
4. TERRAIN CONDITION - HIGH OBSTRUCTION(S)  
5. MANEUVER - PERFORMED -  
6. ROTOR RPM - NOT MAINTAINED -  
7. FLARE - NOT POSSIBLE -

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 3,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1863      12/07/86      CULLOWHEE, NC      A/C Reg. No. N6860G      Time (Lcl) - 1415 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -INSTRUCTIONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -TAKEOFF

Aircraft Damage  
DESTROYED  
Fire      NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	2	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model      - CESSNA 150L  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 1600  
No. of Seats      - 2

Eng Make/Model      - CONTINENTAL O-200  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 100 HP

ELT Installed/Activated - YES-UNK/NR  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed      - 150/006 KTS  
Visibility      - 25.0 SM  
Lowest Sky/Clouds      - 10000 FT  
Lowest Ceiling      - 10000 FT BROKEN  
Obstructions to Vision      - NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan      - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - TRAFFIC PATTERN

Airport Proximity  
ON AIRPORT

Airport Data

JACKSON COUNTY AIRPORT  
Runway Ident      - 32  
Runway Lth/Wid      - 2900/ 50  
Runway Surface      - ASPHALT  
Runway Status      - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
ATP, CFI  
SE LAND

Age      - 64  
Biennial Flight Review  
Current      - YES  
Months Since      - 6  
Aircraft Type      - G-159

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total      - 18000	Last 24 Hrs      - 5
Make/Model      - 2000	Last 30 Days      - UNK/NR
Instrument      - 2500	Last 90 Days      - 22
Multi-Eng      - 9000	

Instrument Rating(s)      - AIRPLANE

-----Narrative-----

AFTER NOT FLYING FOR ABOUT 7 YRS, THE PLT OBTAINED FLT INSTRUCTION IN PREPARATION FOR A BIENNIAL FLT REVIEW. HIS 1ST FLT WAS COMPLETED 4 DAYS PRIOR TO THE ACNT. THE ACNT FLT WAS TO BE DEVOTED PRIMARILY TO TAKEOFFS & LANDINGS. THE STUDENT PLT WAS RPRTD TO UNDERSTAND THAT THE 1ST LANDING WAS TO BE A FULL STOP, FOLLOWED BY A TAXI-BACK FOR ANOTHER TAKEOFF. AS THE ACFT WAS ON THE LANDING ROLL, HE APPLIED INPUTS TO THE CONTROLS TO MOVE THE ACFT TO THE RGT SIDE OF THE RWY TO TURN BACK. AT APRX THAT TIME, THE INSTRUCTOR (CFI) RPRTDLY TOLD THE STUDENT TO MAKE THE LANDING A TOUCH-&-GO. AFTER POWER WAS APPLIED FOR TAKEOFF, THE ACFT VEERED OFF THE RGT SIDE OF THE RWY, WENT DOWN AN EMBANKMENT & CAME TO REST INVERTED. THE CFI SAID THE STUDENT RESISTED HIS INPUTS TO THE FLT CONTROLS TO CORRECT THE SITUATION.



Brief of Accident (Continued)

File No. - 1863

12/07/86

CULLOWHEE, NC

A/C Reg. No. N6860G

Time (Lcl) - 1415 EST

Occurrence #1      LOSS OF CONTROL - ON GROUND  
Phase of Operation      TAKEOFF - GROUND RUN

Finding(s)

1. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
2. CREW/GROUP COORDINATION - INADEQUATE - PILOT IN COMMAND(CFI)
3. TOUCH-AND-GO LANDING - INITIATED -
4.      IMPROPER DECISION - PILOT IN COMMAND(CFI)
5. DIRECTIONAL CONTROL - NOT MAINTAINED - DUAL STUDENT
6.      IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF RECENT EXPERIENCE - DUAL STUDENT
7. GROUND LOOP/SWERVE - INADVERTENT -
8. REMEDIAL ACTION - INADEQUATE - PILOT IN COMMAND(CFI)
9. CONTROL INTERFERENCE - INADVERTENT - DUAL STUDENT

Occurrence #2      NOSE OVER  
Phase of Operation      OTHER

Finding(s)

10. TERRAIN CONDITION - ROUGH/UNEVEN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,5,7

Factor(s) relating to this accident is/are finding(s) 2,4,6,8,9,10

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1864      12/10/86      CHARLOTTE, NC      A/C Reg. No. N58188      Time (Lcl) - 1400 EST

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage SUBSTANTIAL	Injuries			
Type of Operation - AERIAL OBSERVATION	Fire	Fatal	Serious	Minor	None
Flight Conducted Under - 14 CFR 91	NONE	Crew 0	0	0	1
Accident Occurred During - LANDING		Pass 0	0	0	0

-----Aircraft Information-----

Make/Model - HUGHES 269C	Eng Make/Model - LYCOMING HIO-360-D1A	ELT Installed/Activated - YES-UNK/NR
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1670	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	BURLINGTON, NC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	CHARLOTTE, NC	Runway Ident - N/A
Wind Dir/Speed- 300/007 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 1500 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 12000 FT OVERCAST	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 35	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE, COMMERCIAL	Current - YES	Total - 4500
SE LAND	Months Since - 6	Make/Model - 900
HELICOPTER	Aircraft Type - 269C	Instrument - UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 2
		Last 30 Days - UNK/NR
		Last 90 Days - 200
		Rotorcraft - 4500

Instrument Rating(s) - HELICOPTER

-----Narrative-----

WHILE FLYING AT 300' TO 500' AGL ON A CABLE PATROL FLT, THE PLT HEARD A LOUD LOISE. THE ROTOR RPM STARTED TO DECAY & THE ENG RPM INCREASED SHARPLY. THE PLT INITIATED AN AUTOROTATION TO A PARKING LOT, BUT HAD TO MANEUVER TO AVOID TREES & A VEHICLE. THE HELICOPTER TOUCHED DOWN HARD ON THE RGT SKID, COLLAPSING THE SKID & DAMAGING THE MAIN ROTOR BLADES. AN INV REVEALED THE FORWARD COUPLING SPLINES ON THE LOWER PULLEY DRIVE SHAFT, PN 269A5559-3, HAD FAILED, EFFECTIVELY DISCONNECTING THE ENG FROM THE MAIN ROTOR. THE BOOT FOR RETAINING THE LUBRICANT IN THE SPLINE AREA WAS MISSING & THE SPLINE & RECEPTACLE WERE DRY OF LUBRICANT. THE ACDNT OCCURRED ABOUT 71 HRS AFTER THE COUPLINGS HAD BEEN REPACKED WITH LUBRICANT.

Brief of Accident (Continued)

File No. - 1864

12/10/86

CHARLOTTE, NC

A/C Reg. No. N58188

Time (Lc1) - 1400 EST

Occurrence #1      AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation      CRUISE

Finding(s)

1. ROTOR DRIVE SYSTEM, ENGINE TO TRANSMISSION DRIVE - FAILURE, PARTIAL
2. MAINTENANCE - IMPROPER - COMPANY MAINTENANCE PSNL

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Finding(s)

3. AUTOROTATION

Occurrence #3      HARD LANDING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

4. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
5. OBJECT - VEHICLE
6. MANEUVER - PERFORMED -

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 4,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1951      12/12/86      MORGANTON, NC      A/C Reg. No. N71966      Time (Lcl) - 1600 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	Crew	0	0	0
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During	-LANDING					

-----Aircraft Information-----

Make/Model	- LUSCOMBE 8A	Eng Make/Model	- CONTINENTAL C-85	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- UNK/NR
Max Gross Wt	- 1200	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 85 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 290/005 KTS</p> <p>Visibility - 10.0 SM</p> <p>Lowest Sky/Clouds - 3000 FT SCATTERED</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">MORGANTON, NC</p> <p>Destination</p> <p style="padding-left: 20px;">MORGANTON, NC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRPORT</p> <p>Airport Data</p> <p style="padding-left: 20px;">LENOIR-MORGANTON</p> <p>Runway Ident - 21</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)</p> <p style="padding-left: 20px;">PRIVATE</p> <p style="padding-left: 20px;">SE LAND</p>	<p>Age - 61</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - YES</p> <p style="padding-left: 20px;">Months Since - 3</p> <p style="padding-left: 20px;">Aircraft Type - 8A</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p style="padding-left: 20px;">Total - 600</p> <p style="padding-left: 20px;">Make/Model- 34</p> <p style="padding-left: 20px;">Instrument- 0</p> <p style="padding-left: 20px;">Last 24 Hrs - 1</p> <p style="padding-left: 20px;">Last 30 Days- UNK/NR</p> <p style="padding-left: 20px;">Last 90 Days- 34</p>
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Instrument Rating(s) - NONE

-----Narrative-----

PLT REPTD DOING LCL FLYING FOR ABOUT ONE HR AFTER DEPT FROM PVT GRASS STRIP. MADE APCH AND LDG AT MORGANTON-LENOIR APT. ON TOUCHDOWN PLT REPTD BOUNCING, AND BEING UNABLE TO RECOVER BEFORE LT MAIN GEAR COLLAPSED AND LT WING DRAGGED. PLT STATED THAT HE FELT THAT HE MISSED THE LEFT WHEEL BRAKE PEDAL WHEN HE ATTEMPTED TO RECOVER FROM RIGHT SWERVE.

Brief of Accident (Continued)

File No. - 1951

12/12/86

MORGANTON, NC

A/C Reg. No. N71966

Time (Lc1) - 1600 EST

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Occurrence #1            LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING - FLARE/TOUCHDOWN  
1. BRAKES(NORMAL) - DELAYED - PILOT IN COMMAND  
2.        IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND  
3. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND  
4. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

---

Occurrence #2            MAIN GEAR COLLAPSED  
Phase of Operation      LANDING - ROLL

Finding(s)  
5. LANDING GEAR, MAIN GEAR - OVERLOAD  
6. LANDING GEAR, MAIN GEAR - FAILURE, TOTAL

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----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

Brief of Accident

File No. - 1899      12/27/86      HIGH POINT, NC      A/C Reg. No. N8389C      Time (Lcl) - 1330 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -LANDING

Aircraft Damage  
SUBSTANTIAL

Fire  
NONE

Crew  
Pass

Fatal  
0  
0

Injuries  
Serious  
0  
0

Minor  
0  
0

None  
1  
3

-----Aircraft Information-----

Make/Model      - PIPER PA-28-181  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 2450  
No. of Seats      - 4

Eng Make/Model      - LYCOMING O-360-A4M  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 180 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed-      050/007 KTS  
Visibility      - 6.0 SM  
Lowest Sky/Clouds      - 18000 FT SCATTERED  
Lowest Ceiling      - NONE  
Obstructions to Vision-      HAZE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
SOUTH BOSTON, VA  
Destination  
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan      - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - TRAFFIC PATTERN

Airport Proximity  
ON AIRSTRIP

Airport Data

DARR FIELD  
Runway Ident      - 31  
Runway Lth/Wid      - 2305/ 60  
Runway Surface      - GRASS/TURF  
Runway Status      - WET

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 45

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      - 104  
Make/Model-      52  
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 PLT LANDED ON THE WET TURF/GRAVEL RWY WITH A SLIGHT QUARTERING TAIL WIND. RPRTDLY, THE ACFT TOUCHED DOWN ABOUT 1/3 OF THE WAY DOWN THE RWY WITH AN AIRSPEED OF 4 TO 9 KTS ABOVE THE RECOMMENDED SPEED. THE PLT WAS UNABLE TO STOP ON THE REMAINING RWY & STEERED THE ACFT TO THE LEFT TO AVOID A FENCE NEAR THE DEPARTURE END. THE ACFT THEN COLLIDED WITH A RAILROAD EMBANKMENT WHICH WAS ADJACENT TO THE RWY. AN EXAM OF THE BRAKES & TIRES REVEALED THEY WERE IN GOOD CONDITION & SHOULD HAVE FUNCTIONED CORRECTLY.

Brief of Accident (Continued)

File No. - 1899

12/27/86

HIGH POINT, NC

A/C Reg. No. N8389C

Time (Lcl) - 1330 EST

---

Occurrence

OVERRUN

Phase of Operation

LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
  2. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
  3. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
  4. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - WET
  5. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
  6. 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) 2,3,5

Factor(s) relating to this accident is/are finding(s) 1,4,6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1983      10/22/86      CROSBY,ND      A/C Reg. No. N8271P      Time (Lc1) - 1440 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -BUSINESS  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -TAKEOFF

Aircraft Damage  
DESTROYED  
Fire      NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew	1	0	0	0	0
Pass	3	0	0	0	0

-----Aircraft Information-----

Make/Model      - PIPER PA-24-250  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 2900  
No. of Seats      - 4

Eng Make/Model      - LYCOMING O-540-A1D5  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 250 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data  
Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- 045/010 KTS  
Visibility      - 50.0 SM  
Lowest Sky/Clouds      - CLEAR  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary  
Last Departure Point  
SAME AS ACC/INC  
Destination  
BISMARCK,ND  
  
ATC/Airspace  
Type of Flight Plan - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - NONE

Airport Proximity  
ON AIRPORT  
  
Airport Data  
CROSBY MUNI  
Runway Ident      - 30  
Runway Lth/Wid      - 2850/ 50  
Runway Surface      - ASPHALT  
Runway Status      - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND,ME LAND

Age - 36  
Biennial Flight Review  
Current      - YES  
Months Since      - 3  
Aircraft Type      - PA24250

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 836  
Last 24 Hrs      - 1  
Make/Model- 13  
Last 30 Days- UNK/NR  
Instrument- 135  
Last 90 Days- 20  
Multi-Eng - 24

Instrument Rating(s) - AIRPLANE

-----Narrative-----

CROSBY MUNICIPAL ARPT WAS NOTAM'D CLOSED DUE TO RWY CONSTRUCTION AND RESURFACING. THE PLT AND PAXS WERE EMPLOYEES OF THE ENGINEERING COMPANY PARTICIPATING IN THE ARPT CONSTRUCTION. THE PLT OF N8271P HAD LANDED ON THE CLOSED RWY EARLIER IN THE DAY. THE RWY WAS OCCUPIED BY TWO 3-TON DUMP TRUCKS AND PAVING EQUIPMENT. THE PLT WAS SHOWN A GRASS STRIP THAT WAS SUITABLE FOR TAKEOFF BUT CHOSE THE PAVED RWY. THE ACFT STRUCK THE PAVING EQUIPMENT THAT WAS APPROX 1440 FT FROM THE NEW TAXIWAY USED BY N8271P TO ACCESS RWY 30. ACCORDING TO THE TAKEOFF PERFORMANCE CHARTS, A GROUND RUN OF OVER A THOUSAND FT IS NEEDED WITH OVER 1600 FEET OF DISTANCE TO CLEAR A 50 FT OBSTACLE.



Brief of Accident (Continued)

File No. - 1983

10/22/86

CROSBY,ND

A/C Reg. No. N8271P

Time (Lc1) - 1440 CDT

Occurrence IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation TAKEOFF

Finding(s)

1. NOTAMS - DISREGARDED - PILOT IN COMMAND
2. PERFORMANCE DATA - NOT USED - PILOT IN COMMAND
3. JUDGEMENT - POOR - PILOT IN COMMAND
4. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - UNAVAILABLE

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 2,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1945      10/26/86      RICHARDTON,ND      A/C Reg. No. N9051H      Time (Lcl) - 1720 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -BUSINESS	Fire	Crew 0	1	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	2	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 172M	Eng Make/Model - LYCOMING O-320-E2D	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	FARGO,ND	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	RICHARDTON,ND	Runway Ident - 27
Wind Dir/Speed- 290/008 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Surface - GRASS/TURF
Lowest Sky/Clouds - UNK/NR THIN BKN	Type of Clearance - NONE	Runway Status - DRY
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DUSK		

-----Personnel Information-----

Pilot-In-Command	Age - 68	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - NO	Total - 514
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 5
	Aircraft Type - UNK/NR	Make/Model- 219
		Instrument- UNK/NR
		Last 30 Days- 11
		Last 90 Days- 14
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT ATTEMPTED A LANDING ON AN UNLIGHTED DIRT STRIP AT DUSK. HE STATED HE INTENTIONALLY FLEW LOW BECAUSE IT WAS GETTING DARK. ON FINAL APCH ACFT STRUCK TREES AND THEN IMPACTED THE TERRAIN, NOSING OVER.

Brief of Accident (Continued)

File No. - 1945

10/26/86

RICHARDTON,ND

A/C Reg. No. N9051H

Time (Lcl) - 1720 MST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. LIGHT CONDITION - DUSK
2. VISUAL LOOKOUT - NOT POSSIBLE - PILOT IN COMMAND
3. IMPROPER USE OF FACILITY - PILOT IN COMMAND
4. OBJECT - TREE(S)
5. PROPER GLIDEPATH - NOT MAINTAINED - PILOT IN COMMAND
6. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

Occurrence #2 NOSE OVER  
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,5,6

Factor(s) relating to this accident is/are finding(s) 1,3,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1990      10/05/86      SEWARD, NE      A/C Reg. No. N5980P      Time (Lcl) - 1850 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
Crew 0	0	0	1
Pass 0	0	0	1

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - LANDING

Fire  
NONE

-----Aircraft Information-----

Make/Model - PIPER PA-24-250  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 2800  
No. of Seats - 4

Eng Make/Model - LYCOMING O-540 A1A5  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 250 HP

ELT Installed/Activated - YES-UNK/NR  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

Airport Proximity  
ON AIRSTRIP

Airport Data

Wind Dir/Speed- 330/012 KTS  
Visibility - 20.0 SM  
Lowest Sky/Clouds - 5000 FT SCATTERED  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - TRAFFIC PATTERN

Runway Ident - 31  
Runway Lth/Wid - 1600/ 60  
Runway Surface - GRASS/TURF  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 54  
Biennial Flight Review  
Current - YES  
Months Since - 11  
Aircraft Type - PA24250

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)

Total - 2710	Last 24 Hrs - 1
Make/Model- 500	Last 30 Days- UNK/NR
Instrument- 205	Last 90 Days- 11

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTS THAT HE WAS LANDING ON HIS PRIVATE GRASS STRIP WHICH IS 1600 X 60 FT. HE SAID THE GRASS ON THE EDGES WAS THICKER THEN THAT IN THE MIDDLE. DURING LANDING ROLL THE ACFT DRIFTED TO THE LT AND THE LT WING COLLIDED WITH MILO GROWING ALONG THE LT SIDE OF THE STRIP. THE ACFT SWERVED TO THE LT AND THE RT MLG COLLAPSED.

Brief of Accident (Continued)

File No. - 1990

10/05/86

SEWARD,NE

A/C Reg. No. N5980P

Time (Lcl) - 1850 CDT

-----  
Occurrence #1      LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING - ROLL

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  2. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
- 

Occurrence #2      ON GROUND COLLISION WITH TERRAIN  
Phase of Operation      LANDING - ROLL

Finding(s)

3. 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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1874      3/22/86      LACONIA, NH      A/C Reg. No. N5629K      Time (Lcl) - 1730 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation - PERSONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under - 14 CFR 91	NONE	Pass	0	0	1
Accident Occurred During - LANDING			0	0	2
					0

-----Aircraft Information-----

Make/Model - BEECH S35	Eng Make/Model - CONTINENTAL IO-520	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3400	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 285 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	TWIN MOUNTAIN, NH	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	BEDFORD, MA	Runway Ident - N/A
Wind Dir/Speed- 300/010 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 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 - 69	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1450
SE LAND	Months Since - 1	Last 24 Hrs - 1
	Aircraft Type - BE-S35	Last 30 Days- UNK/NR
		Last 90 Days- 18
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING CRUISE FLT, THE ACFT ENG FAILED & OIL COVERED THE WINDSHIELD & SIDE WINDOWS. SUBSEQUENTLY, THE ACFT CRASH LANDED INTO WOODED TERRAIN WHILE IN A WINGS LEVEL ATTITUDE AT LOW SPEED. TESTS SHOWED THE ENG CRANKSHAFT HAD FAILED FROM FATIGUE. THE FATIGUE CRACK ORIGINATED AT A SUBSURFACE LOCATION.

Brief of Accident (Continued)

File No. - 1874

3/22/86

LACONIA, NH

A/C Reg. No. N5629K

Time (Lcl) - 1730 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
3. FLUID, OIL - LEAK
4. WINDOW, FLIGHT COMPARTMENT WINDOW/WINDSHIELD - OTHER
5. VISUAL LOOKOUT - REDUCED -

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Occurrence #3      IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

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

Factor(s) relating to this accident is/are finding(s) 6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1894      7/28/86      WOLFEBORO, NH      A/C Reg. No. N396X      Time (Lcl) - 1200 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Fire	Crew	0	0	0	1
NONE	Pass	0	0	0	3

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - LANDING

-----Aircraft Information-----

Make/Model - MAULE M-5-235  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 2300  
No. of Seats - 4

Eng Make/Model - LYCOMING O-540-J1A5D  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 235 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- UNK/NR  
Visibility - 20.0 SM  
Lowest Sky/Clouds - UNK/NR  
Lowest Ceiling - 4000 FT  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
HAVERHILL, MA  
Destination  
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - VFR  
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity  
ON AIRPORT

Airport Data

LAKES REGION  
Runway Ident - 30  
Runway Lth/Wid - 2000/ 50  
Runway Surface - ASPHALT  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 33  
Biennate Flight Review  
Current - YES  
Months Since - 2  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 325  
Make/Model- 86  
Instrument- 8  
Last 24 Hrs - 0  
Last 30 Days- UNK/NR  
Last 90 Days- 11

Instrument Rating(s) - NONE

-----Narrative-----

WHILE LANDING, THE AIRCRAFT BOUNCED SLIGHTLY & THE PLT LOST DIRECTIONAL CONTROL. THE AIRCRAFT VEERED LEFT OVER THE RUNWAY EDGE ONTO A SOFT SHOULDER, NOSED OVER & WAS DAMAGED.



Brief of Accident (Continued)

File No. - 1894

7/28/86

WOLFEBORO,NH

A/C Reg. No. N396X

Time (Lc1) - 1200 EDT

Occurrence #1      LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

1. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Occurrence #2      NOSE OVER  
Phase of Operation      LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - SOFT

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1883      8/15/86      MOULTONBORO,NH      A/C Reg. No. N9909L      Time (Lcl) - 2200 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -DESCENT

Fire      Crew  
NONE      Pass

-----Aircraft Information-----

Make/Model      - GRUMMAN AA-1B  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 1465  
No. of Seats      - 2

Eng Make/Model      - LYCOMING O-235-C2C  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 108 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- UNK/NR  
Visibility      - 12.0      SM  
Lowest Sky/Clouds      - UNK/NR  
Lowest Ceiling      - UNK/NR  
Obstructions to Vision- HAZE  
Precipitation      - NONE  
Condition of Light      - NIGHT(DARK)

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LACONIA,NH

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - NONE

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

MOULTONBORO  
Runway Ident      - N/A  
Runway Lth/Wid      - 3630/      50  
Runway Surface      - ASPHALT  
Runway Status      - N/A

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
COMMERCIAL  
SE LAND  
HELICOPTER

Age - 41  
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      - 3450  
Make/Model- 450  
Instrument- 150  
Last 24 Hrs - 1  
Last 30 Days- UNK/NR  
Last 90 Days- 60  
Rotorcraft - 3000

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT RPRTD THAT HE DEPARTED THE MOULTONBORO ARPT AT ABOUT 2200 EDT. DURING DEPARTURE, THE ACFT STALLED & CRASHED INTO TREES ABOUT 1/2 MI NORTHWEST OF THE ARPT.

Brief of Accident (Continued)

File No. - 1883

8/15/86

MOULTONBORO,NH

A/C Reg. No. N9909L

Time (Lc1) - 2200 EDT

Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
3. STALL - INADVERTENT - 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) 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. - 1884

4/14/86

NEWTON,NJ

A/C Reg. No. N44DN

Time (Lc1) - 1045 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	1	0
0	0	0	0

Type of Operation -PERSONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -LANDING

Fire  
NONE

Crew  
Pass

-----Aircraft Information-----

Make/Model - CESSNA 150J  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 1600  
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200-A  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 100 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- CALM  
Visibility - UNK/NR  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - FORCED LANDING

Airport Proximity  
ON AIRPORT

Airport Data  
NEWTON

Runway Ident - 24  
Runway Lth/Wid - 2500/ 45  
Runway Surface - ASPHALT  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 55

Biennial Flight Review  
Current - YES  
Months Since - 9  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total - 652	Last 24 Hrs - UNK/NR
Make/Model- 652	Last 30 Days- UNK/NR
Instrument- 0	Last 90 Days- 3

Instrument Rating(s) - NONE

-----Narrative-----

THE ENG LOST POWER DURING TAKEOFF AT AN ALTITUDE OF APRX 100 FT. SUBSEQUENTLY, THE ACFT SETTLED INTO TREES NEAR THE DEPARTURE END OF THE RWY & WAS DAMAGED. A POST-ACDNT EXAM OF THE ACFT REVEALED THE FUEL TANKS WERE EMPTY.

Brief of Accident (Continued)

File No. - 1884

4/14/86

NEWTON, NJ

A/C Reg. No. N44DN

Time (Lc1) - 1045 EST

-----  
Occurrence #1            LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
  2. FLUID, FUEL - EXHAUSTION
  3. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
- 

Occurrence #2            FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Finding(s)

4. TERRAIN CONDITION - NONE SUITABLE
- 

Occurrence #3            IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

5. OBJECT - TREE(S)
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

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. - 1867      4/27/86      RIDGEFIELD PARK,NJ      A/C Reg. No. N60PB      Time (Lcl) - 1127 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	1

Type of Operation      -BUSINESS  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -LANDING

Fire      Crew      Pass

-----Aircraft Information-----

Make/Model      - ENSTROM F-28C  
Landing Gear      - SKID  
Max Gross Wt      - 1950  
No. of Seats      - 3

Eng Make/Model      - LYCOMING HIO-360-E1AB  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 205 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-      020/008 KTS  
Visibility      - 10.0 SM  
Lowest Sky/Clouds      - 2500 FT SCATTERED  
Lowest Ceiling      - UNK/NR  
Obstructions to Vision-      NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
AMBROSE,NJ

ATC/Airspace

Type of Flight Plan      - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - FORCED LANDING

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident      - N/A  
Runway Lth/Wid      - N/A  
Runway Surface      - N/A  
Runway Status      - N/A

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
HELICOPTER

Age      - 23  
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      - 101      Last 24 Hrs      - 0  
Make/Model-      56      Last 30 Days-      UNK/NR  
Instrument-      UNK/NR      Last 90 Days-      37  
Multi-Eng      - UNK/NR      Rotorcraft      - 101

Instrument Rating(s)      - NONE

-----Narrative-----

A WEIGHT IMBALANCE, THEN A SPLIT NEEDLE, CAUSED THE PLT TO ABORT 2 PREVIOUS ATTEMPTS TO DEPART. CONDITIONS WERE CORRECTED & THE HELICOPTER DEPARTED THE WATERFRONT HELIPAD. AS IT WENT OVER THE WATER, THE PLT NOTED A LOSS OF ENG POWER. HE TRIED TO RETURN TO THE HELIPAD, BUT THE ROTOR RPM CONTINUED TO DECAY & THE HELICOPTER SETTLED INTO THE WATER & SANK. THE PLT & PASSENGER ESCAPED WITHOUT INJURY.

Brief of Accident (Continued)

File No. - 1867

4/27/86

RIDGEFIELD PARK, NJ

A/C Reg. No. N60PB

Time (Lcl) - 1127 EST

-----  
Occurrence #1      LOSS OF POWER  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)  
1. UNDETERMINED  
-----

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Finding(s)  
2. AUTOROTATION  
-----

Occurrence #3      DITCHING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN  
-----

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1987      5/17/86      ATLANTIC CITY, NJ      A/C Reg. No. N414NY      Time (Lcl) - 2330 EDT

-----Basic Information-----

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-EAST COAST AIRWAYS, LTD	DESTROYED		Fatal	Serious	Minor	None
Type of Operation	-NON SCHED, DOMESTIC, PASSENGER	Fire	Crew	0	0	2	0
Flight Conducted Under	-14 CFR 135	ON GROUND	Pass	1	1	0	0
Accident Occurred During	-TAKEOFF		Other	1	0	0	0

-----Aircraft Information-----

Make/Model	- CESSNA 414A	Eng Make/Model	- CONTINENTAL TSIO-520-NB	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 6750	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 7	Rated Power	- 325 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	ATLANTIC CITY, NJ	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	ATLANTIC CITY, NJ	BADER FIELD
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 22
Visibility - 8.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2594/ 100
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 - NIGHT(BRIGHT)		

-----Personnel Information-----

Pilot-In-Command	Age - 35	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 4010
SE LAND, ME LAND	Months Since - 1	Make/Model- 76
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - 1780
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 64
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING TKF GND RUN, AT A SPEED OF 95 KTS, THE PLT PULLED THE CONTROL WHEEL BACK TO LIFT OFF. THE CONTROL WHEEL, ACCORDING TO THE PLT, WOULD NOT GO BACK MORE THAN ABOUT 2 INCHES; WHICH IS LESS THAN HALF THE NORMAL FULL AFT TRAVEL. THE ACFT REACHED A SPEED OF ABOUT 105 KTS AND HAD TRAVELED MORE THAN HALF OF THE RWY LENGTH WHEN THE PLT ABORTED THE TKF. THE PLT WAS UNABLE TO STOP THE ACFT ON THE RWY. THE ACFT WENT OFF THE RUNWAY AND SUBSEQUENTLY COLLIDED WITH AN OCCUPIED CAR THAT WAS ON A NEARBY STREET. THE INVESTIGATION REVEALED THE LEFTSIDE VOR IND HAD LOOSEENED FROM ITS MOUNTING CLAMP ON THE INSTRUMENT PANEL AND IT WAS LAYING AGAINST THE CONTROL WHEEL TUBE, BEHIND THE INSTRUMENT PANEL, LIMITING THE CONTROL WHEEL TO 2.5 INCHES OF REARWARD TRAVEL. THE PLT STATED THAT HE REMOVED THE CONTROL LOCK BEFORE ENGINE START AND PERFORMED A FLIGHT CONTROL CHECK BEFORE TKF.



Brief of Accident (Continued)

File No. - 1987

5/17/86

ATLANTIC CITY,NJ

A/C Reg. No. N414NY

Time (Lcl) - 2330 EDT

Occurrence #1            ON GROUND COLLISION WITH OBJECT  
Phase of Operation      TAKEOFF - GROUND RUN

Finding(s)

1. FLIGHT/NAV INSTRUMENTS,COURSE INDICATOR - DISCONNECTED
2. FLT CONTROL SYST,ELEVATOR CONTROL - MOVEMENT RESTRICTED
3. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND

Occurrence #2            OVERRUN  
Phase of Operation      TAKEOFF

Finding(s)

4. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND
5. TERRAIN CONDITION - RUNWAY
6. DISTANCE - INADEQUATE - PILOT IN COMMAND
7. AIRCRAFT PERFORMANCE - EXCEEDED
8. ALL AVAILABLE RUNWAY - EXCEEDED - PILOT IN COMMAND
9. JUDGEMENT - INACCURATE - PILOT IN COMMAND

Occurrence #3            ON GROUND COLLISION WITH OBJECT  
Phase of Operation      TAKEOFF

Finding(s)

10. OBJECT - VEHICLE

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,6,8,9

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. - 1935      5/25/86      BRIDGEPORT, NJ      A/C Reg. No. N4608V      Time (Lcl) - 1509 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -DESCENT

Aircraft Damage  
DESTROYED  
Fire  
ON GROUND

	Fatal	Serious	Minor	None
Crew	0	1	0	0
Pass	0	3	0	0

-----Aircraft Information-----

Make/Model      - CESSNA 172RG  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 2600  
No. of Seats      - 4

Eng Make/Model      - LYCOMING O-360-F1A6  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 180 HP

ELT Installed/Activated - YES-UNK/NR  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- CALM  
Visibility      - 10.0      SM  
Lowest Sky/Clouds      - CLEAR  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
BRIDGEPORT, NJ  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - NONE

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

BRIDGEPORT  
Runway Ident      - 04  
Runway Lth/Wid      - 2200/      50  
Runway Surface      - ASPHALT  
Runway Status      - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
COMMERCIAL  
SE LAND, ME LAND

Age - 30  
Biennial Flight Review  
Current      - YES  
Months Since      - 9  
Aircraft Type - UNK/NR

Medical Certificate - UNK/NR

Flight Time (Hours)	
Total	715
Last 24 Hrs	6
Make/Model-	19
Instrument-	138
Multi-Eng	6
Last 30 Days-	UNK/NR
Last 90 Days-	137

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE C-172RG ACCORDING TO WITNESS RPTS STATE THAT THE ACFT WAS EMMITTING BLACKSMOKE AND BACKFIRING WHILE ON THE T/O ROLL. THE BACKFIRING CONTINUED, THE ACFT BECAME AIRBORNE, BUT WAS NOT ABLE TO CLIMB OR MAINTAIN ALT OR FLYING SPEED. ACFT CRASHED ON A PUBLIC ROADWAY AND CAUGHT ON FIRE. ALL FOUR PERSONS ON BOARD SUFFERED SERIOUS INJURIES. THE AIRCRAFT WAS DESTROYED.

Brief of Accident (Continued)

File No. - 1935

5/25/86

BRIDGEPORT,NJ

A/C Reg. No. N4608V

Time (Lc1) - 1509 EDT

-----  
Occurrence #2        LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation    TAKEOFF

Finding(s)

1. MISCELLANEOUS - UNDETERMINED
  2. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - ATTEMPTED - PILOT IN COMMAND
  3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
- 

Occurrence #3        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    DESCENT - UNCONTROLLED

-----  
-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1892

7/01/86

LAKEWOOD, NJ

A/C Reg. No. N5186X

Time (Lcl) - 1530 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	1

Type of Operation -PERSONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

Fire  
NONE

Crew  
Pass

-----Aircraft Information-----

Make/Model - CHAMPION 7GCAA  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 1650  
No. of Seats - 3

Eng Make/Model - LYCOMING O-320-A2B  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 150 HP

ELT Installed/Activated - UNK/NR  
Stall Warning System - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 140/008 KTS  
Visibility - 20.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

Airport Proximity  
ON AIRPORT

Airport Data

LAKEWOOD  
Runway Ident - 06  
Runway Lth/Wid - 2300/ 50  
Runway Surface - ASPHALT  
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - TRAFFIC PATTERN  
FULL STOP

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
COMMERCIAL  
SE LAND

Age - 52  
Biennial Flight Review  
Current - YES  
Months Since - 9  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 1865  
Last 24 Hrs - 1  
Make/Model- 1325  
Last 30 Days- UNK/NR  
Instrument- 60  
Last 90 Days- 5

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER RETURNING TO THE AIRPORT, THE PILOT LOST DIRECTIONAL CONTROL DURING THE LANDING AND THE AIRCRAFT VEERED OFF THE RUNWAY. SUBSEQUENTLY, THE AIRCRAFT STRUCK A RUNWAY LIGHT AND THE LEFT MAIN WHEEL & LEFT WING WERE DAMAGED.

Brief of Accident (Continued)

File No. - 1892

7/01/86

LAKewood,NJ

A/C Reg. No. N5186X

Time (Lc1) - 1530 EDT

-----  
Occurrence #1        LOSS OF CONTROL - ON GROUND  
Phase of Operation    LANDING - ROLL

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  2. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
- 

Occurrence #2        ON GROUND COLLISION WITH OBJECT  
Phase of Operation    LANDING - ROLL

Finding(s)

3. OBJECT - RUNWAY LIGHT
- 

-----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. - 1879      7/21/86      WEST MILFORD,NJ      A/C Reg. No. N7040V      Time (Lcl) - 1035 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	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 - APPROACH					

-----Aircraft Information-----

Make/Model - MOONEY M20F	Eng Make/Model - LYCOMING IO-360-AIA	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2740	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 200 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point WILLOUGHBY,OH	
Method - N/A	Destination	Airport Data
Completeness - N/A	SAME AS ACC/INC	GREENWOOD LAKE
Basic Weather - VMC	ATC/Airspace	Runway Ident - 24
Wind Dir/Speed- 030/003 KTS	Type of Flight Plan - IFR	Runway Lth/Wid - 2750/ 52
Visibility - 20.0 SM	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Sky/Clouds - 2800 FT SCATTERED	Type Apch/Lndg - GO AROUND	Runway Status - DRY
Lowest Ceiling - NONE		
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 58	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 3855
SE LAND	Months Since - 19	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 40
		Instrument- 939
		Last 30 Days- UNK/NR
		Last 90 Days- 24
		Multi-Eng - 5

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DRG THE LANDING ROLL, THE PLT BELIEVED THERE WAS INSUFFICIENT BRAKING, SO HE INITIATED A GO-AROUND. HE RPRTD THAT ON CLIMB-OUT, THE TAIL OF THE ACFT IMPACTED A "HILL." THE ACFT THEN CRASHED NOSE DOWN & WAS DESTROYED. NO PREIMPACT PART FAILURE OR MALFUNCTION WAS FOUND.

Brief of Accident (Continued)

File No. - 1879

7/21/86

WEST MILFORD, NJ

A/C Reg. No. N7040V

Time (Lc1) - 1035 EDT

---

Occurrence            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    APPROACH - GO-AROUND (VFR)

Finding(s)

1. ABORTED LANDING
  2. GO-AROUND - DELAYED - PILOT IN COMMAND
  3. AIRSPEED - INADEQUATE - PILOT IN COMMAND
  4. TERRAIN CONDITION - MOUNTAINOUS/HILLY
  5. TERRAIN CONDITION - RISING
  - 6.. CLEARANCE - NOT ATTAINED - PILOT IN COMMAND
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,6

Factor(s) relating to this accident is/are finding(s) 4,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1816      10/01/86      LUMBERTON, NJ

A/C Reg. No. N48925

Time (Lcl) - 1104 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation            -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During    -TAKEOFF

Aircraft Damage  
DESTROYED  
Fire                          NONE

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	1	0	0	0

-----Aircraft Information-----

Make/Model    - CESSNA 152  
Landing Gear   - TRICYCLE-FIXED  
Max Gross Wt   - 1670  
No. of Seats   - 2

Eng Make/Model - LYCOMING O-235-L2C  
Number Engines - 1  
Engine Type    - RECIPROCATING-CARBURETOR  
Rated Power    - 115 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing    - NO RECORD OF BRIEFING  
Method        - N/A  
Completeness   - N/A  
Basic Weather   - VMC  
Wind Dir/Speed- 330/010 KTS  
Visibility     - 20.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling       - NONE  
Obstructions to Vision- NONE  
Precipitation       - NONE  
Condition of Light   - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance   - NONE  
Type Apch/Lndg      - TOUCH AND GO

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

FLYING "W"  
Runway Ident    - 01  
Runway Lth/Wid   - 3500/ 60  
Runway Surface   - ASPHALT  
Runway Status    - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 53  
Biennial Flight Review  
Current        - YES  
Months Since   - 11  
Aircraft Type   - BE-C23

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total        - 309      Last 24 Hrs - 0  
Make/Model- 90        Last 30 Days- 1  
Instrument- UNK/NR    Last 90 Days- 1  
Multi-Eng - UNK/NR    Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING A TAKE OFF, THE ACFT WAS OBSERVED IN A NOSE HIGH ATTITUDE. AFTER REACHING AN ALTITUDE OF ABOUT 300 FT AGL, IT WENT INTO A STEEP DSCNT & CRASHED IN ABOUT A 70 DEG NOSE LOW ATTITUDE. NO PREIMPACT PART FAILURE OR MALFUNCTION WAS EVIDENT. REPORTEDLY, THE PLT WAS MAKING A TOUCH-&-GO LANDING WHEN THE ACCIDENT OCCURRED. DURING THE PREVIOUS 90 DAYS, THE PLT HAD FLOWN ONLY ONCE WHEN HE MADE 3 TAKEOFFS & LANDINGS ON A .5 HR FLT ON 9/20/86.



Brief of Accident (Continued)

File No. - 1816

10/01/86

LUMBERTON,NJ

A/C Reg. No. N48925

Time (Lcl) - 1104 EDT

Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. TOUCH-AND-GO LANDING - INITIATED -
2. PROPER CLIMB RATE - EXCEEDED - PILOT IN COMMAND
3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
4. STALL - INADVERTENT - PILOT IN COMMAND
5.      IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
6.      IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF RECENT EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

Occurrence #2      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      TAKEOFF

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

Factor(s) relating to this accident is/are finding(s) 5,6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1964      6/21/86      SILVER CITY, NM      A/C Reg. No. N6DW      Time (Lcl) - 1400 MST

-----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	Pass	0	1	0	0	
Accident Occurred During -DESCENT						

-----Aircraft Information-----

Make/Model - CESSNA A150K	Eng Make/Model - LYCOMING O-320-E2G	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SILVER CITY, NM	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	TURNER RIDGEPORT
Wind Dir/Speed- 260/006 KTS	ATC/Airspace	Runway Ident - 33
Visibility - 45.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4000/ 25
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 - 59	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 125
	Months Since - N/A	Last 24 Hrs - UNK/NR
	Aircraft Type - N/A	Make/Model- 30
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT TOOK A PRIVATE PLT FOR A SIGHT SEEING RIDE. THE ACFT WAS OVER GROSS WEIGHT AND THE DENSITY ALT WAS CALCULATED TO BE 9,292 FEET. ON AN APPROACH TO LANDING THE STUDENT PLT ELECTED TO GO AROUND. THE SURVIVING PLT SAID THAT IN A STEEP BANK THE RIGHT WING SUDDENLY DROPPED AND THE ACFT ENTERED A STALL/SPIN. BECAUSE OF THE LOW ALTITUDE, RECOVERY WAS NOT POSSIBLE.

Brief of Accident (Continued)

File No. - 1964

6/21/86

SILVER CITY, NM

A/C Reg. No. N6DW

Time (Lc1) - 1400 MST

-----  
Occurrence #1        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    APPROACH - GO-AROUND (VFR)

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
  2. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
  3. IMPROPER USE OF PROCEDURE, INADEQUATE TRANSITION/UPGRADE TRAINING - PILOT IN COMMAND
  4. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND
  5. PROPER CLIMB RATE - NOT POSSIBLE - PILOT IN COMMAND
- 

Occurrence #2        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    DESCENT - UNCONTROLLED

-----  
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,5

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. - 1963      7/25/86      TAOS,NM      A/C Reg. No. N76541      Time (Lcl) - 0850 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Injuries			
	SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew	0	2	0
Flight Conducted Under - 14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During - DESCENT					

-----Aircraft Information-----

Make/Model - CESSNA 140	Eng Make/Model - CONTINENTAL C85-12	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1450	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 85 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	TAOS,NM	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	AURORA,CO	TAOS MUNICIPAL
Wind Dir/Speed- 360/002 KTS	ATC/Airspace	Runway Ident - 04
Visibility - 15.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 5800/ 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 - 50	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 350
SE LAND	Months Since - 8	Make/Model- 50
	Aircraft Type - C-172	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 19

Instrument Rating(s) - NONE

-----Narrative-----

N76541 TOOK OFF ON RWY 04 ON A HIGH DENSITY ALTITUDE DAY. THE ACFT WAS SEEN CLIMBING WITH THE NOSE HIGH NEAR THE DEPARTURE END OF THE RWY. THE ACFT JUST CLEARED SOME ELECTRICAL LINES NEAR THE END OF THE RWY AND THEN WAS OBSERVED TO DESCEND DOWN TO A HEIGHT VERY CLOSE TO THE GROUND. WHEN THE ACFT BANKED TO THE LEFT IT APPEARED THAT THE LEFT WING TIP STRUCK THE GROUND, FOLLOWED BY THE NOSE IMPACTING THE GROUND AND THEN THE ACFT SLID TO A STOP. THERE WAS NO POST ACCIDENT FIRE.

Brief of Accident (Continued)

File No. - 1963

7/25/86

TAOS,NM

A/C Reg. No. N76541

Time (Lc1) - 0850 MDT

-----  
Occurrence #1            LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
  2. TERRAIN CONDITION - NONE SUITABLE
  3. PROPER CLIMB RATE - NOT POSSIBLE - PILOT IN COMMAND
  4. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
- 

Occurrence #2            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      DESCENT - UNCONTROLLED

-----  
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1846      8/04/86      ALBUQUERQUE,NM      A/C Reg. No. N55297      Time (Lcl) - 1850 MDT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

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 Crew  
NONE Pass

-----Aircraft Information-----

Make/Model - CESSNA 172P  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2200  
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E2G  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 150 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC

Wind Dir/Speed- VARIABLE

Visibility - 50.0 SM

Lowest Sky/Clouds - UNK/NR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity  
ON AIRPORT

Airport Data

CORONADO

Runway Ident - 17

Runway Lth/Wid - 4010/ 60

Runway Surface - ASPHALT

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,CFI

SE LAND,ME LAND

Age - 26

Biennial Flight Review

Current - YES

Months Since - 8

Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 1049

Make/Model- 240

Instrument- UNK/NR

Multi-Eng - 201

Last 24 Hrs - 2

Last 30 Days- UNK/NR

Last 90 Days- 218

Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACCORDING TO THE INSTRUCTOR (CFI), THE STUDENT WAS MAKING A PRACTICE LANDING WHEN A SUDDEN WINDSHIFT OCCURRED. HE RPRTD THAT WHEN THEY WERE ON THE DOWNWIND FOR THEIR 5TH LANDING, THE WIND WAS FROM THE WSW, BUT JUST BEFORE THE LANDING, IT CHANGED TO A QUARTERING TAILWIND. THE CFI TOOK CONTROL OF THE ACFT, BUT IT TOUCHED DOWN NEAR THE MIDPOINT OF THE RWY. RPRTDLY, BRAKING WAS NOT EFFECTIVE SINCE THE WEIGHT OF THE ACFT WAS NOT ON THE GEAR. THE ACFT CONTD OFF THE END OF THE RWY & HIT A TREE. ACCORDING TO THE CFI, BEFORE TAKEOFF, THE WIND WAS FROM THE SW AT 10 KTS. APRX 9 MI SOUTH AT THE ALBUQUERQUE INTL ARPT, THE 1853 MDT SPECIAL WX OBSERVATION SHOWED THAT THE WIND WAS FROM 030 DEG AT 20 GUSTING 34 KTS & THERE WAS A THUNDERSTORM WITH LIGHT RAIN.

Brief of Accident (Continued)

File No. - 1846

8/04/86

ALBUQUERQUE,NM

A/C Reg. No. N55297

Time (Lc1) - 1850 MDT

Occurrence #1            OVERRUN  
Phase of Operation      LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
2. WEATHER CONDITION - TAILWIND
3. PROPER TOUCHDOWN POINT - NOT ATTAINED - DUAL STUDENT
4. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
5. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND(CFI)
6. GO-AROUND - NOT PERFORMED -

Occurrence #2            ON GROUND COLLISION WITH OBJECT  
Phase of Operation      LANDING

Finding(s)

7. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,5

Factor(s) relating to this accident is/are finding(s) 1,2,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1848      8/07/86      ALBUQUERQUE,NM      A/C Reg. No. N7681P      Time (Lc1) - 0844 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation -PERSONAL	Fire	Crew	Fatal	Injuries		
Flight Conducted Under -14 CFR 91	NONE	Pass	0	Serious	Minor	None
Accident Occurred During -LANDING			0	0	0	1
			0	0	0	3

-----Aircraft Information-----

Make/Model - PIPER PA-24-250	Eng Make/Model - LYCOMING O-540	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2900	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 250 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NWS	Last Departure Point	OFF AIRPORT/STRIP
Method - ACFT RADIO	FOWLER,CO	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	CORONADO
Wind Dir/Speed- 360/012 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 65	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 8800
SE LAND,ME LAND,SE SEA,ME SEA	Months Since - 1	Make/Model- 500
HELICOPTER ,GLIDER	Aircraft Type - PA-34	Instrument- 350
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 18

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT RPRTD THE ACFT WAS REFUELED TO CAPACITY AT LONGMONT, CO. FULL CAPACITY SHOULD HAVE PROVIDED AT LEAST 3.6 HRS OF FLYING TIME AT NORMAL CONSUMPTION. AFTER REFUELING, THE ACFT WAS FLOWN 1.3 HRS TO FOWLER, CO, WHERE IT REMAINED PARKED FOR A WEEK. THE PLT THEN DEPARTED ON A FLT TO ALBUQUERQUE, NM. AFTER 1.3 HRS OF FLT TIME, THE ENG LOST PWR. DURING AN EMERG LANDING ON AN INTERSTATE HIGHWAY, THE RGT WING OF THE ACFT COLLIDED WITH A BRIDGE RAILING. AN INVESTIGATION REVEALED THE LOSS OF PWR WAS DUE TO FUEL EXHAUSTION. THE PLT SAID HE LOOKED IN THE FUEL TANKS DRG A PREFLIGHT INSPN. HE NOTED THERE WAS FUEL IN BOTH TANKS, BUT HE DID NOT ASCERTAIN THE QUANTITY. ALSO, HE RPRTD THAT THE FUEL GAGES WERE NOT RELIABLE. HE BELIEVED THAT FUEL WAS STOLEN FROM THE ACFT WHILE IT WAS PARKED AT FOWLER.



Brief of Accident (Continued)

File No. - 1848

8/07/86

ALBUQUERQUE,NM

A/C Reg. No. N7681P

Time (Lcl) - 0844 MDT

Occurrence #1      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      CRUISE - NORMAL

Finding(s)

1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
2. ENGINE INSTRUMENTS,FUEL QUANTITY GAGE - FALSE INDICATION
3. REFUELING - NOT PERFORMED -
4. FLUID,FUEL - EXHAUSTION
5. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Occurrence #3      ON GROUND COLLISION WITH OBJECT  
Phase of Operation      LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,4,5

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1976      11/06/86      HENDERSON, NV      A/C Reg. No. N3219Q      Time (Lcl) - 0144 PST

-----Basic Information-----

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-WAYNE L. SOUTH	DESTROYED					
Type of Operation	-NON SCHED, DOMESTIC, MAIL ONLY	Fire	Crew	2	0	0	0
Flight Conducted Under	-14 CFR 135	IN FLIGHT	Pass	0	0	0	0
Accident Occurred During	-DESCENT						

-----Aircraft Information-----

Make/Model	- CESSNA 401	Eng Make/Model	- CONTINENTAL TS10-520-E	ELT Installed/Activated	- YES-UNK/NR
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 6300	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 2	Rated Power	- 300 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	LAS VEGAS, NM	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	ALBUQUERQUE, NM	Runway Ident - N/A
Wind Dir/Speed- 260/005 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - VFR	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - VFR	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(BRIGHT)		

-----Personnel Information-----

Pilot-In-Command	Age - 24	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 2700
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model - .17
	Aircraft Type - C-414	Instrument - 185
		Multi-Eng - 575
		Last 24 Hrs - 3
		Last 30 Days - UNK/NR
		Last 90 Days - 56
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

APPROXIMATELY 5 1/2 MINUTES AFTER DEPARTURE AND WHILE THE AIRCRAFT WAS CLIMBING ENROUTE, AN UNKNOWN IGNITION SOURCE TRIGGERED AN EXPLOSION OF FUEL/AIR VAPOR WHICH EXISTED WITHIN THE INTERIOR OF THE LEFT WING. WING SKIN FROM THE UPPER/LOWER WING SURFACE WAS LOST, HOWEVER, THE WING STRUCTURE REMAINED INTEGRAL AND THE PILOTS CONTINUED TO FLY THE AIRCRAFT EXECUTING A 180 DEGREE COURSE REVERSAL BACK TO MCCARRAN INTNL AIRPORT. SUBSEQUENT TO THE EXPLOSION A FIRE DEVELOPED WITHIN THE LEFT ENGINE AREA. AS THE AIRCRAFT CONTINUED BACK TOWARDS MCCARRAN THE AIRSPEED GRADUALLY DIMINISHED AND THE LANDING GEAR WERE LOWERED. SHORTLY THEREAFTER THE LEFT WING ENTERED A STALL CONDITION BROUGHT ABOUT BY A DECREASE OF AIRSPEED AS WELL AS THE DEGRADATION OF ITS LIFT DEVELOPING CAPABILITIES DUE TO THE EXPLOSION INDUCED DAMAGE. THE AIRCRAFT THEN ENTERED AN UNCONTROLLABLE LEFT ROLL SEVERAL HUNDRED FEET ABOVE GROUND FROM WHICH A SUCCESSFUL RECOVERY COULD NOT BE EXECUTED.

Brief of Accident (Continued)

File No. - 1976

11/06/86

HENDERSON, NV

A/C Reg. No. N3219Q

Time (Lc1) - 0144 PST

Occurrence #1           EXPLOSION  
Phase of Operation      CLIMB - TO CRUISE

Finding(s)

1. FLUID, FUEL - FUMES
2. WING - EXPLODED

Occurrence #2           FIRE  
Phase of Operation      MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

3. ENGINE ASSEMBLY - FIRE

Occurrence #3           LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      DESCENT - EMERGENCY

Finding(s)

4. AIRSPEED - INADEQUATE - PILOT IN COMMAND
5.       IMPROPER USE OF PROCEDURE, ANXIETY/APPREHENSION - PILOT IN COMMAND
6. GEAR EXTENSION - PREMATURE - PILOT IN COMMAND

Occurrence #4           IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      DESCENT - UNCONTROLLED

Finding(s)

7. REMEDIAL ACTION - NOT POSSIBLE - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4

Factor(s) relating to this accident is/are finding(s) 2,5,6,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1868      6/29/86      HAMMONDSPORT,NY      A/C Reg. No. N4067U      Time (Lcl) - 1210 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation - PERSONAL	Fire	Crew 0	Serious 0	Minor 0	None 1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	1
Accident Occurred During -APPROACH					

-----Aircraft Information-----

Make/Model - CESSNA 150E	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	BROCKPORT,NY	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	PLEASANT VALLEY
Wind Dir/Speed- 260/020 KTS	ATC/Airspace	Runway Ident - 24
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 1800
Lowest Sky/Clouds - 4500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 29	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 144
SE LAND	Months Since - 10	Last 24 Hrs - 0
	Aircraft Type - UNK/NR	Make/Model- 144
		Last 30 Days- UNK/NR
		Instrument- 3
		Last 90 Days- 4

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ON FINAL APCH OVER HIGH TERRAIN EAST OF THE ARPT, THE PLT INADVERTENTLY PULLED THE MIXTURE CONTROL WHEN HE INTENDED TO APPLY CARBURETOR HEAT. THE ENG STOPPED RUNNING & THE PLT WAS UNABLE TO OBTAIN A RESTART BEFORE THE ACFT COLLIDED WITH TREES. THE ACFT CAME TO REST WITH THE WINGS WEDGED IN THE TREES, SUSPENDED JUST ABOVE THE GROUND.

Brief of Accident (Continued)

File No. - 1868

6/29/86

HAMMONDSPOrt,NY

A/C Reg. No. N4067U

Time (Lcl) - 1210 EDT

Occurrence #1      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)  
1. MIXTURE - INADVERTENT DEACTIVATION - PILOT IN COMMAND

Occurrence #2      IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      APPROACH

Finding(s)  
2. TERRAIN CONDITION - HIGH TERRAIN  
3. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1876      6/29/86      ENDICOTT,NY      A/C Reg. No. N55149      Time (Lcl) - 1830 EDT

-----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	1
Accident Occurred During -LANDING			0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-28-140	Eng Make/Model - LYCOMING O-320-E2A	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2050	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - UNK/NR	ALBANY,NY	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	TRI CITIES
Wind Dir/Speed- 320/012 KTS	ATC/Airspace	Runway Ident - 21
Visibility - 40.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3500/ 100
Lowest Sky/Clouds - 4000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 27	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 39
	Months Since - N/A	Last 24 Hrs - 3
	Aircraft Type - N/A	Make/Model- 36
		Last 30 Days- UNK/NR
		Instrument- 1
		Last 90 Days- 8

Instrument Rating(s) - NONE

-----Narrative-----

DURING ROLL OUT AFTER LANDING, THE ACFT ENCOUNTERED A STRONG GUST OF WIND & SUBSEQUENTLY WENT OFF THE SIDE OF THE RWY. BEFORE STOPPING, THE ACFT WENT OVER AN EMBANKMENT & THE NOSE GEAR COLLAPSED.

Brief of Accident (Continued)

File No. - 1876

6/29/86

ENDICOTT, NY

A/C Reg. No. N55149

Time (Lcl) - 1830 EDT

Occurrence #1      LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
2. WEATHER CONDITION - GUSTS
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. GROUND LOOP/SWERVE - UNCONTROLLED -

Occurrence #2      NOSE GEAR COLLAPSED  
Phase of Operation      LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - DIRT BANK
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) 3

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. - 1882

7/14/86

KINGSTON, NY

A/C Reg. No. N54946

Time (Lcl) - 1540 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

Fatal

Injuries

Serious

Minor

None

Type of Operation - INSTRUCTIONAL

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 172

Eng Make/Model - LYCOMING O-320-H2AD

ELT Installed/Activated - YES-UNK/NR

Landing Gear - TRICYCLE-FIXED

Number Engines - 1

Stall Warning System - UNK/NR

Max Gross Wt - 2150

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 4

Rated Power - 160 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- UNK/NR

Visibility - 5.0 SM

Lowest Sky/Clouds - UNK/NR

Lowest Ceiling - UNK/NR

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity

ON AIRPORT

Airport Data

KINGSTON-ULSTER

Runway Ident - 33

Runway Lth/Wid - 3270/ 22

Runway Surface - MACADAM

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 41

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 2 Last 24 Hrs - UNK/NR

Make/Model- 2 Last 30 Days- UNK/NR

Instrument- 0 Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT WAS ON HIS 1ST SOLO FLT. AFTER A GO-AROUND, HIS NEXT APCH WAS GOOD UNTIL THE ACFT ENCOUNTERED A GUST OF WIND JUST BEFORE TOUCHDOWN. SUBSEQUENTLY, THE ACFT LANDED HARD (HIT ON REAR SECTION), VEERED OFF THE RWY & NOSED OVER.



Brief of Accident (Continued)

File No. - 1882

7/14/86

KINGSTON, NY

A/C Reg. No. N54946

Time (Lcl) - 1540 EDT

-----  
Occurrence #1        HARD LANDING  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - GUSTS
  2. FLARE - IMPROPER - PILOT IN COMMAND
  3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
  4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
- 

Occurrence #2        LOSS OF CONTROL - ON GROUND  
Phase of Operation    LANDING - ROLL

Finding(s)

5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  6. GROUND LOOP/SWERVE - UNCONTROLLED -
- 

Occurrence #3        NOSE OVER  
Phase of Operation    LANDING

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1978      10/18/86      JAMESTOWN,NY      A/C Reg. No. N33808      Time (Lcl) - 0820 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	NONE	Pass 1	0	0	0
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - PIPER PA-28-235	Eng Make/Model - LYCOMING O-540-B4B5	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3000	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 235 HP	

-----Environment/Operations Information-----

<b>Weather Data</b>	<b>Itinerary</b>	<b>Airport Proximity</b>
Wx Briefing - COMMERCIAL WX SERVICE	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	JAMESTOWN,NY	
Completeness - PARTIAL,LMTD BY PILOT	Destination	<b>Airport Data</b>
Basic Weather - IMC	TOLEDO,OH	CHAUTAUQUA
Wind Dir/Speed- CALM		Runway Ident - 25
Visibility - 1.000 SM	<b>ATC/Airspace</b>	Runway Lth/Wid - 5300/ 100
Lowest Sky/Clouds - 800 FT SCATTERED	Type of Flight Plan - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 2800 FT BROKEN	Type of Clearance - NONE	Runway Status - DRY
Obstructions to Vision- FOG	Type Apch/Lndg - NONE	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 46	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 823
SE LAND	Months Since - 24	Last 24 Hrs - UNK/NR
	Aircraft Type - 120	Make/Model- UNK/NR
		Last 30 Days- UNK/NR
		Instrument- 7
		Last 90 Days- UNK/NR
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE NON-INST RATED PLT HAD RECEIVED A TELEPHONE WX BRIEFING PRIOR TO THE PLANNED FLT. MARGINAL VFR WX WAS FORECAST FOR THE ROUTE WITH VIS 1/8 MILE AND FOG. THE ACFT WAS LOCATED APRX 24 HRS LATER IN A HEAVILY WOODED AREA ABOUT 200 YDS EAST OF AND PARALLEL TO THE DEPARTURE RWY. INSPECTION OF THE WRECKAGE REVEALED NO PREIMPACT DAMAGE OR MALFUNCTIONS.

Brief of Accident (Continued)

File No. - 1978

10/18/86

JAMESTOWN, NY

A/C Reg. No. N33808

Time (Lcl) - 0820 EDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation TAKEOFF

Finding(s)

1. WEATHER CONDITION - FOG
2. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
3. IMPROPER DECISION, 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 EVALUATION - NOT UNDERSTOOD - PILOT IN COMMAND
5. IMPROPER DECISION, MOTIVATION - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

6. TERRAIN CONDITION - HIGH VEGETATION
7. BECAME LOST/DISORIENTED - UNCONTROLLED - PILOT IN COMMAND
8. IMPROPER DECISION, INADEQUATE TRAINING - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1804      8/15/86      VALLEY CITY, OH      A/C Reg. No. N35250      Time (Lcl) - 1810 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage DESTROYED	Injuries			
Type of Operation	-PERSONAL	Fire	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	NONE	Crew 1	0	0	0
Accident Occurred During	-DESCENT		Pass 1	0	0	0

-----Aircraft Information-----

Make/Model	- SENIOR AERO SPORT D-260	Eng Make/Model	- CONTINENTAL O-470-R	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- UNK/NR	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 230 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method	- N/A	SAME AS ACC/INC	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	Runway Ident
Wind Dir/Speed	- 240/011 KTS		- N/A
Visibility	- 6.0 SM	ATC/Airspace	Runway Lth/Wid
Lowest Sky/Clouds	- 4700 FT SCATTERED	Type of Flight Plan	- N/A
Lowest Ceiling	- 19000 FT BROKEN	Type of Clearance	- N/A
Obstructions to Vision	- HAZE	Type Apch/Lndg	- N/A
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 58	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1482
SE LAND, ME LAND	Months Since - 12	Make/Model - 157
	Aircraft Type - PA-32	Instrument - 123
		Multi-Eng - 8
		Last 24 Hrs - 1
		Last 30 Days - 14
		Last 90 Days - 37
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACCORDING TO WITNESSES, THE ACFT WAS IN LVL FLT AT LOW ALT WHEN IT ENTERED A STEEP CLIMBING MANEUVER. SUBSEQUENTLY, IT ENTERED A STEEP DSCNT & CRASHED IN APRX A 75 DEG NOSE DOWN ATTITUDE. THERE WAS EVIDENCE THE ACFT WAS IN A RIGHT BANK & WAS SPINNING OR SPIRALING TO THE RIGHT WHEN IT CRASHED. THERE WAS VIRTUALLY NO MOVEMENT AFTER IMPACT. NO PREIMPACT PART FAILURE OR MALFUNCTION WAS FOUND. THE PASSENGER'S BLOOD TESTED POSITIVE FOR ALCOHOL, BUT NO EVIDENCE WAS FOUND TO SHOW THAT HE WAS FLYING THE ACFT.

Brief of Accident (Continued)

File No. - 1804

8/15/86

VALLEY CITY, OH

A/C Reg. No. N35250

Time (Lc1) - 1810 EDT

Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      MANEUVERING

Finding(s)

1. MANEUVER - INITIATED -
2. ALTITUDE - INADEQUATE - PILOT IN COMMAND
3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
4. STALL/SPIN - INADVERTENT - 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) 3,4

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1865      9/01/86      COSHOCTON, OH      A/C Reg. No. N549H      Time (Lcl) - 1150 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	2

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -TAKEOFF

Fire      Crew      0  
NONE      Pass      0

-----Aircraft Information-----

Make/Model      - ENSTROM F-28C  
Landing Gear      - SKID  
Max Gross Wt      - 2350  
No. of Seats      - 3

Eng Make/Model - LYCOMING HIO-360-E1AD  
Number Engines - 1  
Engine Type      - RECIP-FUEL INJECTED  
Rated Power      - 205 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- 150/009 KTS

Visibility      - 7.0 SM

Lowest Sky/Clouds      - 1700 FT

Lowest Ceiling      - 1700 FT OVERCAST

Obstructions to Vision- NONE

Precipitation      - NONE

Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident      - N/A

Runway Lth/Wid      - N/A

Runway Surface      - N/A

Runway Status      - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance      - NONE

Type Apch/Lndg      - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

HELICOPTER

Age - 33

Biennial Flight Review

Current      - YES

Months Since      - 12

Aircraft Type - F-28C

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total      - 412

Make/Model- 388

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - 7

Last 30 Days- UNK/NR

Last 90 Days- 35

Rotorcraft - 412

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT INITIATED A MAXIMUM POWER TAKEOFF FROM A CONFINED PARKING LOT WITH 2 PASSENGERS ON BOARD. THE AREA WAS BORDERED BY OBSTRUCTIONS & PEOPLE. THE PLT RPRTD THAT DURING LIFT-OFF, SHE INCREASED POWER TO 2900 RPM, LIFTED OFF TO A 4' HOVER WITH 33" OF MANIFOLD PRESSURE, THEN BEGAN A MAX PERFORMANCE TAKEOFF, "PULLING POWER AND TURNING THROTTLE" FOR EXTRA RPM WITH SLOW FORWARD SPEED, REACHING 36" OF MANIFOLD PRESSURE. AT APRX 15' AGL, THE PLT NOTED A DECREASE IN RPM. SHE INCREASED THROTTLE APPLICATION, THEN DECREASED THE COLLECTIVE, BUT WAS UNABLE TO RECOVER THE LOSS OF RPM. SHE MADE A LEFT PEDAL TURN TO AVOID OBSTRUCTIONS & PEOPLE. SUBSEQUENTLY, THE HELICOPTER TOUCHED DOWN HARD & WAS DAMAGED. AN EXAM OF THE ENG DID NOT REVEAL ANY DEFECTS. THE FLT MANUAL WARNED THAT LOSS OF ROTOR & ENG RPM WOULD FOLLOW WHEN THE ENG WAS OVERBOOSTED. AT 36.5" OF MANIFOLD PRESSURE, THE POP-OFF VALVE WOULD HAVE ACTIVATED WHICH WOULD HAVE RESULTED IN A SLIGHT POWER LOSS.

Brief of Accident (Continued)

File No. - 1865

9/01/86

COSHOCKTON, OH

A/C Reg. No. N549H

Time (Lcl) - 1150 EDT

Occurrence #1 MISCELLANEOUS/OTHER  
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
2. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
3. COLLECTIVE - EXCESSIVE - PILOT IN COMMAND
4. THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND
5. AIRCRAFT PERFORMANCE, CLIMB CAPABILITY - OTHER
6. ROTOR RPM - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation TAKEOFF

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4,6

Factor(s) relating to this accident is/are finding(s) 2

Brief of Accident

File No. - 1840

5/04/86

ANADARKO,OK

A/C Reg. No. N43775

Time (Lcl) - 1515 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -APPROACH

Aircraft Damage  
DESTROYED  
Fire  
IN FLIGHT

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	0	1	0	0

-----Aircraft Information-----

Make/Model - NORTH AMERICAN SNJ-5  
Landing Gear - TAILWHEEL-RETRACTABLE MAINS  
Max Gross Wt - 5300  
No. of Seats - 2

Eng Make/Model - P&W R-1340-AN1  
Number Engines - 1  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 550 HP

ELT Installed/Activated - NO -N/A  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 180/015 KTS

Visibility - 25.0 SM

Lowest Sky/Clouds - 25000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

LAWTON,OK

Destination

OKLAHOMA CITY,OK

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

Age - 53

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 65000

Make/Model- UNK/NR

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT RADIOED THAT HE HAD SMOKE IN THE COCKPIT. HE IMMEDIATELY MADE AN EMERGENCY LANDNG, DOWN WIND, IN A FARMER'S FIELD. WITNESSES SAW THE AIRCRAFT'S RIGHT WING DROP BEFORE THE PLANE TOUCHED DOWN. THE RESULTING IMPACT TORE THE WINGS AND ENGINE OFF, KILLING THE PILOT, BUT THE PASSENGER SURVIVED. AN INVESTIGATION REVEALED THAT A FIELD WIRE IN THE GENERATOR HAD SHORTED. THIS ALLOWED UNREGULATED VOLTAGE THROUGH PARTS OF THE WIRING HARNESS AND CAUSE THE INSULATION TO OVERHEAT AND SMOLDER.



Brief of Accident (Continued)

File No. - 1840

5/04/86

ANADARKO,OK

A/C Reg. No. N43775

Time (Lc1) - 1515 CDT

-----  
Occurrence #1            FIRE  
Phase of Operation      CRUISE - NORMAL

Finding(s)

1. ELECTRICAL SYSTEM,GENERATOR - SHORTED
  2. ELECTRICAL SYSTEM,ELECTRIC WIRING - OVERTEMPERATURE
  3. FUSELAGE,CREW COMPARTMENT - SMOKE
- 

Occurrence #2            FORCED LANDING  
Phase of Operation      MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

-----

Occurrence #3            LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

4. WEATHER CONDITION - UNFAVORABLE WIND
  5.    AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
  6. STALL - INADVERTENT - PILOT IN COMMAND
- 

Occurrence #4            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      LANDING

-----

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,5,6

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. - 1980      6/03/86      SPERRY,OK      A/C Reg. No. N9444Y      Time (Lcl) - 0752 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

		Injuries			
		Fatal	Serious	Minor	None
Fire	Crew	1	0	0	0
NONE	Pass	2	0	0	0

Type of Operation -BUSINESS  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -DESCENT

-----Aircraft Information-----

Make/Model - CESSNA T210N  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 3800  
No. of Seats - 6

Eng Make/Model - CONTINENTAL TS10-520-R  
Number Engines - 1  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 285 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS  
Method - IN PERSON  
Completeness - FULL  
Basic Weather - IMC  
Wind Dir/Speed- 070/004 KTS  
Visibility - 4.000 SM  
Lowest Sky/Clouds - UNK/NR  
Lowest Ceiling - 500 FT OVERCAST  
Obstructions to Vision- FOG  
Precipitation - RAIN  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
TULSA,OK  
Destination  
TOPEKA,KS

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A  
Runway Lth/Wid - N/A  
Runway Surface - N/A  
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - IFR  
Type of Clearance - IFR  
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
COMMERCIAL,CFI  
SE LAND,ME LAND,SE SEA

Age - 49  
Biennial Flight Review  
Current - UNK/NR  
Months Since - UNK/NR  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total - 4320	Last 24 Hrs - UNK/NR
Make/Model- UNK/NR	Last 30 Days- UNK/NR
Instrument- UNK/NR	Last 90 Days- UNK/NR
Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRPLANE DEPARTED JONES (RIVERSIDE) AIRPORT AND CLIMBED, ON COURSE, TO ITS ASSIGNED ALTITUDE. IT WAS IN IMC CONDITIONS AND A IFR FLIGHT PLAN HAD BEEN FILED. THE PILOT TOLD ATC (AFTER BEING ASKED) THAT HIS RIDE WAS "SMOOTH SO FAR". SHORTLY THEREAFTER THE AIRCRAFT STARTED VEERING RIGHT OF ITS ASSIGNED HEADING. THE PILOT WAS ADVISED OF THIS AND ACKNOWLEDGED. A CORRECTION WAS INITIATED BUT NOT COMPLETED. THE AIRCRAFT AGAIN VEERED RIGHT, ENTERED A STEEP DESCENT, AND DISAPPEARED FROM RADAR. THE PILOT DID NOT RESPOND TO FURTHER RADIO CALLS FROM ATC. THE AIRCRAFT CRASHED IN A STEEP NOSE DOWN ATTITUDE WHILE AT A HIGH RATE OF SPEED DURING A HEAVY RAINSTORM. POST ACCIDENT EXAMINATION REVEALED NO EVIDENCE OF PREIMPACT MECHANICAL FAILURE OR MALFUNCTION OF THE AIRCRAFT. PATHOLOGICAL AND TOXICOLOGICAL EXAMINATIONS OF THE PILOT REVEALED NO EVIDENCE OF A HUMAN FACTORS PROBLEM.

Brief of Accident (Continued)

File No. - 1980

6/03/86

SPERRY,OK

A/C Reg. No. N9444Y

Time (Lcl) - 0752 CDT

-----  
Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      CRUISE - NORMAL

Finding(s)

1.      IMPROPER USE OF PROCEDURE, SPATIAL DISORIENTATION - PILOT IN COMMAND
  2.      REMEDIAL ACTION - NOT PERFORMED - PILOT IN COMMAND
  3.      WEATHER CONDITION - RAIN
- 

Occurrence #2      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1930

6/04/86

MARIETTA,OK

A/C Reg. No. N1835W

Time (Lcl) - 1320 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

Injuries

Type of Operation -PERSONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -DESCENT

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	1	0	0	0

-----Aircraft Information-----

Make/Model - BEECH A36TC  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 3650  
No. of Seats - 6

Eng Make/Model - CONTINENTAL TS10-520-UB  
Number Engines - 1  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 300 HP  
ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS  
Method - TELEPHONE  
Completeness - FULL  
Basic Weather - IMC  
Wind Dir/Speed- 050/015 KTS  
Visibility - 25.0 SM  
Lowest Sky/Clouds - UNK/NR  
Lowest Ceiling - 200 FT OBSCURED  
Obstructions to Vision- NONE  
Precipitation - RAIN SHOWERS  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
OKLAHOMA CITY,OK  
Destination  
HOUSTON, TX

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A  
Runway Lth/Wid - N/A  
Runway Surface - N/A  
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - IFR  
Type of Clearance - IFR  
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE  
SE LAND, ME LAND

Age - 74

Biennial Flight Review

Current - YES  
Months Since - 22  
Aircraft Type - A36TC

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 3007	Last 24 Hrs - UNK/NR
Make/Model-	UNK/NR	Last 30 Days- UNK/NR
Instrument-	168	Last 90 Days- 12
Multi-Eng -	455	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT OBTAINED A WX BRIEFING AND WAS ADVISED OF SCATTERED THUNDERSTORM ACTIVITY ALONG HIS ROUTE OF FLT. THE PLT THEN FILED AN IFR FLT PLAN FROM WILEY POST AIRPORT, OKLAHOMA CITY, OK, TO HOUSTON INTERCONTINENTAL AIRPORT, TX. THE PLT AND HIS WIFE TOOK OFF AT 1235. THE ACFT CLIMBED TO ITS ASSIGNED ALT OF 11,000 FT MSL AND PROCEEDED ROUTINELY UNTIL 1310 WHEN ARTCC TOLD THE PLT TO CONTACT FORT WORTH CENTER. THE PLT ACKNOWLEDGED BUT NEVER CONTACTED THE CENTER. RADAR CONTACT WAS LOST AT 1319. WITNESSES REPORTED HEARING A LOUD EXPLOSION AND OBSERVING WRECKAGE FALLING FROM THE SKY. WITNESS OBSERVATIONS AND WX RADAR CONFIRM THERE WAS A THUNDERSTORM JUST NORTH OF THE CRASH SITE THROUGH WHICH THE ACFT FLEW. WRECKAGE EXAMINATION REVEALED THE HORIZONTAL STABILIZERS FAILED NEGATIVELY AND SEPARATED FROM THE ACFT. BOTH WINGS THEN FAILED NEGATIVELY AND SEPARATED FROM THE ACFT.

Brief of Accident (Continued)

File No. - 1930

6/04/86

MARIETTA,OK

A/C Reg. No. N1835W

Time (Lcl) - 1320 CDT

Occurrence #1      IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation      CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - THUNDERSTORM
2. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND
3. WEATHER CONDITION - TURBULENCE(THUNDERSTORMS)
4. WEATHER EVALUATION - MISJUDGED - PILOT IN COMMAND
5. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND

Occurrence #2      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      CRUISE - NORMAL

Occurrence #3      AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation      DESCENT - UNCONTROLLED

Finding(s)

6. HORIZONTAL STABILIZER ATTACHMENT - FAILURE,TOTAL
7. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND
8. WING,SPAR - FAILURE,TOTAL

Occurrence #4      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      DESCENT - UNCONTROLLED

Finding(s)

9. TERRAIN CONDITION - GROUND
10. TERRAIN CONDITION - OPEN FIELD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,6,7,8

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. - 1835      7/31/86      BARTLESVILLE,OK      A/C Reg. No. N50101      Time (Lcl) - 0920 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -TEST FLIGHT  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -LANDING

Aircraft Damage  
SUBSTANTIAL  
Fire      NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew		0	0	1	0
Pass		0	0	0	0

-----Aircraft Information-----

Make/Model      - CESSNA 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- 360/010 KTS  
Visibility      - 5.0 SM  
Lowest Sky/Clouds      - UNK/NR  
Lowest Ceiling      - 2000 FT BROKEN  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident      - N/A  
Runway Lth/Wid      - N/A  
Runway Surface      - N/A  
Runway Status      - N/A

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 67  
Biennial Flight Review  
Current      - YES  
Months Since      - 9  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	- 357
Last 24 Hrs	- 0
Make/Model-	80
Instrument-	23
Last 30 Days-	0
Last 90 Days-	8

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT TOOK OFF ON A TEST FLT AFTER AN ANNUAL INSPN OF THE ACFT & A TOP OVERHAUL OF THE ENG HAD BEEN COMPLETED. WHILE CLIMBING THRU ABOUT 1200 TO 1300 FT AGL, THE ENG STARTED RUNNING ROUGH, THEN QUIT. THE PLT ATTEMPTED TO RETURN TO THE ARPT, BUT WAS UNABLE. SUBSEQUENTLY, SHE LANDED THE ACFT IN AN AREA OF DENSE BRUSH & TREES. AN INV REVEALED THAT THE ROCKER ARM SUPPORT STRUCTURE ON THE #3 CYLINDER HAD FAILED, RELEASING THE ROCKER ARM SHAFT & BOTH ROCKER ARMS. TEARDOWN OF THE ENG REVEALED THAT THE #3 EXHAUST VALVE GUIDE WAS AN INCORRECT PART & WAS OVERSIZE IN LENGTH BY 0.165 INCH. THE OVERSIZE GUIDE WOULD NOT ALLOW FULL VALVE MOVEMENT & THE RESIDUAL MOVEMENT RESULTED IN FAILURE OF THE ROCKER ARM SUPPORT STRUCTURE.

Brief of Accident (Continued)

File No. - 1835

7/31/86

BARTLESVILLE,OK

A/C Reg. No. N50101

Time (Lcl) - 0920 CDT

Occurrence #1      LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION  
Phase of Operation      CLIMB

Finding(s)

1. MAINTENANCE,ANNUAL INSPECTION - IMPROPER - OTHER MAINTENANCE PSNL
2. ENGINE ASSEMBLY,VALVE - INCORRECT
3. MAINTENANCE,REPLACEMENT - IMPROPER - OTHER MAINTENANCE PSNL
4. ENGINE ASSEMBLY,VALVE - MOVEMENT RESTRICTED
5. ENGINE ASSEMBLY,CYLINDER - FAILURE,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)

6. TERRAIN CONDITION - NONE SUITABLE
7. TERRAIN CONDITION - HIGH VEGETATION
8. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5

Factor(s) relating to this accident is/are finding(s) 6,7,8

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1819      8/05/86      WAGONER,OK      A/C Reg. No. N3026G      Time (Lcl) - 1830 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -LANDING

Aircraft Damage  
SUBSTANTIAL  
Fire  
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - FOURNEY F-1A  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 1450  
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-C2C  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 108 HP

ELT Installed/Activated - UNK/NR  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - IMC

Wind Dir/Speed- 180/012 KTS  
Visibility - 15.0 SM  
Lowest Sky/Clouds - UNK/NR  
Lowest Ceiling - 700 FT BROKEN  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
UNK/NR  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - PRECAUTIONARY 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)  
STUDENT

Age - 80  
Biennial Flight Review  
Current - N/A  
Months Since - N/A  
Aircraft Type - N/A

Medical Certificate - EXPIRED  
Flight Time (Hours)

Total	- 385	Last 24 Hrs	- UNK/NR
Make/Model	- UNK/NR	Last 30 Days	- UNK/NR
Instrument	- UNK/NR	Last 90 Days	- UNK/NR
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

AN 80 YR OLD STU PLT WITH AN EXPIRED MEDICAL CERTIFICATE WAS USING AUTO FUEL IN THE ACFT WITHOUT AN STC. FAA RECORDS FOR THE ACFT SHOWED A SALE WAS PENDING FOR SVRL YRS. DURING FLT, THE PLT DECIDED TO MAKE A PRECAUTIONARY LANDING WHEN THE ENGINE BEGAN "RUNNING ROUGHER THAN USUAL." JUST PRIOR TO LANDING, THE ACFT COLLIDED WITH WIRES & CRASHED. THE REASON FOR THE ROUGH RUNNING ENGINE WAS NOT DETERMINED.



Brief of Accident (Continued)

File No. - 1819

8/05/86

WAGONER,OK

A/C Reg. No. N3026G

Time (Lc1) - 1830 CDT

Occurrence #1      LOSS OF POWER  
Phase of Operation      CRUISE - NORMAL

Finding(s)

1. UNDETERMINED
2. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
3. MAINTENANCE - INADEQUATE - PILOT IN COMMAND
4. FLUID,FUEL - IMPROPER

Occurrence #2      IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      APPROACH

Finding(s)

5. PRECAUTIONARY LANDING - INITIATED - PILOT IN COMMAND
6. WEATHER CONDITION - LOW CEILING
7. OBJECT - WIRE,TRANSMISSION
8. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND

Occurrence #3      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,8

Factor(s) relating to this accident is/are finding(s) 6,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1828      12/04/86      DURANT,OK      A/C Reg. No. N25532      Time (Lcl) - 1439 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED					
Type of Operation      -INSTRUCTIONAL	Fire	Crew	Fatal	Injuries		
Flight Conducted Under      -14 CFR 91	NONE	Pass	0	Serious	Minor	None
Accident Occurred During      -APPROACH			0	0	1	0
			0	0	0	0

-----Aircraft Information-----

Make/Model      - CESSNA 152	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/YES
Landing Gear      - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt      - 1600	Engine Type      - RECIPROCATING-CARBURETOR	
No. of Seats      - 2	Rated Power      - 118 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	EAKER FIELD
Wind Dir/Speed- VARIABLE	ATC/Airspace	Runway Ident      - 35
Visibility      - 20.0      SM	Type of Flight Plan - NONE	Runway Lth/Wid      - 5000/ 100
Lowest Sky/Clouds      - 10000 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 - 20	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current      - N/A	Total      - 53
	Months Since      - N/A	Last 24 Hrs      - 1
	Aircraft Type      - N/A	Make/Model- 53
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 17

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT NOTED A PARTIAL POWER LOSS WHILE PRACTICING MULTIPLE TOUCH-AND-GO LANDINGS. SHE STATED THAT AFTER SHE HAD TURNED ON A DOWNWIND, SHE HEARD "A DIFFERENT SOUND" FROM THE ENG AND IT APPEARED TO LOSE POWER. DURING AN APCH FOR AN OFF ARPT LANDING, THE ACFT STRUCK POWER LINES AND NOSED OVER INTO THE GROUND. AN EXAM OF THE ENG DID NOT REVEAL ANY DISCREPANCIES OTHER THAN LEAD DEPOSITS ON THE SPARK PLUGS; HOWEVER, THE PLUGS TESTED SATISFACTILY. WEATHER CONDITIONS AT THE TIME WERE CONDUCIVE TO INDUCTION ICING, BOTH AT RATED POWER AND AT GLIDE POWER.

Brief of Accident (Continued)

File No. - 1828

12/04/86

DURANT,OK

A/C Reg. No. N25532

Time (Lcl) - 1439 CST

-----  
Occurrence #1      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      APPROACH - VFR PATTERN - DOWNWIND

Finding(s)

1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
  2. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND
  3. FUEL SYSTEM,CARBURETOR - ICE
- 

Occurrence #2      FORCED LANDING  
Phase of Operation      MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

-----

Occurrence #3      IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

4. OBJECT - WIRE,TRANSMISSION
  5. CLEARANCE - MISJUDGED - PILOT IN COMMAND
- 

Occurrence #4      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      DESCENT - UNCONTROLLED

-----

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,5

Factor(s) relating to this accident is/are finding(s) 1,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1937      12/14/86      EL RENO,OK      A/C Reg. No. N736XP      Time (Lcl) - 1900 CST

-----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			1	1	0
					0

-----Aircraft Information-----

Make/Model - CESSNA 172K	Eng Make/Model - CONTINENTAL IO-360-K	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1700	Engine Type - RECIP-FUEL INJECTED	
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	OFF AIRPORT/STRIP
Method - N/A	GRANITE,OK	
Completeness - N/A	Destination	Airport Data
Basic Weather - IMC	EL RENO,OK	PAGE
Wind Dir/Speed- 180/011 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 2.000 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 300 FT OVERCAST	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- FOG		
Precipitation - DRIZZLE		
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 - UNK/NR	Total - 152	Last 24 Hrs - 1
SE LAND	Months Since - UNK/NR	Make/Model- UNK/NR	Last 30 Days- UNK/NR
	Aircraft Type - UNK/NR	Instrument- UNK/NR	Last 90 Days- UNK/NR
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

PRIVATE PILOT OF CESSNA 172K ATTEMPTED VFR FLIGHT IN IFR FLIGHT CONDITIONS. CONTACTED OKC APPROACH CONTROL AND REQUESTED SPECIAL VFR APPROACH DURING HOURS OF DARKNESS. APPROACH DENIED SPECIAL VFR DUE TO LACK OF INSTRUMENT QUALIFICATION OF PILOT. PILOT WAS ISSUED RADAR VECTORS FOR LANDING AT NEARBY AIRPORT. PILOT ATTEMPTED TO FLY BENEATH LOW CEILING IN FOG AND ALLOWED AIRCRAFT TO CONTACT TERRAIN. PILOT AND ONE PASSENGER FATALLY INJURED. SECOND PASSENGER SERIOUSLY INJURED. AIRCRAFT DESTROYED. PILOT HAD APPROXIMATELY 150 HOURS OF FLIGHT TIME.

Brief of Accident (Continued)

File No. - 1937

12/14/86

EL RENO,OK

A/C Reg. No. N736XP

Time (Lcl) - 1900 CST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation CRUISE

Finding(s)

1. WEATHER EVALUATION - DISREGARDED - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
3. JUDGEMENT - POOR - PILOT IN COMMAND
4. IMPROPER USE OF PROCEDURE, MENTAL PERFORMANCE OVERLOAD - PILOT IN COMMAND
5. VFR FLIGHT INTO IMC - ATTEMPTED - PILOT IN COMMAND
6. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
7. BECAME LOST/DISORIENTED - NOT CORRECTED - PILOT IN COMMAND

Occurrence #2 DRAGGED WING, ROTOR, POD, OR FLOAT  
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

8. ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
9. CLIMB - NOT OBTAINED - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

10. DESCENT - UNCONTROLLED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5,8,9

Factor(s) relating to this accident is/are finding(s) 6,7,10

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1941

8/18/86

AURORA, OR

A/C Reg. No. N201PJ

Time (Lcl) - 1620 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - LANDING

Aircraft Damage  
DESTROYED  
Fire NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew		0	0	1	0
Pass		0	0	3	0

-----Aircraft Information-----

Make/Model - MOONEY M-20-J  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 2740  
No. of Seats - 4

Eng Make/Model - LYCOMING I-O-360-A1B6D  
Number Engines - 1  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 200 HP

ELT Installed/Activated - YES-UNK/NR  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 170/010 KTS  
Visibility - 30.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
AURORA, OR  
Destination  
EUREKA, CA

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - FULL STOP

Airport Proximity  
ON AIRPORT

Airport Data

AURORA STATE  
Runway Ident - 17  
Runway Lth/Wid - 4100/ 100  
Runway Surface - ASPHALT  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 48

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 - 1000	Last 24 Hrs - UNK/NR
Make/Model- UNK/NR	Last 30 Days- UNK/NR
Instrument- UNK/NR	Last 90 Days- 30
Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

AT ABOUT 9,000 FEET MSL THE PILOT SMELLED SMOKE AND ELECTRICAL FUMES. HE THEN TURNED OFF THE MASTER SWITCH AND RETURNED TO LAND. HE MANUALLY LOWERED THE LANDING GEAR BUT IT FOLDED UPON LANDING ROLL. INVESTIGATION REVEALED NO MECHANICAL REASON FOR THE GEAR TO FOLD NOR FOR THE SMELL IN THE COCKPIT. THE PILOT FAILED TO ENSURE THAT THE GEAR WAS FULLY EXTENDED AND LOCKED.

Brief of Accident (Continued)

File No. - 1941

8/18/86

AURORA,OR

A/C Reg. No. N201PJ

Time (Lcl) - 1620 PDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation CRUISE

Finding(s)

1. ELECTRICAL SYSTEM - SMOKE
2. UNDETERMINED

Occurrence #2 COMPLETE GEAR COLLAPSED  
Phase of Operation LANDING - ROLL

Finding(s)

3. GEAR DOWN AND LOCKED - NOT IDENTIFIED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1971      5/08/86      NEWBURG, PA      A/C Reg. No. N1030V      Time (Lcl) - 1130 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - LANDING

Aircraft Damage  
SUBSTANTIAL  
Fire  
NONE

	Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA T337HP II  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 4700  
No. of Seats - 6

Eng Make/Model - CONTINENTAL TS10-360  
Number Engines - 2  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 225 HP

ELT Installed/Activated - YES-UNK/NR  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 300/020 KTS  
Visibility - 15.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
WEST CHESTER, PA  
Destination  
BEDFORD, PA

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - FORCED LANDING

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A  
Runway Lth/Wid - N/A  
Runway Surface - N/A  
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
COMMERCIAL  
SE LAND, ME LAND

Age - 43  
Biennial Flight Review  
Current - UNK/NR  
Months Since - 0  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 3672  
Make/Model- 33  
Instrument- 253  
Multi-Eng - 1256  
Last 24 Hrs - 3  
Last 30 Days- UNK/NR  
Last 90 Days- 25  
Rotorcraft - 2095

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE CESSNA 337P EXPERIENCED FUEL EXHAUSTION AND ATTEMPTED A LANDING ON A ROAD. DURING THE LANDING THE AIRCRAFT STRUCK TELEPHONE POLES AND RECEIVED SUBSTANTIAL DAMAGE. THE PILOT DID NOT RECEIVE ANY INJURIES IN THE ACCIDENT WHICH OCCURRED IN VISUAL METEOROLOGICAL CONDITIONS. THE PILOT HAD REFUELED THE AIRCRAFT AT PHILADELPHIA WITH 10 GALLONS PER SIDE. HE STATED THAT THE ACCIDENT COULD HAVE BEEN PREVENTED IF HE HAD FILLED THE AIRCRAFT INSTEAD OF PUTTING IN A MINIMUM AMOUNT OF FUEL.



Brief of Accident (Continued)

File No. - 1971

5/08/86

NEWBURG, PA

A/C Reg. No. N1030V

Time (Lc1) - 1130 EDT

-----  
Occurrence #1        LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation    CRUISE - NORMAL

Finding(s)

1. REFUELING - INADEQUATE - PILOT IN COMMAND
  2. JUDGEMENT - POOR - PILOT IN COMMAND
  3.        IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - 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 - UTILITY POLE
- 

----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. - 1895

6/30/86

WELLSBORO, PA

A/C Reg. No. N8299N

Time (Lcl) - 1255 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - LANDING

Aircraft Damage  
SUBSTANTIAL  
Fire  
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	2

-----Aircraft Information-----

Make/Model - PIPER PA-28-140  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2050  
No. of Seats - 2

Eng Make/Model - LYCOMING O-320-E2A  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 150 HP

ELT Installed/Activated - YES-UNK/NR  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS  
Method - ACFT RADIO  
Completeness - UNK/NR  
Basic Weather - VMC  
Wind Dir/Speed- VARIABLE/007 KTS  
Visibility - 15.0 SM  
Lowest Sky/Clouds - 2500 FT SCATTERED  
Lowest Ceiling - 25000 FT BROKEN  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAWN

Itinerary

Last Departure Point  
LINDEN, NJ  
Destination  
SAME AS ACC/INC

Airport Proximity  
ON AIRPORT

Airport Data

GRAND CANYON STATE  
Runway Ident - 10  
Runway Lth/Wid - 2100/ 72  
Runway Surface - ASPHALT  
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - GO AROUND

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s) -  
PRIVATE  
SE LAND

Age - 35

Biennial Flight Review

Current - UNK/NR  
Months Since - UNK/NR  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 112	Last 24 Hrs	- 2
Make/Model-	4	Last 30 Days-	UNK/NR
Instrument-	7	Last 90 Days-	6

Instrument Rating(s) - NONE

-----Narrative-----

DRG ARRIVAL, THE PLT WAS ADVISED THE WINDS WERE 5 TO 7 KTS, FAVORING RWY 28. HOWEVER, WHEN HE CROSSED OVER THE ARPT FOR A DOWNWIND ENTRY, HE NOTED THAT THE WIND SOCK HAD CHANGED TO INDICATE AN UPWIND FOR RWY 10, SO HE ELECTED TO LAND ON THAT RWY. ON FINAL APCH TO LAND, THE ACFT ENCOUNTERED TURBC & UP/DOWNRAFTS, WHICH THE PLT BELIEVED WERE DUE TO WIND OVER THE SURROUNDING HILLS & VALLEYS. WHEN HE ARRIVED OVER THE RWY AT ABOUT 60' AGL, HE BELIEVED THERE WAS INSUFFICIENT RWY TO COMPLETE THE LANDING, SO HE INITIATED A GO-AROUND. HOWEVER, THE ACFT SETTLED & TOUCHED DOWN ON THE RWY. DUE TO THE PROXIMITY OF PEOPLE & BUILDINGS, HE ELECTED TO STEER THE ACFT TO THE LEFT. AFTER A 500' SKID, THE ACFT CAME TO REST WITH A COLLAPSED NOSE GEAR & DAMAGE TO THE PROP, COWLING & FIRE WALL.

Brief of Accident (Continued)

File No. - 1895

6/30/86

WELLSBORO, PA

A/C Reg. No. N8299N

Time (Lc1) - 1255 EDT

-----  
Occurrence #1        IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation    LANDING

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
  2. WEATHER CONDITION - TURBULENCE
  3. WEATHER CONDITION - DOWNDRAFT
- 

Occurrence #2        NOSE GEAR COLLAPSED  
Phase of Operation    LANDING - ROLL

Finding(s)

4. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
  5. GO-AROUND - DELAYED - PILOT IN COMMAND
  6. GROUND LOOP/SWERVE - INTENTIONAL -
  7. LANDING GEAR, NOSE GEAR - OVERLOAD
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5

Factor(s) relating to this accident is/are finding(s) 1,2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1896      7/23/86      TUNKHANNOCK, PA      A/C Reg. No. N1RU      Time (Lcl) - 1430 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation -PERSONAL	Fire	Crew 0	Serious 0	Minor 0	None .1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	2
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - BEECH A24R	Eng Make/Model - LYCOMING IO-360-A1B	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 2750	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 200 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	AVCOA, PA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	SKYHAVEN
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 36
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2000/ 300
Lowest Sky/Clouds - CLEAR	Type of Clearance - VFR	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 37	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 209
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 30
		Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 63
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING A LANDING IN CALM WIND CONDITIONS, THE ACFT BOUNCED, BECAME AIRBORNE AGAIN & TOUCHED DOWN FURTHER DOWN THE 2000' RWY. THE PLT APPLIED BRAKES & "DUMPED" THE FLAPS FOR MAX BRAKING, BUT TO NO AVAIL. THE ACFT SLID OFF THE GRASS RWY & SUBSEQUENTLY WENT OVER AN EMBANKMENT, COLLAPSING THE NOSE GEAR & DAMAGING THE RIGHT MAIN GEAR, PROP & ENG COWLING.

Brief of Accident (Continued)

File No. - 1896

7/23/86

TUNKHANNOCK, PA

A/C Reg. No. N1RU

Time (Lcl) - 1430 EDT

Occurrence #1      OVERRUN  
Phase of Operation      LANDING - ROLL

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND
2. RECOVERY FROM BOUNCED LANDING - PERFORMED -
3. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
4. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2      NOSE GEAR COLLAPSED  
Phase of Operation      LANDING

Finding(s)

5. TERRAIN CONDITION - ROUGH/UNEVEN
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) 4

Factor(s) relating to this accident is/are finding(s) 1,3,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1970

8/03/86

LANCASTER, PA

A/C Reg. No. N9531Q

Time (Lcl) - 1550 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	4
0	0	0	0

Type of Operation -PERSONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -DESCENT

Fire  
IN FLIGHT

Crew  
Pass

-----Aircraft Information-----

Make/Model - PIPER PA-60-601P  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 6000  
No. of Seats - 6

Eng Make/Model - LYCOMING TIO-540  
Number Engines - 2  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 295 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- UNK/NR  
Visibility - UNK/NR  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
BOWLING GREEN, WI

ATC/Airspace

Type of Flight Plan - IFR  
Type of Clearance - IFR  
Type Apch/Lndg - NONE

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

LANCASTER  
Runway Ident - 31  
Runway Lth/Wid - 4102/ 100  
Runway Surface - ASPHALT  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
COMMERCIAL  
SE LAND, ME LAND

Age - 57  
Biennial Flight Review  
Current - YES  
Months Since - 11  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 3250  
Make/Model- 170  
Instrument- 260  
Multi-Eng - 3000  
Last 24 Hrs - 0  
Last 30 Days- UNK/NR  
Last 90 Days- 30

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PIPER PA-60 AEROSTAR WAS MAKING A TAKEOFF WITH FIVE PASSENGERS ON BOARD. THE PIC DID NOT ESTABLISH ANY PROCEDURES WITH HIS CO-PILOT PRIOR TO THE TAKEOFF. THE AIRCRAFT CONTINUED OFF THE 4100 FT RUNWAY TO THE OVERRUN FINALLY BECOMING AIRBORNE. THE CO-PILOT THEN GRABBED THE CONTROLS AND PULLED THE CONTROL WHEEL BACK. THE AIRCRAFT CLIMBED AND THEN THE LEFT WING DROPPED AND CONTACTED POWER LINES. THE AIRCRAFT WAS OBSERVED ON FIRE PRIOR TO SETTLING TO THE GROUND. ALL FIVE OCCUPANTS ESCAPED INJURY, HOWEVER, THE AIRCRAFT WAS DESTROYED BY FIRE. BOTH FRONT SEAT PILOTS (PIC & CO-PILOT) HAD OPERATED PA-60 AIRCRAFT AS PIC.

Brief of Accident (Continued)

File No. - 1970

8/03/86

LANCASTER, PA

A/C Reg. No. N9531Q

Time (Lc1) - 1550 EDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. OBJECT - WIRE, TRANSMISSION
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
4. ABORT - NOT PERFORMED - PILOT IN COMMAND
5. IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN PERSONAL ABILITY - COPILOT
6. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
7. CONTROL INTERFERENCE - INTENTIONAL - COPILOT

Occurrence #2 LOSS OF CONTROL - IN FLIGHT  
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

8. STALL - UNCONTROLLED - COPILOT

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) 4,7

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. - 1889

8/04/86

HARRISBURG, PA

A/C Reg. No. N93454

Time (Lcl) - 1301 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation - INSTRUCTIONAL

Flight Conducted Under - 14 CFR 91

Accident Occurred During - LANDING

Fire  
NONE

Crew  
Pass

-----Aircraft Information-----

Make/Model - CESSNA 152

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 1670

No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 110 HP

ELT Installed/Activated - YES-UNK/NR

Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 300/006 KTS

Visibility - 12.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

BALTIMORE, MD

Destination

SAME AS ACC/INC

Airport Proximity

ON AIRPORT

Airport Data

CAPITAL CITY

Runway Ident - 30

Runway Lth/Wid - 3895/ 150

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - VFR

Type of Clearance - NONE

Type Apch/Lndg - STRAIGHT-IN

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - UNK/NR

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 29 Last 24 Hrs - 1

Make/Model- 29 Last 30 Days- UNK/NR

Instrument- 1 Last 90 Days- 5

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT WAS ON A X-COUNTRY FLT. HE RPRTD THAT DURING THE FLARE TO LAND AT HARRISBURG, PA, THE ACFT YAWED LEFT, THEN AFTER TOUCHDOWN, IT VEERED OFF THE LEFT SIDE OF THE RWY TWD A VASI INSTALLATION. HE STEERED FURTHER LEFT TO AVOID THE VASI, THEN STEERED BACK TO THE RIGHT TO AVOID A CHAIN LINK FENCE THAT WAS INSTALLED PARALLEL TO THE RWY. HOWEVER, THE LEFT WING TIP CONTACTED THE FENCE & CAUSED THE ACFT TO SWERVE BACK LEFT.



Brief of Accident (Continued)

File No. - 1889

8/04/86

HARRISBURG, PA

A/C Reg. No. N93454

Time (Lc1) - 1301 EDT

Occurrence #1      LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Occurrence #2      ON GROUND COLLISION WITH OBJECT  
Phase of Operation      LANDING - ROLL

Finding(s)

3. OBJECT - FENCE

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1877      8/05/86      GROVE CITY, PA      A/C Reg. No. N91356      Time (Lc1) - 1120 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Injuries			
Type of Operation - INSTRUCTIONAL	Fire	Fatal	Serious	Minor	None
Flight Conducted Under - 14 CFR 91	NONE	Crew 0	0	0	2
Accident Occurred During - LANDING		Pass 0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-38-112	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 112 HP	

-----Environment/Operations Information-----

<b>Weather Data</b>	<b>Itinerary</b>	<b>Airport Proximity</b>
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	<b>Airport Data</b>
Basic Weather - VMC	LOCAL	GROVE CITY
Wind Dir/Speed- UNK/NR		Runway Ident - 27
Visibility - 10.0 SM	<b>ATC/Airspace</b>	Runway Lth/Wid - 3500/ 75
Lowest Sky/Clouds - CLEAR	Type of Flight Plan - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type of Clearance - VFR	Runway Status - DRY
Obstructions to Vision- NONE	Type Apch/Lndg - FORCED LANDING	
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,CFI	Current - YES	Total - 355
SE LAND	Months Since - 3	Make/Model- 250
	Aircraft Type - UNK/NR	Instrument- 53
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 97

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE INSTRUCTOR PLT (CFI) RPRTD THAT SHORTLY AFTER TAKEOFF, AFTER CLIMBING OUT OF GND EFFECT, THE ACFT SEEMED TO LVL OFF & STOP CLIMBING. HE TOOK CONTROL FM THE STUDENT & PROCEEDED TO CHECK THE INSTRUMENTS, BUT NO SPECIFIC ABNORMALITY WAS DETERMINED. HE CHECKED THAT THE THROTTLE & MIXTURE WERE FULL FORWARD & APPLIED CARB HEAT TO CHECK FOR CARB ICE. THE STALL WARNING SOUNDED, SO HE MOVED THE CARB HEAT OFF & EXTENDED ONE NOTCH OF FLAPS. THE ACFT BEGAN DSCNDG & SUBSEQUENTLY IT HIT TREES & CRASH LANDED IN A SMALL "OVERGROWN" FIELD. A POST-ACCIDENT EXAM & ENG RUN REVEALED ONE MAGNETO HAD A DEFECTIVE COIL & WAS INOP. NO OTHER PREIMPACT MECHANICAL PROBLEM WAS FOUND. THE CFI HAD A TOTAL FLT TIME OF 355.4 HRS.

Brief of Accident (Continued)

File No. - 1877

8/05/86

GROVE CITY, PA

A/C Reg. No. N91356

Time (Lcl) - 1120 EDT

Occurrence #1      LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. IGNITION SYSTEM, MAGNETO - FAILURE, PARTIAL

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Finding(s)

2. REMEDIAL ACTION - IMPROPER - PILOT IN COMMAND(CFI)
3. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND(CFI)

Occurrence #3      IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

4. OBJECT - TREE(S)

Occurrence #4      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      LANDING

Finding(s)

5. TERRAIN CONDITION - HIGH VEGETATION

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3,4,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1824

7/05/86

VEGA BAJA, PR

A/C Reg. No. N6915K

Time (Lc1) - 1600 AST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

Type of Operation -PARACHUTE  
Flight Conducted Under -14 CFR 105  
Accident Occurred During -CLIMB

NONE  
Fire  
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	1	0	0	1

-----Aircraft Information-----

Make/Model - GRUMMAN G-164B  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 4500  
No. of Seats - 1

Eng Make/Model - P&W R-1340  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 600 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- 100/012 KTS  
Visibility - 15.0 SM  
Lowest Sky/Clouds - 2500 FT SCATTERED  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A  
Runway Lth/Wid - N/A  
Runway Surface - N/A  
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
COMMERCIAL  
SE LAND

Age - 38  
Biennial Flight Review  
Current - YES  
Months Since - 4  
Aircraft Type - C-210

Medical Certificate - UNK/NR  
Flight Time (Hours)

Total	-	6903	Last 24 Hrs	-	1
Make/Model	-	5100	Last 30 Days	-	UNK/NR
Instrument	-	11	Last 90 Days	-	120
Multi-Eng	-	8			

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT OF THE GRUMMAN AG CAT ALLOWED 2 PARACHUTISTS TO BOARD THE RESTICTED CATAGORY ACFT FOR A PARACHUTE JUMPING FLT. EACH PARACHUTIST WAS POSITIONED ON A WING WITH HIS ARM CROOKED AROUND THE RESPECTIVE WING CENTER STRUT. AFTER TAKEOFF, THE PARACHUTIST ON THE RGT WING FELL OFF & PLUNGED TO HIS DEATH. AN EXAM OF HIS CHUTES REVEALED THAT THE MAIN CHUTE HAD BARELY STARTED TO OPEN & THE RESERVE CHUTE WAS NOT DEPLOYED. WITNESSES BELIEVED THAT THE PARACHUTIST FELL FROM ABOUT 400 TO 500 FT AGL. WITNESS TESTIMONY & A POST MORTEM EXAM OF THE DECEASED REVEALED THAT HIS RGT ARM WAS WEAKER THAN HIS LEFT ARM DUE TO A PREVIOUS INJURY & SURGERY. THE OWNER OF THE ACFT WAS NOT AWARE OF, NOR DID HE APPROVE OF, THE USE OF THE ACFT FOR PARACHUTE JUMPING.

Brief of Accident (Continued)

File No. - 1824

7/05/86

VEGA BAJA, PR

A/C Reg. No. N6915K

Time (Lcl) - 1600 AST

Occurrence MISCELLANEOUS/OTHER  
Phase of Operation CLIMB

Finding(s)

1. STOLEN AIRCRAFT/UNAUTHORIZED USE - PERFORMED - PILOT IN COMMAND
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. PROCEDURES/DIRECTIVES - NOT FOLLOWED -
4. JUDGEMENT - POOR - PASSENGER
5. IMPROPER USE OF PROCEDURE, PHYSIOLOGICAL CONDITION -

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

Factor(s) relating to this accident is/are finding(s) 3,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1818      10/29/86      SAN JUAN, PR      A/C Reg. No. N778L      Time (Lcl) - 1310 AST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -TAKEOFF

Aircraft Damage

DESTROYED

Fire

ON GROUND

Crew

Pass

Fatal

1

0

Serious

0

1

Minor

0

0

None

0

0

-----Aircraft Information-----

Make/Model      - DEHAVILLAND DHC-3  
Landing Gear      - TAILWHEEL-ALL FIXED  
Max Gross Wt      - 8000  
No. of Seats      - 16

Eng Make/Model      - P&W R-1340

Number Engines      - 1

Engine Type      - RECIPROCATING-CARBURETOR

Rated Power      - 600 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- 180/005 KTS

Visibility      - 15.0 SM

Lowest Sky/Clouds      - 1800 FT SCATTERED

Lowest Ceiling      - 8000 FT BROKEN

Obstructions to Vision- NONE

Precipitation      - NONE

Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance      - NONE

Type Apch/Lndg      - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

ISLA GRANDE

Runway Ident      - 09

Runway Lth/Wid      - 5317/ 100

Runway Surface      - ASPHALT

Runway Status      - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND, ME LAND

Age - 37

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      - 8000

Make/Model- UNK/NR

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 100

Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WITNESSES STATED THAT THE ACFT USED MOST OF THE RWY TO TAKEOFF, REACHED AN APRX ALTITUDE OF 60 FEET, THEN PULLED UP TO CLEAR AN EMBANKMENT. HOWEVER, THE ACFT STRUCK A TALL PALM TREE & CRASHED BETWEEN 2 ROADS, NEAR AN INTERSECTION, WHERE THE ROADS MERGED. THE CARGO WAS REMOVED FROM THE ACFT & WEIGHED. COMPUTATIONS SHOWED THAT THE MAXIMUM ALLOWABLE GROSS WEIGHT OF THE ACFT WAS EXCEEDED BY APPROXIMATELY 1928 LBS. NO PREIMPACT PART FAILURE OR MALFUNCTION WAS EVIDENT.

Brief of Accident (Continued)

File No. - 1818

10/29/86

SAN JUAN,PR

A/C Reg. No. N778L

Time (Lc1) - 1310 AST

-----  
Occurrence #1        IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    TAKEOFF - INITIAL CLIMB

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
  2. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND
  3. OBJECT - TREE(S)
  4. CLEARANCE - NOT ATTAINED -
- 

Occurrence #2        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1991      11/25/86      ISABELA, PR      A/C Reg. No. N888MD      Time (Lcl) - 1900 AST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -DESCENT

Aircraft Damage  
DESTROYED  
Fire  
UNK/NR

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	1	0	0	0

-----Aircraft Information-----

Make/Model      - PIPER PA-34-200T  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 4570  
No. of Seats      - 7

Eng Make/Model - CONTINENTAL TS10-360E  
Number Engines - 2  
Engine Type      - RECIP-FUEL INJECTED  
Rated Power      - 200 HP

ELT Installed/Activated - UNK/NR  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- 240/003 KTS  
Visibility      - 8.0 SM  
Lowest Sky/Clouds - 800 FT SCATTERED  
Lowest Ceiling      - 4000 FT BROKEN  
Obstructions to Vision- NONE  
Precipitation      - RAIN  
Condition of Light      - UNK/NR

Itinerary

Last Departure Point  
SAN JUAN, PR  
Destination  
AGUADILLA, PR

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 - 48  
Biennial Flight Review  
Current      - UNK/NR  
Months Since      - UNK/NR  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	300
Make/Model-	UNK/NR
Instrument-	0
Last 24 Hrs	- UNK/NR
Last 30 Days	- UNK/NR
Last 90 Days	- 60

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS REPORTED MISSING WHILE ON A PERSONAL FLIGHT FROM SAN JUAN PR TO AGUADILLA PR. THE PLTS LAST RADIO CONTACT WAS WITH AGUADILLA TOWER REQUESTING AN ALTERNATE ARPT TO LAND BECAUSE THEY WERE IN HEAVY RAIN. THE COAST GUARD INITIATED A SEARCH AND FOUND 2 SEATS, 4 SEAT CUSHIONS AND OTHER SMALL DEBRIS THAT WERE IDENTIFIED BY THE PLTS BROTHER AS COMING FROM THE MISSING AIRCRAFT.



Brief of Accident (Continued)

File No. - 1991

11/25/86

ISABELA, PR

A/C Reg. No. N888MD

Time (Lc1) - 1900 AST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation CRUISE

Finding(s)

1. VFR FLIGHT INTO IMC - INITIATED - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

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)

4. TERRAIN CONDITION - WATER, ROUGH

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1891

7/01/86

LINCOLN, RI

A/C Reg. No. N2428P

Time (Lcl) - 1500 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	1

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - LANDING

Fire Crew  
NONE Pass

-----Aircraft Information-----

Make/Model - PIPER PA-38-112  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 3600  
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 112 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NWS  
Method - UNK/NR  
Completeness - WEATHER NOT PERTINENT  
Basic Weather - VMC  
Wind Dir/Speed- VARIABLE  
Visibility - 15.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

Airport Proximity  
ON AIRPORT

Airport Data

NORTH CENTRAL STATE  
Runway Ident - 05  
Runway Lth/Wid - 5000/ 150  
Runway Surface - ASPHALT  
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - TRAFFIC PATTERN

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 29

Biennial Flight Review

Current - YES  
Months Since - 22  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 207	Last 24 Hrs -	1
Make/Model-	69	Last 30 Days-	UNK/NR
Instrument-	5	Last 90 Days-	11

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT INTENDED TO PRACTICE A SHORT FIELD LANDING & EXTENDED FULL FLAPS. INITIALLY, HIS APCH WAS HIGHER & FASTER THAN NORMAL. HOWEVER, BEFORE LANDING, A HIGH SINK RATE DEVELOPED. THE ACFT TOUCHED DOWN HARD, THE RIGHT WING DROPPED & THE ACFT STARTED TO TURN RIGHT. THE PLT MAINTAINED CONTROL & CONTINUED FLT OFF OF THE RWY & OVER A GRASS AREA, THEN THE ACFT SETTLED GENTLY ON A TAXIWAY. DURING THE SEQUENCE, THE RIGHT MAIN GEAR COLLAPSED & 2 RWY LIGHTS WERE DAMAGED. THE PLT WAS NOT SURE WHETHER THE RIGHT MAIN GEAR HAD FAILED FROM THE HARD LANDING OR FROM HITTING A RWY LIGHT. THE PLT RPRTD THE WIND WAS FROM THE SW AT 15 KTS, BUT THE UNICOM OPERATOR HAD RPRTD THE WIND WAS LIGHT & VARIABLE.

Brief of Accident (Continued)

File No. - 1891

7/01/86

LINCOLN, RI

A/C Reg. No. N2428P

Time (Lc1) - 1500 EDT

-----  
Occurrence #1           HARD LANDING  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)  
1. WEATHER CONDITION - UNFAVORABLE WIND  
2. FLARE - IMPROPER - PILOT IN COMMAND  
-----

Occurrence #2           LOSS OF CONTROL - ON GROUND  
Phase of Operation    LANDING

Finding(s)  
3. DIRECTIONAL CONTROL - NOT MAINTAINED -  
4. GROUND LOOP/SWERVE - UNCONTROLLED -  
-----

Occurrence #3           ON GROUND COLLISION WITH OBJECT  
Phase of Operation    LANDING

Finding(s)  
5. OBJECT - RUNWAY LIGHT  
-----

Occurrence #4           MAIN GEAR COLLAPSED  
Phase of Operation    LANDING

Finding(s)  
6. LANDING GEAR, MAIN GEAR - OVERLOAD  
-----

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,5

Brief of Accident

File No. - 1881      7/03/86      BLOCK ISLAND,RI      A/C Reg. No. N5533J      Time (Lcl) - 0815 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -POSITIONING  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -LANDING

Aircraft Damage  
SUBSTANTIAL  
Fire      NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew		0	0	1	0
Pass		0	0	1	0

-----Aircraft Information-----

Make/Model      - PIPER PA-32  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 3400  
No. of Seats      - 6

Eng Make/Model      - LYCOMING O-540-E4B5  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 260 HP

ELT Installed/Activated      - YES/YES  
Stall Warning System      - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed-      270/005 KTS  
Visibility      - 5.0 SM  
Lowest Sky/Clouds      - CLEAR  
Lowest Ceiling      - NONE  
Obstructions to Vision-      NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
WESTERLY,RI

ATC/Airspace

Type of Flight Plan      - NONE  
Type of Clearance      - VFR  
Type Apch/Lndg      - FORCED LANDING

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

BLOCK ISLAND  
Runway Ident      - 28  
Runway Lth/Wid      - 2500/ 100  
Runway Surface      - ASPHALT  
Runway Status      - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
COMMERCIAL,ATP,CFI  
SE LAND,ME LAND,SE SEA

Age - UNK/NR

Biennial Flight Review

Current      - YES  
Months Since      - 0  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 15000	Last 24 Hrs	- 3
Make/Model-	5000	Last 30 Days-	UNK/NR
Instrument-	500	Last 90 Days-	120
Multi-Eng	- 5000		

Instrument Rating(s)      - AIRPLANE

-----Narrative-----

THE ENG LOST PARTIAL POWER ON THE INITIAL CLIMB-OUT AS THE PLT WAS TAKING OFF FROM RWY 28. HE INITIATED A LEFT TURN BACK TO THE ARPT, BUT THE ENG LOST ALL POWER. SUBSEQUENTLY, THE ACFT WAS LANDED IN AN AREA OF BRUSH & SMALL TREES NEAR THE WEST END OF THE ARPT. THE WINGS, ENG & ENG ACCESSORIES WERE EXTENSIVELY DAMAGED; NO PREIMPACT PART FAILURE OR MALFUNCTION WAS VERIFIED.

Brief of Accident (Continued)

File No. - 1881

7/03/86

BLOCK ISLAND, RI

A/C Reg. No. N5533J

Time (Lcl) - 0815 EDT

-----  
Occurrence #1        LOSS OF POWER  
Phase of Operation    TAKEOFF - INITIAL CLIMB

Finding(s)  
1. UNDETERMINED

-----  
Occurrence #2        FORCED LANDING  
Phase of Operation    MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

-----  
Occurrence #3        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    LANDING

Finding(s)  
2. TERRAIN CONDITION - HIGH VEGETATION

-----  
-----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. - 1880      7/15/86      WESTERLY, RI      A/C Reg. No. N4301Q      Time (Lcl) - 1345 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -LANDING

Aircraft Damage  
SUBSTANTIAL  
Fire      NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	1	0	0

-----Aircraft Information-----

Make/Model      - CESSNA 172L  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 2150  
No. of Seats      - 4

Eng Make/Model      - LYCOMING O-320-E2D  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 150 HP

ELT Installed/Activated - YES/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- 250/010 KTS  
Visibility      - 30.0 SM  
Lowest Sky/Clouds      - CLEAR  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
BLOCK ISLAND, RI  
Destination  
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - FULL STOP

Airport Proximity  
ON AIRPORT

Airport Data

WESTERLY STATE  
Runway Ident      - 25  
Runway Lth/Wid      - 4000/ 100  
Runway Surface      - ASPHALT  
Runway Status      - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 48  
Biennial Flight Review  
Current      - YES  
Months Since      - UNK/NR  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - UNK/NR      Last 24 Hrs - 1  
Make/Model- UNK/NR      Last 30 Days- UNK/NR  
Instrument- UNK/NR      Last 90 Days- 12  
Multi-Eng - UNK/NR      Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT RPRTD HE LANDED IN WINDS WHICH WERE GUSTING TO 20 KTS. AS THE ACFT TOUCHED DOWN, IT BALLOONED & THE PLT APPLIED SOME POWER TO MAINTAIN CONTROL. AS HE CONTD THE LANDING, THE ACFT BEGAN TO DRIFT TO THE LEFT. THE PLT ATTEMPTED A GO-AROUND, BUT HE WAS UNABLE TO GET THE ACFT AIRBORNE. SUBSEQUENTLY, THE ACFT CONTD OFF THE RWY, WENT OVER ROUGH TERRAIN & HIT A CHAIN LINK FENCE.

Brief of Accident (Continued)

File No. - 1880

7/15/86

WESTERLY, RI

A/C Reg. No. N4301Q

Time (Lc1) - 1345 EDT

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Occurrence            ON GROUND COLLISION WITH OBJECT  
Phase of Operation    LANDING

Finding(s)

1. WEATHER CONDITION - GUSTS
  2.    COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
  3. RECOVERY FROM BOUNCED LANDING - INADEQUATE - PILOT IN COMMAND
  4. GO-AROUND - DELAYED - PILOT IN COMMAND
  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) 1,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1844      11/29/86      STUGIS,SD      A/C Reg. No. N2161B      Time (Lcl) - 1612 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

Injuries

Type of Operation -FERRY  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -DESCENT

DESTROYED  
Fire  
ON GROUND

Crew  
Pass

Fatal	Serious	Minor	None
1	0	0	0
0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-28-181  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2550  
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A4M  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 180 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - IMC  
Wind Dir/Speed- 030/006 KTS  
Visibility - UNK/NR  
Lowest Sky/Clouds - UNK/NR  
Lowest Ceiling - OBSCURED  
Obstructions to Vision- FOG  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
KADOKA,SD  
Destination  
SPEARFISH,SD

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,COMMERCIAL  
SE LAND,ME LAND

Age - 30  
Biennial Flight Review  
Current - YES  
Months Since - 1  
Aircraft Type - PA-32

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total - 703	Last 24 Hrs - UNK/NR
Make/Model- UNK/NR	Last 30 Days- 19
Instrument- 90	Last 90 Days- 174
Multi-Eng - 235	Rotorcraft - 1

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT AGREED TO FERRY THE ACFT FOR ANOTHER PLT WHO WAS NOT IFR RATED & WHO HAD BEEN FORCED TO LAND AT KADOKA ON THE PREVIOUS EVENING DUE TO LOW FUEL & APCHG DARKNESS. IMC PREVAILED THRU-OUT THE AREA. THE COMMERCIAL/IFR RATED PLT DID NOT OBTAIN A WX BRIEFING OR FILE A FLT PLAN. HE TOOK OFF & CONTACTED ELLSWORTH AFB APCH CONTROL AT 1535 MST. LATER, HE RPRTD LEVEL AT 6000' MSL & SAID THE TOP OF THE OVERCAST WAS AT 5000'. WHEN TOLD THAT BOTH RAPID CITY & ELLSWORTH AFB WERE BELOW APCH MINS, HE ELECTED TO DIVERT TO SPEARFISH, SD. RADIO & RADAR CONTACT WERE LOST AT 1606. ON THE FOLLOWING AFTERNOON AT 1415, THE WRECKAGE WAS FND WHERE THE ACFT HAD COLLIDED WITH TREES ON A 4800' HIGH MTN AT ABOUT THE 4650' LEVEL. THERE WAS EVIDENCE THE ACFT IMPACTED IN A WINGS LEVEL, SLIGHTLY NOSE LOW ATTITUDE AT CRUISE AIRSPEED. THE COCKPIT WAS DESTROYED BY IMPACT & GND FIRE. MEDICAL & TOXICOLOGICAL CHECKS REVEALED NO EVIDENCE OF PLT INCAPACITATION. THE ELEV TRIM WAS FND SET IN A SLIGHTLY NOSE-DOWN PSN.



Brief of Accident (Continued)

File No. - 1844

11/29/86

STUGIS,SD

A/C Reg. No. N2161B

Time (Lc1) - 1612 MST

Occurrence #1      IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation      UNKNOWN

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. WEATHER CONDITION - CLOUDS
3. WEATHER CONDITION - LOW CEILING
4. WEATHER CONDITION - FOG
5. WEATHER CONDITION - OBSCURATION
6. DESCENT - INITIATED -
7. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND

Occurrence #2      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      DESCENT

Finding(s)

8. TERRAIN CONDITION - HIGH TERRAIN
9. TERRAIN CONDITION - MOUNTAINOUS/HILLY
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) 1,7,10

Factor(s) relating to this accident is/are finding(s) 2,3,4,5,8,9

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1916      9/20/86      TULLAHOMA, TN      A/C Reg. No. N6877      Time (Lcl) - 1435 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation - PERSONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -DESCENT			0	0	0
					1
					1

-----Aircraft Information-----

Make/Model - ALEXANDER AS-K13	Eng Make/Model - N/A	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - N/A	Stall Warning System - NO
Max Gross Wt - 1060	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	TULLAHOMA, TN	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	TULLAHOMA
Wind Dir/Speed- 090/003 KTS	ATC/Airspace	Runway Ident - 24
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - UNK/NR SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - 5000 FT BROKEN	Type Apch/Lndg - FORCED LANDING	Runway Status - HIGH VEGETATION
Obstructions to Vision- UNK/NR		DRY
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 - 95
	Months Since - 14	Last 24 Hrs - 0
GLIDER	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 1
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING AN AUTOMOBILE TOW/LAUNCH, THE AUTO EXPERIENCED A LOSS OF POWER BEFORE THE GLIDER REACHED A SAFE RELEASE ALTITUDE. THE PILOT HAD STEERED THE GLIDER OFF OF THE PAVED RWY AND WAS UNABLE TO RETURN TO THE RWY. THE GLIDER PILOT WAS FORCED TO LAND IN HIGH FOLIAGE WHERE SUBSTANTIAL DAMAGE WAS SUSTAINED TO THE EMPENNAGE. THE PILOT STATED THAT HAD HE REMAINED OVER THE RWY, THE POSSIBILITY OF LANDING IN THE FOLIAGE WOULD HAVE BEEN AVOIDED.

Brief of Accident (Continued)

File No. - 1916

9/20/86

TULLAHOMA, TN

A/C Reg. No. N6877

Time (Lcl) - 1435 CDT

-----  
Occurrence #1        LOSS OF POWER  
Phase of Operation    TAKEOFF - INITIAL CLIMB

Finding(s)  
1. GLIDER LAUNCH/TOW EQUIPMENT - UNDETERMINED  
-----

Occurrence #2        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    DESCENT - EMERGENCY

Finding(s)  
2. TERRAIN CONDITION - HIGH VEGETATION  
3. ALL AVAILABLE RUNWAY - NOT USED - PILOT IN COMMAND  
-----

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1948      10/20/86      NASHVILLE, TN      A/C Reg. No. N5260F      Time (Lcl) - 0810 CDT

-----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	0	0	0	0
Accident Occurred During	-APPROACH						

-----Aircraft Information-----

Make/Model	- PIPER PA-32R-300	Eng Make/Model	- LYCOMING IO-540-K1650	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 3600	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 300 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- FSS	Last Departure Point	OFF AIRPORT/STRIP
Method	- IN PERSON	KNOXVILLE, TN	
Completeness	- FULL	Destination	Airport Data
Basic Weather	- IMC	NASHVILLE, TN	NASHVILLE
Wind Dir/Speed	- 090/003 KTS	ATC/Airspace	Runway Ident
Visibility	- .250 SM	Type of Flight Plan	- 35
Lowest Sky/Clouds	- PART OBS	Type of Clearance	- 8500/ 150
Lowest Ceiling	- NONE	Type Apch/Lndg	- ASPHALT
Obstructions to Vision	- FOG		Runway Status
Precipitation	- NONE		- DRY
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 44	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 927	Last 24 Hrs - UNK/NR
SE LAND	Months Since - 2	Make/Model- 600	Last 30 Days- UNK/NR
	Aircraft Type - PA-32	Instrument- 50	Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE FLIGHT WAS CLEARED FOR THE LOCALIZER APPROACH TO RWY 31. THE PILOT REPORTED THE AIRPORT IN SIGHT. THE FLIGHT DESCENDED INTO THE CLOUD LAYER AND CRASHED ABOUT 1000 FEET SHORT OF THE MIDDLE MARKER. THE PILOT DID NOT REPORT ANY AIRCRAFT PROBLEM. THE APPROACH MDA IS 1040 FEET. THERE WAS NO REPORTED CEILING AND THERE WAS A .25 MILE VISIBILITY. THE PILOT WAS NOT INSTRUMENT QUALIFIED.

Brief of Accident (Continued)

File No. - 1948

10/20/86

NASHVILLE, TN

A/C Reg. No. N5260F

Time (Lc1) - 0810 CDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

1. WEATHER CONDITION - FOG
2. IFR PROCEDURE - NOT PERFORMED - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, QUALIFICATION - PILOT IN COMMAND
4. FLIGHT AND NAVIGATION INSTRUMENTS - IMPROPER USE OF - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, INADEQUATE TRANSITION/UPGRADE TRAINING - PILOT IN COMMAND
6. MINIMUM DESCENT ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
7. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND
8. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

9. OBJECT - OPEN FIELD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5,6,7,8

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1934      2/20/86      AUSTIN, TX      A/C Reg. No. N9062Z      Time (Lcl) - 1500 CST

-----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	1
Accident Occurred During - LANDING						

-----Aircraft Information-----

Make/Model - ROBINSON R-22	Eng Make/Model - LYCOMING O-320-A2B	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 150 HP	

-----Environment/Operations Information-----

<b>Weather Data</b>	<b>Itinerary</b>	<b>Airport Proximity</b>
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	<b>Airport Data</b>
Basic Weather - VMC	LOCAL	AUSTIN EXECUTIVE
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 25.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - NONE	Type Apch/Lndg - SIMULATED FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 52	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 234
SE LAND	Months Since - 3	Last 24 Hrs - 2
HELICOPTER	Aircraft Type - R22	Make/Model- 92
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 30
		Rotorcraft - 92

Instrument Rating(s) - NONE

-----Narrative-----

ACFT WAS SUBSTANTIALLY DAMAGED WHEN IT EXPERIENCED A HARD LANDING AND SEVERED THE TAILBOOM. PLT INITIALLY STATED THAT THE ENG HAD "MISSED" DURING PWR APPLICATION AT THE BOTTOM OF A NORM APPROACH. LATER HE STATED THAT HE HAD BEEN PRACTICING TOUCHDOWN AUTOROTATIONS. DA WAS 3,100' WITH A 97 DEGREE TEMPERATURE. PVT HELO PLT HAD LIMITED EXPERIENCE IN TOUCHDOWN AUTOROTATIONS.

Brief of Accident (Continued)

File No. - 1934

2/20/86

AUSTIN, TX

A/C Reg. No. N9062Z

Time (Lcl) - 1500 CST

-----  
Occurrence           HARD LANDING  
Phase of Operation   LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
2. AUTOROTATION - ATTEMPTED - PILOT IN COMMAND
3. FLARE - IMPROPER - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1843      3/28/86      MCKINNEY, TX      A/C Reg. No. N4431B      Time (Lcl) - 1400 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -GLIDER TOW  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -TAKEOFF

Aircraft Damage

MINOR

Fire

NONE

Fatal

Crew 0

Pass 0

Other 0

Injuries

Serious

0

0

1

Minor

0

0

0

None

1

0

2

-----Aircraft Information-----

Make/Model - CESSNA L-19E  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 2430  
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-470-11  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 213 HP

ELT Installed/Activated - UNK/NR  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 240/010 KTS

Visibility - 10.0 SM

Lowest Sky/Clouds - 6000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

Airport Proximity  
ON AIRPORT

Airport Data

AERO COUNTRY

Runway Ident - 17

Runway Lth/Wid - 2950/ 40

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND, ME LAND

Age - 32

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - UNK/NR

Make/Model- UNK/NR

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AS A PITTS SPECIAL, N66D, WAS IN THE TRAFFIC PATTERN TO LND, A CESSNA L-19E TOWPLANE, N4431B, WAS ON THE 1300' GRASS OVERRUN NEAR THE APCH END OF THE RWY WITH A GLIDER BEING READIED FOR TOW. THE GLIDER (SAILPLANE) WAS A GROB 103, N226BG. THE PLT OF THE PITTS STATED HE NOTICED SVRL GLIDERS & TOWPLANES PARKED ON/NEAR THE OVERRUN, BUT SINCE THE USUAL PRACTICE WAS TO PARK SUCH ACFT IN THAT AREA, HE DID NOT CONSIDER THEIR PRESENCE AN INDCN OF IMMINENT TAKEOFF. AS THE PITTS CONTD ON FINAL APCH, THE TOWPLANE & GLIDER STARTED TAKING OFF. SHORTLY AFTER THE TOWPLANE LIFTED OFF, IT & THE PITTS CONVERGED VERTICALLY & COLLIDED. THE PITTS THEN ENTERED AN UNCONTROLLED DSCNT & CRASHED IN A STEEP NOSE DOWN ATTITUDE, BUT THE PLT WAS SECURED IN THE ACFT BY A 5 POINT HARNESS & A LAP BELT & SURVIVED. THE TOWPLANE'S LEFT WING TIP WAS DAMAGED, BUT THE PLANE CONTD FLYING & LNDD SAFELY. RPRTDLY, THE WING WALKER FOR THE GLIDER WAS INEXPERIENCED & DID NOT CONFIRM THE LNDD TRAFFIC OR SIGNAL THE TOWPLT TO DELAY THE TAKEOFF.



Brief of Accident (Continued)

File No. - 1843

3/28/86

MCKINNEY, TX

A/C Reg. No. N4431B

Time (Lcl) - 1400 CDT.

Occurrence MIDAIR COLLISION  
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. VISUAL LOOKOUT - INADEQUATE - GROUND PERSONNEL
3. IMPROPER USE OF PROCEDURE, INADEQUATE TRAINING - OTHER PERSONNEL
4. IMPROPER USE OF PROCEDURE, VISUAL/AURAL DETECTION - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1843      3/28/86      MCKINNEY, TX      A/C Reg. No. N66D      Time (Lcl) - 1400 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries				
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	Crew	0	1	0	0
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During	-APPROACH		Other	0	0	0	3

-----Aircraft Information-----

Make/Model	- SPENCER PITTS S-1	Eng Make/Model	- LYCOMING IO-360-C1C	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 1150	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 1	Rated Power	- 200 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- 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	AERO COUNTRY	
Wind Dir/Speed	- 240/010 KTS		Runway Ident	- 17
Visibility	- 10.0 SM	ATC/Airspace	Runway Lth/Wid	- 2950/ 40
Lowest Sky/Clouds	- 6000 FT SCATTERED	Type of Flight Plan	Runway Surface	- ASPHALT
Lowest Ceiling	- NONE	Type of Clearance	Runway Status	- DRY
Obstructions to Vision	- NONE	Type Apch/Lndg		
Precipitation	- NONE			
Condition of Light	- DAYLIGHT			

-----Personnel Information-----

Pilot-In-Command	Age - 35	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 800	Last 24 Hrs - 1
SE LAND	Months Since - 17	Make/Model - 90	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 5	Last 90 Days - 15

Instrument Rating(s) - NONE

-----Narrative-----

AS A PITTS SPECIAL, N66D, WAS IN THE TRAFFIC PATTERN TO LND, A CESSNA L-19E TOWPLANE, N4431B, WAS ON THE 1300' GRASS OVERRUN NEAR THE APCH END OF THE RWY WITH A GLIDER BEING READIED FOR TOW. THE GLIDER (SAILPLANE) WAS A GROB 103, N226BG. THE PLT OF THE PITTS STATED HE NOTICED SVRL GLIDERS & TOWPLANES PARKED ON/NEAR THE OVERRUN, BUT SINCE THE USUAL PRACTICE WAS TO PARK SUCH ACFT IN THAT AREA, HE DID NOT CONSIDER THEIR PRESENCE AN INDCN OF IMMINENT TAKEOFF. AS THE PITTS CONTD ON FINAL APCH, THE TOWPLANE & GLIDER STARTED TAKING OFF. SHORTLY AFTER THE TOWPLANE LIFTED OFF, IT & THE PITTS CONVERGED VERTICALLY & COLLIDED. THE PITTS THEN ENTERED AN UNCONTROLLED DSCNT & CRASHED IN A STEEP NOSE DOWN ATTITUDE, BUT THE PLT WAS SECURED IN THE ACFT BY A 5 POINT HARNESS & A LAP BELT & SURVIVED. THE TOWPLANE'S LEFT WING TIP WAS DAMAGED, BUT THE PLANE CONTD FLYING & LNDD SAFELY. RPRTDLY, THE WING WALKER FOR THE GLIDER WAS INEXPERIENCED & DID NOT CONFIRM THE LNDG TRAFFIC OR SIGNAL FOR THE TOWPLT TO DELAY THE TAKEOFF.

Brief of Accident (Continued)

File No. - 1843

3/28/86

MCKINNEY, TX

A/C Reg. No. N66D

Time (Lc1) - 1400 CDT

Occurrence #1 MIDAIR COLLISION  
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT OF OTHER AIRCRAFT
2. VISUAL LOOKOUT - INADEQUATE - GROUND PERSONNEL
3. IMPROPER USE OF PROCEDURE, INADEQUATE TRAINING - OTHER PERSONNEL
4. IMPROPER USE OF PROCEDURE, VISUAL/AURAL DETECTION - PILOT OF OTHER AIRCRAFT

Occurrence #2 LOSS OF CONTROL - IN FLIGHT  
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1982      4/15/86      HANKAMER, TX      A/C Reg. No. N8696H      Time (Lcl) - 1000 CST

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT		Aircraft Damage	Injuries			
Type of Operation	-AERIAL APPLICATION	DESTROYED				
Flight Conducted Under	-14 CFR 137	Fire	Crew	Fatal	Serious	Minor
Accident Occurred During	-MANEUVERING	IN FLIGHT	Pass	0	0	0
			Other	1	0	0

-----Aircraft Information-----

Make/Model	- GRUMMAN G164A	Eng Make/Model	- P&W R-1340-AN1	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 4500	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 1	Rated Power	- 600 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing      - NO RECORD OF BRIEFING</p> <p>Method            - N/A</p> <p>Completeness    - N/A</p> <p>Basic Weather    - VMC</p> <p>Wind Dir/Speed- CALM</p> <p>Visibility        - 10.0    SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling    - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation     - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance    - NONE</p> <p>Type Apch/Lndg       - NONE</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident        - N/A</p> <p>Runway Lth/Wid     - N/A</p> <p>Runway Surface      - N/A</p> <p>Runway Status       - N/A</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 53	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - 12500
SE LAND	Months Since - UNK/NR	Make/Model- UNK/NR
HELICOPTER	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

TWO GRUMMAN AG CATS OPERATED BY THE SAME AIR SERVICE COLLIDED IN MID AIR. THE ACCIDENT OCCURRED AS ONE WAS DEPARTING AND THE OTHER WAS RETURNING TO A TEMPORARY AIR STRIP ADJACENT TO THE FIELDS THEY WERE FERTILIZING. WITNESSES INDICATED THAT BOTH PILOT ATTEMPTED TO AVOID THE OTHER BY PULLING UP. LOW CHOLINERASE WAS FOUND IN THE TOXICOLOGICAL SAMPLE OF THE OLDER PILOT, WHO WAS THE OWNER OF THE AIR SERVICE.

Brief of Accident (Continued)

File No. - 1982

4/15/86

HANKAMER, TX

A/C Reg. No. N8696H

Time (Lc1) - 1000 CST

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Occurrence MIDAIR COLLISION

Phase of Operation DESCENT - NORMAL

Finding(s)

1. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1982      4/15/86      HANKAMER, TX      A/C Reg. No. N8751H      Time (Lcl) - 1000 CST

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage  
DESTROYED

	Fatal	Serious	Minor	None
Injuries				
Crew	1	0	0	0
Pass	0	0	0	0
Other	1	0	0	0

Type of Operation      -AERIAL APPLICATION  
Flight Conducted Under      -14 CFR 137  
Accident Occurred During      -MANEUVERING

Fire  
IN FLIGHT

-----Aircraft Information-----

Make/Model      - GRUMMAN G164A  
Landing Gear      - TAILWHEEL-ALL FIXED  
Max Gross Wt      - 4500  
No. of Seats      - 1

Eng Make/Model      - P&W R-1340-ANI  
Number Engines      - 1  
Engine Type      - RECIP-FUEL INJECTED  
Rated Power      - 600 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- CALM  
Visibility      - 10.0      SM  
Lowest Sky/Clouds      - CLEAR  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
SAME AS ACC/INC

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident      - N/A  
Runway Lth/Wid      - N/A  
Runway Surface      - N/A  
Runway Status      - N/A

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - NONE

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
COMMERCIAL  
SE LAND, ME LAND

Age - 62  
Biennial Flight Review  
Current      - UNK/NR  
Months Since      - UNK/NR  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)

Total	- 16000	Last 24 Hrs	- UNK/NR
Make/Model-	UNK/NR	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	UNK/NR
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

TWO GRUMMAN AG CATS OPERATED BY THE SAME AIR SERVICE COLLIDED IN MID AIR. THE ACCIDENT OCCURRED AS ONE WAS DEPARTING AND THE OTHER WAS RETURNING TO A TEMPORARY AIR STRIP ADJACENT TO THE FIELDS THEY WERE FERTILIZING. WITNESSES INDICATED THAT BOTH PILOT ATTEMPTED TO AVOID THE OTHER BY PULLING UP. LOW CHOLINERASE WAS FOUND IN THE TOXICOLOGICAL SAMPLE OF THE OLDER PILOT, WHO WAS THE OWNER OF THE AIR SERVICE.

Brief of Accident (Continued)

File No. - 1982

4/15/86

HANKAMER, TX

A/C Reg. No. N8751H

Time (Lcl) - 1000 CST

Occurrence #1 MISCELLANEOUS/OTHER  
Phase of Operation STANDING - PRE-FLIGHT

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
2. IMPROPER DECISION, SELF-INDUCED PRESSURE - PILOT IN COMMAND
3. PHYSICAL IMPAIRMENT(OTHER TOXIC) - PILOT IN COMMAND

Occurrence #2 MIDAIR COLLISION  
Phase of Operation CLIMB

Finding(s)

4. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
5. IMPROPER USE OF PROCEDURE, COMPLACENCY - PILOT IN COMMAND
6. PHYSICAL IMPAIRMENT(OTHER TOXIC) - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1842      5/01/86      EL PASO, TX      A/C Reg. No. N1356J      Time (Lcl) - 1706 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage SUBSTANTIAL	Injuries				
Type of Operation	-PERSONAL	Fire	Crew	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	1	0	0
Accident Occurred During	-LANDING			0	0	1	2

-----Aircraft Information-----

Make/Model	- ROCKWELL 112A	Eng Make/Model	- LYCOMING IO-360-C1D6	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2650	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 4	Rated Power	- 200 HP		

-----Environment/Operations Information-----

<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- 160/007 KTS</p> <p>Visibility - 50.0 SM</p> <p>Lowest Sky/Clouds - 6000 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 DEL CITY, TX</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FORCED LANDING</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data</p> <p>EL PASO INTL</p> <p>Runway Ident - 26L</p> <p>Runway Lth/Wid - 9008/ 150</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND</p>	<p>Age - 31</p> <p>Biennial Flight Review</p> <p>Current - UNK/NR</p> <p>Months Since - UNK/NR</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 360</p> <p>Make/Model- UNK/NR</p> <p>Instrument- UNK/NR</p> <p>Multi-Eng - UNK/NR</p> <p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- UNK/NR</p> <p>Rotorcraft - UNK/NR</p>
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Instrument Rating(s) - NONE

-----Narrative-----

THE PLT RPRTD THAT THE ENG QUIT IMMEDIATELY AFTER TAKEOFF. DURING AN EMERG LANDING ON ARPT PROPERTY, THE ACFT COLLIDED WITH A SAND DUNE & NOSED OVER. AN EXAM OF THE ENG REVEALED NO DISCREPANCIES. THE EXTENT OF DAMAGE PREVENTED A THOROUGH EXAM OF THE FUEL SYS. THE PREIMPACT POSITION OF THE FUEL SELECTOR COULD NOT BE DETERMINED.



Brief of Accident (Continued)

File No. - 1842

5/01/86

EL PASO, TX

A/C Reg. No. N1356J

Time (Lcl) - 1706 MDT

Occurrence #1      LOSS OF POWER  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)  
1. UNDETERMINED

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Occurrence #3      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)  
2. TERRAIN CONDITION - LOOSE GRAVEL/SANDY  
3. TERRAIN CONDITION - ROUGH/UNEVEN

Occurrence #4      NOSE OVER  
Phase of Operation      LANDING

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1841      5/12/86      PINE SPRING, TX      A/C Reg. No. N27785      Time (Lc1) - 1745 MDT

-----Basic Information-----

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage				
Name of Carrier	-LONE STAR HELICOPTERS INC	DESTROYED				
Type of Operation	-SCHEDULED, DOMESTIC, PASSENGER	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under	-14 CFR 135	NONE	Pass	1	0	0
Accident Occurred During	-LANDING			1	0	0

-----Aircraft Information-----

Make/Model	- BELL 206B	Eng Make/Model	- ALLISON 250-C20B	ELT Installed/Activated	- NO -N/A
Landing Gear	- HIGH SKID	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 3200	Engine Type	- TURBOSHAFT		
No. of Seats	- 5	Rated Power	- 317 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	PECOS, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	Runway Ident - N/A
Wind Dir/Speed - 016 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - 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 - 54	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, ATP, CFI	Current - YES	Total - 5400
SE LAND, ME LAND	Months Since - 2	Make/Model - 1100
HELICOPTER	Aircraft Type - 206B	Instrument - 135
		Multi-Eng - 410
		Last 24 Hrs - 8
		Last 30 Days - UNK/NR
		Last 90 Days - UNK/NR
		Rotorcraft - 4730

Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

THE HELICOPTER WAS ON A FLT TO A SITE NR GUADALUPE PASS, AN AREA KNOWN FOR ERRATIC & GUSTY WINDS. AS THE PLT WAS ON AN APCH TO A HI MEADOW (ELEV APRX 5460'), THE HELICOPTER ENTERED A DSCNT & CRASHED WELL SHORT OF THE INTENDED LNDG AREA. A WITNESS RPRTD THE MAIN ROTOR RPM SLOWED & THE ROTOR BLADES CONED PRIOR TO IMPACT. THERE WAS EVIDENCE THE HELICOPTER IMPACTED IN A LVL ATTITUDE & AT A HIGH RATE OF DSCNT. AN INV REVEALED THAT A COUPLING ON THE ENG-TO-MAIN TRANSMISSION DRIVE SHAFT HAD BECOME DISCONNECTED. THERE WAS EVIDENCE THAT THE MALE DRIVESHAFT COUPLING WAS NOT PROPERLY SECURED TO THE FLANGE ON THE MAIN ROTOR DRIVESHAFT'S ENG END. EIGHT DAYS PRIOR TO THE ACNT, AN AIR COND SYS WAS INSTALLED ON THE HELICOPTER. THIS WOULD HAVE REQD THAT A DRIVE SHAFT COUPLING BE DISCONNECTED. THERE WAS EVIDENCE THAT THE SELF LOCKING NUTS WERE REUSED WHEN THE COUPLING WAS RECONNECTED.

Brief of Accident (Continued)

File No. - 1841

5/12/86

PINE SPRING, TX

A/C Reg. No. N27785

Time (Lcl) - 1745 MDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation APPROACH - VFR PATTERN - DOWNWIND

Finding(s)

1. ROTOR DRIVE SYSTEM, ENGINE TO TRANSMISSION DRIVE - DISCONNECTED
2. MAINTENANCE, INSTALLATION - IMPROPER - OTHER MAINTENANCE PSNL
3. IMPROPER USE OF PROCEDURE - OTHER MAINTENANCE PSNL

Occurrence #2 FORCED LANDING  
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

4. AUTOROTATION - INITIATED -

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation LANDING

Finding(s)

5. WEATHER CONDITION - TURBULENCE
6. WEATHER CONDITION - GUSTS
7. WEATHER CONDITION - HIGH DENSITY ALTITUDE
8. ROTOR RPM - NOT MAINTAINED -
9. FLARE - NOT POSSIBLE -

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

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. - 1943      5/24/86      SANTA FE, TX      A/C Reg. No. N80004      Time (Lcl) - 1300 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries		
Type of Operation -PERSONAL	Fire	Crew 2	Serious 0	Minor 0	None 0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - AEROTEK PITTS S2A	Eng Make/Model - LYCOMING IO-360-A1A	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
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	HOUSTON, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 160/015 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 2500 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 3500 FT BROKEN	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 39	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - UNK/NR	Total - 4433
SE LAND, ME LAND, SE SEA, ME SEA	Months Since - UNK/NR	Make/Model- 56
HELICOPTER , GLIDER	Aircraft Type - UNK/NR	Instrument- 34
		Multi-Eng - 46
		Last 24 Hrs - 1
		Last 30 Days- 24
		Last 90 Days- 60
		Rotorcraft - 66

Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

A SHORT OCCURRED IN THE AIRCRAFT'S ELECTRICAL SYSTEM DISTRACTING THE OWNER/PILOT OCCUPYING THE BACK SEAT OF THE AIRCRAFT. THIS SEAT WAS NOT EQUIPPED WITH A SECOND LAP RESTRAINT. THE AIRCRAFT WAS OBSERVED, BY WITNESSES, TO ENTER A SPIN WHICH WENT INVERTED. THE FRONT SEAT PILOT MAY HAVE BEEN ABLE TO REACH THE PEDALS BUT HAD NO EXPERIENCE IN THE AIRCRAFT. THE SPIN WAS STOPPED AT AN ALTITUDE TOO LOW TO PULL OUT, AND IT IMPACTED THE GROUND IN A STEEP INVERTED ATTITUDE.

Brief of Accident (Continued)

File No. - 1943

5/24/86

SANTA FE, TX

A/C Reg. No. N80004

Time (Lcl) - 1300 CDT

Occurrence #1      AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation      MANEUVERING

Finding(s)

1. ELECTRICAL SYSTEM, ELECTRIC WIRING - SHORTED

Occurrence #2      ABRUPT MANEUVER  
Phase of Operation      MANEUVERING

Finding(s)

2. UNDETERMINED

Occurrence #3      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      MANEUVERING

Finding(s)

3. EMERGENCY PROCEDURE - NOT PERFORMED - COPILOT
4. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - COPILOT
5. EMERGENCY PROCEDURE - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #4      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1944      5/31/86      KRUM,TX

A/C Reg. No. N34397

Time (Lc1) - 1515 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

Fatal

Injuries

Serious

Minor

None

Type of Operation -PERSONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -MANEUVERING

Fire

NONE

Crew

1

0

0

0

Pass

0

0

0

0

-----Aircraft Information-----

Make/Model - MEYERS 200B

Landing Gear - TRICYCLE-RETRACTABLE

Max Gross Wt - 3000

No. of Seats - 4

Eng Make/Model - CONTINENTAL IO-520-A

Number Engines - 1

Engine Type - RECIP-FUEL INJECTED

Rated Power - 285 HP

ELT Installed/Activated - UNK/NR

Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 360/010 KTS

Visibility - 7.0 SM

Lowest Sky/Clouds -

Lowest Ceiling - BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - UNK/NR

Itinerary

Last Departure Point

FORT WORTH,TX

Destination

KRUM,TX

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,ATP,CFI

SE LAND,ME LAND,SE SEA,ME SEA

Age - 63

Biennial Flight Review

Current - YES

Months Since - 1

Aircraft Type - 200B

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 33172

Make/Model- UNK/NR

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE RETIRED AIRLINE CAPTAIN WAS RETURNING TO A RETIREMENT PARTY FOR ANOTHER AIRLINE CAPTAIN. HE BEGAN A BARREL ROLL FROM A RELATIVELY LOW PASS OVER THE PARTY, BUT COLLIDED WITH THE GROUND ON PULL OUT. ALCOHOL WAS NOT A FACTOR.

Brief of Accident (Continued)

File No. - 1944

5/31/86

KRUM, TX

A/C Reg. No. N34397

Time (Lcl) - 1515 CDT

---

Occurrence            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    MANEUVERING

Finding(s)

1. AEROBATICS - PERFORMED - PILOT IN COMMAND
  2. ALTITUDE - IMPROPER - PILOT IN COMMAND
  3. LOW PASS - PERFORMED - PILOT IN COMMAND
  4. MANEUVER - UNCONTROLLED - PILOT IN COMMAND
  5.        IMPROPER USE OF EQUIPMENT/AIRCRAFT, OSTENTATIOUS DISPLAY - 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. - 1834

7/29/86

ROANOKE, TX

A/C Reg. No. N5753L

Time (Lcl) - 0605 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation -PERSONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -LANDING

Fire  
NONE

Crew  
Pass

-----Aircraft Information-----

Make/Model - AMERICAN AA-1  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 1500  
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-C2C  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 108 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - VRS  
Method - TELEPHONE  
Completeness - WEATHER NOT PERTINENT  
Basic Weather - VMC  
Wind Dir/Speed- 170/006 KTS  
Visibility - 10.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAWN

Itinerary

Last Departure Point  
GRAND PRAIRIE, TX  
Destination  
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - TRAFFIC PATTERN  
FULL STOP

Airport Proximity  
ON AIRPORT

Airport Data

AERO VALLEY  
Runway Ident - 17  
Runway Lth/Wid - 3500/ 40  
Runway Surface - GRASS/TURF  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE  
SE LAND

Age - 50

Biennial Flight Review

Current - YES  
Months Since - 1  
Aircraft Type - PA-28

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 484	Last 24 Hrs	- 1
Make/Model-	127	Last 30 Days-	UNK/NR
Instrument-	41	Last 90 Days-	32

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT TOOK OFF DURING DARKNESS ON AN EARLY MORNING FLT & ARRIVED AT THE DESTN ARPT PRIOR TO SUNRISE. HE WAS UNABLE TO ACTIVATE THE RWY LIGHTS, BUT SINCE THE GROUND FEATURES COULD BE SEEN, HE ELECTED TO LAND. DURING THE LANDING, THE ACFT TOUCHED DOWN ALONGSIDE THE RWY & COLLIDED WITH A DITCH, THEN NOSED OVER.



Brief of Accident (Continued)

File No. - 1834

7/29/86

ROANOKE, TX

A/C Reg. No. N5753L

Time (Lcl) - 0605 CDT

Occurrence #1      ON GROUND COLLISION WITH TERRAIN  
Phase of Operation      LANDING - ROLL

Finding(s)

1. LIGHT CONDITION - DAWN
2. AIRPORT FACILITIES, RUNWAY EDGE LIGHTS - NOT OPERATING
3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
4. IMPROPER DECISION, VISUAL/AURAL DETECTION - PILOT IN COMMAND
5. TERRAIN CONDITION - DITCH
6. PROPER ALIGNMENT - NOT ATTAINED - PILOT IN COMMAND

Occurrence #2      NOSE OVER  
Phase of Operation      LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,6

Factor(s) relating to this accident is/are finding(s) 1,2,4,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1956      8/04/86      UVALDE, TX      A/C Reg. No. N20TS      Time (Lcl) - 1700 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED		Injuries		
Type of Operation - PERSONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	1	0
Accident Occurred During -DESCENT			0	0	0
			0	0	0

-----Aircraft Information-----

Make/Model - SCHLEICHER ASW-20	Eng Make/Model - N/A	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL RETRACTABLE	Number Engines - N/A	Stall Warning System - NO
Max Gross Wt - UNK/NR	Engine Type - N/A	
No. of Seats - 1	Rated Power - N/A	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	UVALDE, TX
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - 15
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - 2000/ 30
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
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 - 58	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,ATP	Current - YES	Total - UNK/NR
SE LAND,ME LAND	Months Since - 20	Make/Model- UNK/NR
GLIDER	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - 3500
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACFT WAS COMPETING IN THE NATL SOARING CHAMPIONSHIPS AND HAD JUST CROSSED THE FINISH LINE AT 50' AGL AND 85 KNS A/S WHEN IT ENTERED A MANEUVER TO REVERSE DIRECTION AND CLIMB TO PATTERN ALT FOR LANDING. DURING THE TURN THE ACFT STALLED AND STRUCK A POWER LINE DURING THE SUBSEQUENT DESCENT. AFTER IMPACT, THE ACFT SLID INTO A VEHICLE. THE PLT MAY HAVE BEEN DISTRACTED BY OTHER ACFT OPERATING IN THE PATTERN.

Brief of Accident (Continued)

File No. - 1956

8/04/86

UVALDE, TX

A/C Reg. No. N20TS

Time (Lcl) - 1700 CST

Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      APPROACH - VFR PATTERN - BASE TURN

Finding(s)

1. AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND
2.      IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND

Occurrence #2      IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      DESCENT - UNCONTROLLED

Finding(s)

3. OBJECT - WIRE, TRANSMISSION

Occurrence #3      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      DESCENT - UNCONTROLLED

Finding(s)

4. OBJECT - VEHICLE

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

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. - 1830

8/29/86

ADDISON, TX

A/C Reg. No. N7711J

Time (Lcl) - 1430 CDT

-----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 - BOEING A75N1  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 3200  
No. of Seats - 2

Eng Make/Model - P&W R-985  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 450 HP

ELT Installed/Activated - NO -N/A  
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 060/007 KTS  
Visibility - 15.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

Airport Proximity  
ON AIRPORT

Airport Data

ADDISON  
Runway Ident - 15  
Runway Lth/Wid - 7200/ 100  
Runway Surface - ASPHALT  
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - TRAFFIC PATTERN  
FULL STOP

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
PRIVATE  
SE LAND, ME LAND

Age - 43  
Biennial Flight Review  
Current - YES  
Months Since - 8  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 7500	Last 24 Hrs	- 1
Make/Model-	58	Last 30 Days-	UNK/NR
Instrument-	300	Last 90 Days-	75
Multi-Eng	- 5000		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING THE LANDING ROLL, THE RIGHT MAIN LANDING GEAR COLLAPSED & SEPARATED FROM THE FUSELAGE. AN EXAM REVEALED THE RIGHT MAIN GEAR HAD FAILED DUE TO FATIGUE. THE ACFT HAD A TOTAL AIRFRAME TIME OF 1481 HRS.

Brief of Accident (Continued)

File No. - 1830

8/29/86

ADDISON, TX

A/C Reg. No. N7711J

Time (Lcl) - 1430 CDT

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Occurrence            MAIN GEAR COLLAPSED  
Phase of Operation    LANDING - ROLL

Finding(s)

1. LANDING GEAR, MAIN GEAR STRUT - FATIGUE
- 

----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. - 1829      9/01/86      LAPORTE, TX      A/C Reg. No. N44WR      Time (Lcl) - 1830 CDT

-----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 - BOEING A75N1	Eng Make/Model - CONTINENTAL W-670	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2950	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 220 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	HOUSTON, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	LAPORTE MUNI.
Wind Dir/Speed- VARIABLE	ATC/Airspace	Runway Ident - 12
Visibility - 12.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5000/ 75
Lowest Sky/Clouds - 5000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - WET
Obstructions to Vision- NONE	GO AROUND	
Precipitation - UNK/NR	FORCED LANDING	
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 - 678
SE LAND	Months Since - 14	Make/Model- 86
	Aircraft Type - UNK/NR	Instrument- 15
		Last 24 Hrs - 4
		Last 30 Days- UNK/NR
		Last 90 Days- 25

Instrument Rating(s) - NONE

-----Narrative-----

DURING A LANDING, THE ACFT ENCOUNTERED TURBULENCE, SO THE PLT INITIATED A GO-AROUND. HOWEVER, THE ACFT WOULD NOT CLIMB, EVEN WITH FULL POWER. THE FLT PATH WAS TOWARD POWER LINES & A ROAD, SO THE PLT ELECTED TO LAND IN A GRASS AREA. DURING THE LANDING, THE ACFT STRUCK A FENCE & NOSED OVER. THE PLT OF N44WR & ANOTHER PLT REPORTED THAT THE WIND VELOCITY & DIRECTION WERE CHANGING RAPIDLY DUE TO THUNDERSTORM ACTIVITY NEAR THE ARPT.

Brief of Accident (Continued)

File No. - 1829

9/01/86

LAPORTE, TX

A/C Reg. No. N44WR

Time (Lcl) - 1830 CDT

Occurrence #1      IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation      APPROACH - GO-AROUND (VFR)

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. WEATHER CONDITION - TURBULENCE (THUNDERSTORMS)
3. GO-AROUND - ATTEMPTED - PILOT IN COMMAND
4. WEATHER CONDITION - WINDSHEAR
5. CLIMB - NOT POSSIBLE -

Occurrence #2      FORCED LANDING  
Phase of Operation      OTHER

Finding(s)

6. TERRAIN CONDITION - HIGH OBSTRUCTION(S)

Occurrence #3      ON GROUND COLLISION WITH OBJECT  
Phase of Operation      LANDING - ROLL

Finding(s)

7. OBJECT - FENCE

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,4,6,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1821      9/01/86      SWEETWATER, TX      A/C Reg. No. N4563N      Time (Lcl) - 1935 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL					
Type of Operation - PERSONAL	Fire	Crew	Fatal	0	0	0
Flight Conducted Under - 14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During - LANDING						

-----Aircraft Information-----

Make/Model - BOEING E75	Eng Make/Model - P&W R-985	ELT Installed/Activated - NO	-N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES	
Max Gross Wt - 3200	Engine Type - RECIPROCATING-CARBURETOR		
No. of Seats - 2	Rated Power - 450 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SWEETWATER, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	SWEETWATER
Wind Dir/Speed- 180/007 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 59	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 2200
SE LAND, ME LAND	Months Since - 7	Make/Model- 50
	Aircraft Type - UNK/NR	Instrument- 210
		Multi-Eng - 700
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 35

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE THE ACFT WAS IN CRUISE FLT, THE ENGINE SUDDENLY WENT TO IDLE POWER. THE PLT ATTEMPTED TO LAND IN A CLEARING, BUT WAS UNABLE TO REACH THE INTENDED AREA. DURING THE LANDING, THE ACFT COLLIDED WITH LOW MESQUITE TREES, DAMAGING THE LANDING GEAR & WINGS. AN EXAM OF THE THROTTLE LINKAGE REVEALED A COTTER PIN WAS MISSING WHICH ALLOWED THE THROTTLE CONTROL TO BECOME DISCONNECTED.



Brief of Accident (Continued)

File No. - 1821

9/01/86

SWEETWATER, TX

A/C Reg. No. N4563N

Time (Lcl) - 1935 CDT

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Occurrence #1      LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF  
Phase of Operation      CRUISE - NORMAL

Finding(s)

1. THROTTLE/POWER LEVER, LINKAGE - DISCONNECTED
  2. MAINTENANCE - IMPROPER - OTHER MAINTENANCE PSNL
- 

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

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Occurrence #3      IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

3. OBJECT - TREE(S)
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1972      9/06/86      ABILENE, TX      A/C Reg. No. N5068F      Time (Lcl) - 1830 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL			Injuries	
Type of Operation      -SIGHT-SEEING	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under      -14 CFR 91	ON GROUND	Pass	0	0	0
Accident Occurred During      -LANDING			0	0	0
					None
					1
					5

-----Aircraft Information-----

Make/Model      - HILLER FH-1100	Eng Make/Model - ALLISON 250-C18	ELT Installed/Activated - NO	-N/A
Landing Gear      - SKID	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt      - 2530	Engine Type      - TURBOSHAFT		
No. of Seats      - 4	Rated Power      - 274 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	ABILENE
Wind Dir/Speed- 030/008 KTS	ATC/Airspace	Runway Ident      - N/A
Visibility      - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid      - N/A
Lowest Sky/Clouds      - 3000 FT SCATTERED	Type of Clearance      - NONE	Runway Surface      - N/A
Lowest Ceiling      - NONE	Type Apch/Lndg      - FORCED LANDING	Runway Status      - N/A
Obstructions to Vision- NONE		
Precipitation      - NONE		
Condition of Light      - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 60	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current      - YES	Total      - 4870
	Months Since      - 13	Last 24 Hrs      - 4
HELICOPTER	Aircraft Type - C-150	Make/Model- 236
		Last 30 Days- UNK/NR
		Instrument- 103
		Last 90 Days- 39
		Multi-Eng - UNK/NR
		Rotorcraft      - 2381

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS CONDUCTING SIGHT-SEEING FLTS FROM A RODEO/FAIRGROUND AREA. DURING A CRITICAL PART OF A TAKEOFF, A TAIL ROTOR BLADE SEPARATED & THE PLT LOST DIRECTIONAL CONTROL. HE ATTEMPTED AN AUTOROTATIVE LANDING. AFTER SPINNING AROUND ABOUT 3 TIMES, THE PLT PULLED FULL COLLECTIVE, JUST BEFORE THE HELICOPTER CRASHED, BUT IT WAS STILL BADLY DAMAGED. AN INVESTIGATION REVEALED THAT A TAIL ROTOR TENSION-TORSION (T-T) BAR ASSEMBLY, PN 24-55106, HAD FAILED WHERE THE ATTACHMENT BOLT GOES THRU THE T-T STRAPS. A METALLURGICAL EXAM REVEALED CHLORINE RICH DEPOSITS IN THE FRACTURE AREA. THE GREASE FROM THE T-T BAR CAVITY HAD DARKENED & THE CAVITY FOR THE OTHER SET OF T-T STRAPS CONTAINED A SMALL AMOUNT OF FLUID WITH AN UNPLEASANT ODOR. AN ANALYSIS OF THE GREASE REVEALED EXCESSIVE AMOUNTS OF CHLORINE. THERE WAS EVIDENCE THAT WATER & CHLORINE CONTAMINATION HAD RESULTED IN STRESS CORROSION & EVENTUAL FAILURE OF THE T-T BAR ASSEMBLY.

Brief of Accident (Continued)

File No. - 1972

9/06/86

ABILENE, TX

A/C Reg. No. N5068F

Time (Lc1) - 1830 CDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. ROTOR SYSTEM, TAIL ROTOR BLADE CUFF - CONTAMINATION
2. MAINTENANCE - INADEQUATE - OTHER MAINTENANCE PSNL
3. ROTOR SYSTEM, TAIL ROTOR BLADE CUFF - STRESS CORROSION
4. ROTOR SYSTEM, TAIL ROTOR BLADE - SEPARATION

Occurrence #2 LOSS OF CONTROL - IN FLIGHT  
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

5. DIRECTIONAL CONTROL - NOT POSSIBLE -

Occurrence #3 FORCED LANDING  
Phase of Operation DESCENT - EMERGENCY

Finding(s)

6. AUTOROTATION - ATTEMPTED - PILOT IN COMMAND

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation LANDING

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1826      9/19/86      KERRVILLE, TX      A/C Reg. No. N48331      Time (Lcl) - 1400 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation - PERSONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -LANDING		Other	0	0	1
					0

-----Aircraft Information-----

Make/Model - RYAN PT-22	Eng Make/Model - KINNER R-56	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1885	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - UNK/NR	

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 140/010 KTS</p> <p>Visibility - 15.0 SM</p> <p>Lowest Sky/Clouds - 7500 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 ARLINGTON, 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</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data</p> <p>LOUIS SCHREINER</p> <p>Runway Ident - 12</p> <p>Runway Lth/Wid - 4400/ 100</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL, ATP</p> <p>SE LAND, ME LAND</p>	<p>Age - 69</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 2</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 29000</p> <p>Make/Model- 200</p> <p>Instrument- 5800</p> <p>Multi-Eng - 26500</p> <p>Last 24 Hrs - 3</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 20</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE ARRIVING FOR A "FLY-IN" AT AN UNCONTROLLED ARPT, THE PLT OF A PT-22, N48331, TURNED ONTO FINAL APCH AFTER THE PLT OF A PRECEDING ACFT HAD TURNED OFF OF THE RWY. AT ABOUT THE SAME TIME, THE PLT OF AN UNREGISTERED ULTRALIGHT GYROCOPTER TAXIED ONTO THE RWY & BEGAN TAKING OFF. THE PT-22 PLT DID NOT SEE THE GYROCOPTER & CONTINUED HIS APCH. THE GYROCOPTER PLT STATED THAT HE HAD WAITED FOR OTHER ACFT TO LAND, THEN CHECKED FOR ACFT ON FINAL APCH, BUT DID NOT SEE ANY, SO HE TAXIED ONTO THE RWY & STARTED HIS TAKEOFF. SUBSEQUENTLY, THE TWO ACFT COLLIDED ABOUT 1500 FT DOWN THE RWY. THE COLLISION OCCURRED AS THE GYROCOPTER WAS JUST LIFTING OFF. THE PT-22 PLT COULD NOT SEE OVER THE NOSE OF HIS ACFT WHILE IT WAS ROLLING WITH THE TAILWHEEL ON THE GROUND.

Brief of Accident (Continued)

File No. - 1826

9/19/86

KERRVILLE, TX

A/C Reg. No. N48331

Time (Lcl) - 1400 CDT

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Occurrence            ON GROUND COLLISION WITH OBJECT  
Phase of Operation    LANDING - ROLL

Finding(s)

1. AIRPORT FACILITIES - CONGESTED
2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
3. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT

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----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. - 1826      9/19/86      KERRVILLE, TX      A/C Reg. No. NONE      Time (Lcl) - 1400 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 103	NONE	Pass 0	0	0	0
Accident Occurred During -TAKEOFF		Other 0	0	0	1

-----Aircraft Information-----

Make/Model - EAGLE PERFORMANCE	Eng Make/Model - ROTAC 503	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - UNK/NR	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - UNK/NR	

-----Environment/Operations Information-----

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	LOUIS SCHREINER
Wind Dir/Speed- 140/010 KTS	ATC/Airspace	Runway Ident - 12
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4400/ 100
Lowest Sky/Clouds - 7500 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 - UNK/NR	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
NONE	Current - N/A	Total - 104
	Months Since - N/A	Make/Model- UNK/NR
	Aircraft Type - N/A	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ARRIVING FOR A "FLY-ING" AT AN UNCONTROLLED ARPT, THE PLT OF A PT-22, N48331, TURNED ONTO FINAL APCH AFTER THE PLT OF A PRECEDING ACFT HAD TURNED OFF OF THE RWY. AT ABOUT THE SAME TIME, THE PLT OF AN UNREGISTERED ULTRALIGHT GYROCOPTER TAXIED ONTO THE RWY & BEGAN TAKING OFF. THE PT-22 PLT DID NOT SEE THE GYROCOPTER & CONTINUED HIS APCH. THE GYROCOPTER PLT STATED THAT HE HAD WAITED FOR OTHER ACFT TO LAND, THEN CHECKED FOR ACFT ON FINAL APCH, BUT DID NOT SEE ANY, SO HE TAXIED ONTO THE RWY & STARTED HIS TAKEOFF. SUBSEQUENTLY, THE TWO ACFT COLLIDED ABOUT 1500 FT DOWN THE RWY. THE COLLISION OCCURRED AS THE GYROCOPTER WAS JUST LIFTING OFF. THE PT-22 PLT COULD NOT SEE OVER THE NOSE OF HIS ACFT WHILE IT WAS ROLLING WITH THE TAILWHEEL ON THE GROUND.

Brief of Accident (Continued)

File No. - 1826

9/19/86

KERRVILLE, TX

A/C Reg. No. NONE

Time (Lcl) - 1400 CDT

Occurrence IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. AIRPORT FACILITIES - CONGESTED
2. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT
3. VISUAL LOOKOUT - INADEQUATE - 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

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1827      9/30/86      LAREDO, TX      A/C Reg. No. N706M      Time (Lc1) - 1202 CDT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage		Injuries		
Name of Carrier - SABRE AVIATION	SUBSTANTIAL		Fatal	Serious	Minor
Type of Operation -NON SCHED, DOMESTIC, CARGO	Fire	Crew	0	0	0
Flight Conducted Under -14 CFR 135	NONE	Pass	0	0	0
Accident Occurred During -TAKEOFF					1
					0

-----Aircraft Information-----

Make/Model - BEECH TC-45J	Eng Make/Model - AIRESEARCH TPE-331-1101B	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 8625	Engine Type - TURBOPROP	
No. of Seats - 2	Rated Power - 600 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	MEMPHIS, TN	LAREDO INTL
Wind Dir/Speed- 150/022 KTS	ATC/Airspace	Runway Ident - 14
Visibility - 10.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 5927/ 150
Lowest Sky/Clouds - 2500 FT	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - 2500 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 - UNK/NR	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - 2900
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model- 250
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 130
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

JUST AFTER THE PLT BEGAN THE TAKEOFF ROLL, THE RIGHT MAIN LANDING GEAR COLLAPSED. AN EXAM REVEALED THAT OVERLOAD FAILURE OF THE RIGHT MAIN LANDING GEAR TRUNION TUBE HAD OCCURRED. THERE WAS EVIDENCE THAT THE OVERLOAD RESULTED FROM EITHER A PREVIOUS HARD LANDING OR FROM A FORK LIFT COLLIDING WITH THE AIRCRAFT WHILE IT WAS BEING LOADED.



Brief of Accident (Continued)

File No. - 1827

9/30/86

LAREDO, TX

A/C Reg. No. N706M

Time (Lcl) - 1202 CDT

Occurrence            MAIN GEAR COLLAPSED  
Phase of Operation    TAKEOFF - GROUND RUN

Finding(s)

1. LANDING GEAR, MAIN GEAR - PREVIOUS DAMAGE
2. MAINTENANCE, INSPECTION OF AIRCRAFT - INADEQUATE -
3. LANDING GEAR, MAIN GEAR - OVERLOAD
4. UNDETERMINED

----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. - 1958      11/28/86      SPRINGTOWN, TX      A/C Reg. No. N91548      Time (Lcl) - 1210 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
Crew 1	0	0	0
Pass 1	0	0	0

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - LANDING

Fire  
NONE

-----Aircraft Information-----

Make/Model - NORTH AMERICAN NAVION A  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 3233  
No. of Seats - 5

Eng Make/Model - CONTINENTAL E-185-9  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 205 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- UNK/NR  
Visibility - 15.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

KEZER AIR RANCH  
Runway Ident - 35  
Runway Lth/Wid - 2200/ 20  
Runway Surface - GRASS/TURF  
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 43

Biennial Flight Review

Current - UNK/NR  
Months Since - UNK/NR  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 400	Last 24 Hrs - UNK/NR
Make/Model- UNK/NR	Last 30 Days- UNK/NR
Instrument- 0	Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT TOLD RESCUE PERSONNEL THAT HE HAD TAKEN OFF WITH EMPTY TANKS SELECTED. THE ENGINE QUIT, AND THE AIRCRAFT IMPACTED THE GROUND BEFORE HE COULD RESTART. INITIAL REPORTS OF SERIOUS INJURY ONLY, BUT BOTH OCCUPANTS EXPIRED TWO WEEKS LATER.

Brief of Accident (Continued)

File No. - 1958

11/28/86

SPRINGTOWN, TX

A/C Reg. No. N91548

Time (Lc1) - 1210 CST

Occurrence #1      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. FLUID,FUEL - STARVATION
2. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE,HABIT INTERFERENCE - PILOT IN COMMAND

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Finding(s)

4. AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT,DIVERTED ATTENTION - PILOT IN COMMAND

Occurrence #3      IN FLIGHT COLLISION WITH OBJECT  
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) 3,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1995 12/09/86 MASON, TX

A/C Reg. No. N5211G

Time (Lcl) - 1700 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	2
Pass	0	0	0	0

Type of Operation - FERRY  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - DESCENT

Fire  
NONE

-----Aircraft Information-----

Make/Model - CESSNA 305A  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 2100  
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-470-11B  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 213 HP

ELT Installed/Activated - UNK/NR  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS  
Method - TELEPHONE  
Completeness - WEATHER NOT PERTINENT  
Basic Weather - VMC  
Wind Dir/Speed- 040/013 KTS  
Visibility - 7.0 SM  
Lowest Sky/Clouds -  
Lowest Ceiling - 1600 FT OVERCAST  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
GRAHAM, TX  
Destination  
MC ALLEN, TX

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A  
Runway Lth/Wid - N/A  
Runway Surface - ASPHALT  
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 42  
Biennial Flight Review  
Current - YES  
Months Since - 9  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 469  
Make/Model- 7  
Instrument- 32  
Last 24 Hrs - 7  
Last 30 Days- UNK/NR  
Last 90 Days- 55

Instrument Rating(s) - NONE

-----Narrative-----

PRIVATE PILOT OF CESSNA 305A FERRYING AIRCRAFT FROM GLASGOW, MT. TO MC ALLEN TX. ENGINE FAILED APPROXIMATELY 1 1/2 HOURS AFTER DEPARTURE FROM GRAHAM TX. PILOT ATTEMPTED DOWNWIND LANDING ON FARM-TO-MARKET ROAD AND STRUCK TREE. AIRCRAFT WAS DESTROYED. PILOT AND CO-PILOT ESCAPED INJURY. VFR WEATHER CONDITIONS PREVAILED. NO FLIGHT PLAN FILED. OIL ADDED TO ENGINE AT GRAHAM TX. PILOT ALLEGES FBO PERSONNEL DID NOT REPLACE OIL FILLER CAP. PILOT DID NOT CHECK FILLER CAP ON PREFLIGHT. RESULTS OF ENGINE TEARDOWN SUGGESTS FAILURE OF #6 CONNECTING ROD DUE TO LACK OF LUBRICATION.

Brief of Accident (Continued)

File No. - 1995

12/09/86

MASON, TX

A/C Reg. No. N5211G

Time (Lcl) - 1700 CST

Occurrence #1      LOSS OF POWER  
Phase of Operation      CRUISE - NORMAL

Finding(s)

1. FLUID, OIL - LACK OF
2. AIRCRAFT SERVICE - INADEQUATE - FBO PERSONNEL
3. ENGINE ASSEMBLY, CONNECTING ROD - FAILURE, TOTAL
4. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Occurrence #3      IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      LANDING  
5. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND  
6. OBJECT - TREE(S)

Occurrence #4      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      DESCENT - UNCONTROLLED

Finding(s)

7. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

Factor(s) relating to this accident is/are finding(s) 5,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1833      12/20/86      CRESSON, TX      A/C Reg. No. N714KY      Time (Lcl) - 1115 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -INSTRUCTIONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -LANDING

Aircraft Damage

SUBSTANTIAL

Fire  
NONE

Crew  
Pass

Fatal  
0  
0

Injuries

Serious      Minor  
0      0  
0      0

None  
2  
0

-----Aircraft Information-----

Make/Model      - CESSNA 150M  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 1600  
No. of Seats      - 2

Eng Make/Model - CONTINENTAL O-200-A  
Number Engines - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 100 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A

Basic Weather      - VMC  
Wind Dir/Speed- 140/007 KTS  
Visibility      - 6.0 SM  
Lowest Sky/Clouds - 10000 FT SCATTERED  
Lowest Ceiling      - 25000 FT BROKEN  
Obstructions to Vision- HAZE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
FORT WORTH, TX  
Destination  
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - TRAFFIC PATTERN  
TOUCH AND GO  
FORCED LANDING

Airport Proximity  
ON AIRPORT

Airport Data

BOURLAND FIELD  
Runway Ident      - 17  
Runway Lth/Wid      - 4140/ 60  
Runway Surface      - ASPHALT  
Runway Status      - WET

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
COMMERCIAL,CFI  
SE LAND,ME LAND

Age - 30  
Biennial Flight Review  
Current      - YES  
Months Since      - 17  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 1122      Last 24 Hrs - 1  
Make/Model- 210      Last 30 Days- UNK/NR  
Instrument- 132      Last 90 Days- 57  
Multi-Eng - 126

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER ABOUT 45 MIN OF FLT TIME, THE INSTRUCTOR (CFI) & STUDENT PLT ENTERED THE TRAFFIC PATTERN TO PRACTICE TOUCH-&-GO LANDINGS. AS THEY WERE TAKING OFF FROM THE 1ST TOUCH-&-GO, THE ENG LOST POWER. SUBSEQUENTLY, THEY MADE A FORCED LANDING IN AN OPEN AREA NEAR THE RWY. DURING THE LANDING ROLL, THE NOSE GEAR ENCOUNTERED SOFT/WET TERRAIN & COLLAPSED. AN EXAM OF THE FUEL SYS REVEALED THERE WAS ONLY .6 GAL OF USABLE FUEL REMAINING. THE ACFT HAD BEEN FLOWN 3 HRS ON A PREVIOUS FLT & WAS NOT REFUELED BEFORE TAKING OFF ON THE ACDNT FLT.

Brief of Accident (Continued)

File No. - 1833

12/20/86

CRESSON, TX

A/C Reg. No. N714KY

Time (Lcl) - 1115 CST

Occurrence #1      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. AIRCRAFT PREFLIGHT - INADEQUATE -
2. REFUELING - NOT PERFORMED -
3. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
4. FLUID, FUEL - STARVATION
5. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND(CFI)

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Occurrence #3      NOSE GEAR COLLAPSED  
Phase of Operation      LANDING - ROLL

Finding(s)

6. TERRAIN CONDITION - SOFT
7. TERRAIN CONDITION - WET
8. 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) 1,3,4,5

Factor(s) relating to this accident is/are finding(s) 2,6,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1975      12/20/86      EL PASO, TX      A/C Reg. No. N16GB      Time (Lcl) - 1521 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -DESCENT

Aircraft Damage  
SUBSTANTIAL  
Fire      NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew		1	0	0	0
Pass		0	0	0	0

-----Aircraft Information-----

Make/Model      - BEGGS PITTS S-1  
Landing Gear      - TAILWHEEL-ALL FIXED  
Max Gross Wt      - 1150  
No. of Seats      - 1

Eng Make/Model      - LYCOMING O-360-A4A  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 360 HP

ELT Installed/Activated - NO -N/A  
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC

Wind Dir/Speed- 060/004 KTS  
Visibility      - 50.0 SM  
Lowest Sky/Clouds      - 6000 FT SCATTERED  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
EL PASO, TX  
Destination  
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - NONE

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident      - N/A  
Runway Lth/Wid      - N/A  
Runway Surface      - N/A  
Runway Status      - N/A

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
COMMERCIAL, CFI  
SE LAND, ME LAND  
GLIDER

Age - 49  
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      - 3483      Last 24 Hrs - UNK/NR  
Make/Model- 85      Last 30 Days- 10  
Instrument- 1423      Last 90 Days- 22  
Multi-Eng - 2032

Instrument Rating(s) - AIRPLANE

-----Narrative-----

COMMERCIAL PILOT PRACTICING AEROBATICS IN PITTS S1 EXPERIMENTAL HOMEBUILT AIRCRAFT ENTERED SPIN. PILOT FAILED TO RECOVER CONTROL OF AIRCRAFT DURING DESCENT. AIRCRAFT IMPACTED TERRAIN APPROXIMATELY 1/2 MILE SOUTH OF WEST TEXAS AIRPORT NEAR EL PASO, TX.



Brief of Accident (Continued)

File No. - 1975

12/20/86

EL PASO, TX

A/C Reg. No. N16GB

Time (Lcl) - 1521 MST

-----  
Occurrence #1        ABRUPT MANEUVER  
Phase of Operation    MANEUVERING

Finding(s)

1. AEROBATICS - PERFORMED - PILOT IN COMMAND

-----  
Occurrence #2        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    DESCENT - UNCONTROLLED

Finding(s)

2. STALL/SPIN - PERFORMED - PILOT IN COMMAND  
3. STALL/SPIN - UNCONTROLLED - PILOT IN COMMAND

-----  
Occurrence #3        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    DESCENT - UNCONTROLLED

Finding(s)

4. 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) 1,2,3,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1850      7/30/86      MONUMENT VALLEY, UT      A/C Reg. No. N8272Y      Time (Lcl) - 1100 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	2

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -LANDING

Fire      Crew      Pass  
NONE      0      0

-----Aircraft Information-----

Make/Model      - PIPER PA-28-181  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 2550  
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-UNK/NR  
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- VARIABLE  
Visibility      - 15.0      SM  
Lowest Sky/Clouds      - CLEAR  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
PAGE, AZ  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan      - VFR  
Type of Clearance      - NONE  
Type Apch/Lndg      - TRAFFIC PATTERN

Airport Proximity  
ON AIRPORT

Airport Data

MONUMENT VALLEY  
Runway Ident      - 16  
Runway Lth/Wid      - 3100/      75  
Runway Surface      - DIRT  
Runway Status      - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age      - 59

Biennial Flight Review

Current      - YES  
Months Since      - 16  
Aircraft Type      - UNK/NR

Medical Certificate      - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total      - 1687	Last 24 Hrs      - 6
Make/Model- 157	Last 30 Days- UNK/NR
Instrument- UNK/NR	Last 90 Days- 44
Multi-Eng - UNK/NR	Rotorcraft      - UNK/NR

Instrument Rating(s)      - NONE

-----Narrative-----

THE PLT WAS LANDING ON A 3100 FT DIRT RWY, AT AN ARPT WITH MTNS NEARBY. HE SAID THAT JUST BEFORE LANDING, THE ACFT ENCOUNTERED A DOWNDRAFT AT ABOUT 100 FT AGL & "THE BOTTOM FELL OUT." SUBSEQUENTLY, THE ACFT LANDED HARD & THE RGT MAIN LNDG GEAR FAILED. THERE WAS NO WX RPRTG FACILITY AT THE ARPT. THE PLT RPRTD THE WIND WAS LIGHT & THE TEMP WAS APRX 75 DEG AT THE TIME OF THE ACDNT. THE ARPT ELEV WAS 5192 FT.

Brief of Accident (Continued)

File No. - 1850

7/30/86

MONUMENT VALLEY,UT

A/C Reg. No. N8272Y

Time (Lcl) - 1100 MDT

Occurrence #1        HARD LANDING  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
2. WEATHER CONDITION - UNFAVORABLE WIND
3. FLARE - IMPROPER - PILOT IN COMMAND

Occurrence #2        MAIN GEAR COLLAPSED  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

4. LANDING GEAR,MAIN GEAR - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1849      8/07/86      TOOELE,UT      A/C Reg. No. N1387V      Time (Lcl) - 1600 MDT

-----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 -CRUISE					

-----Aircraft Information-----

Make/Model - BOEING E75	Eng Make/Model - P&W R-985	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2717	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 450 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SALT LAKE CITY,UT	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	ELKO,NV	Runway Ident - N/A
Wind Dir/Speed- 340/012 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 40.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 8000 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 11000 FT BROKEN	Type Apch/Lndg - NONE	
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 - 4200
SE LAND,ME LAND,SE SEA	Months Since - 16	Make/Model- 20
GLIDER	Aircraft Type - C-182	Instrument- 170
		Multi-Eng - 1100
		Last 24 Hrs - 10
		Last 30 Days- UNK/NR
		Last 90 Days- 45

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT RPRTD THAT HE ENCOUNTERED A DOWNDRAFT WHILE CROSSING A RIDGELINE IN MOUNTAINOUS TERRAIN, APRX 5 MI NE OF TOOELE, UT. THE ELEV OF THE ACDNT SITE WAS ABOUT 9,000 FT & THE TEMP WAS RPRTD BY THE PLT TO BE 80 DEG. THIS WOULD HAVE RESULTED IN A DENSITY ALT OF ABOUT 12,500 FT. THE PLT SAID HE SHOULD HAVE SELECTED A ROUTE AROUND THE MOUNTAINS.

Brief of Accident (Continued)

File No. - 1849

8/07/86

T00ELE,UT

A/C Reg. No. N1387V

Time (Lcl) - 1600 MDT

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Occurrence            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    CRUISE

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
  2. WEATHER CONDITION - HIGH DENSITY ALTITUDE
  3. WEATHER CONDITION - DOWNDRAFT
  4. TERRAIN CONDITION - MOUNTAINOUS/HILLY
  5. TERRAIN CONDITION - RISING
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3,4,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1931      9/24/86      HURRICANE,UT      A/C Reg. No. N1634G      Time (Lc1) - 1345 MDT

-----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 - CHAMPION 7ECA	Eng Make/Model - LYCOMING O-235-C1	ELT Installed/Activated - YES/NO
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 - 110 HP	

-----Environment/Operations Information-----

<b>Weather Data</b>	<b>Itinerary</b>	<b>Airport Proximity</b>
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point HURRICANE,UT	ON AIRPORT
Method - N/A	Destination	<b>Airport Data</b>
Completeness - N/A	SAME AS ACC/INC	HURRICANE
Basic Weather - VMC	<b>ATC/Airspace</b>	Runway Ident - 18
Wind Dir/Speed- CALM	Type of Flight Plan - NONE	Runway Lth/Wid - 3400/ 45
Visibility - 40.0 SM	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Sky/Clouds - 5000 FT SCATTERED	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Lowest Ceiling - 1200 FT BROKEN		
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

<b>Pilot-In-Command</b>	Age - 36	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 650
SE LAND,ME LAND	Months Since - 14	Make/Model- 10
	Aircraft Type - PA28160	Instrument- 75
		Multi-Eng - 30
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 50

Instrument Rating(s) - AIRPLANE

-----Narrative-----

UPON MAKING A NORMAL LANDING THE AIRCRAFT GROUNDLOOPED TO THE RIGHT, IMPACTING WITH AN EMBANKMENT. AIRCRAFT BECAME AIRBORNE AGAIN AND TOUCHED DOWN IN SOFT EARTH, NOSED OVER AND SUBSTANTIALLY DAMAGED THE AIRCRAFT. NO INJURIES OCCURRED ON THIS VFR TRAINING FLIGHT.

Brief of Accident (Continued)

File No. - 1931

9/24/86

HURRICANE,UT

A/C Reg. No. N1634G

Time (Lc1) - 1345 MDT

Occurrence #1      LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. PROPER ALIGNMENT - NOT ATTAINED - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
4. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Occurrence #2      ON GROUND COLLISION WITH TERRAIN  
Phase of Operation      LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - DIRT BANK

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. = 1962 11/10/86 GOSHEN, UT A/C Reg. No. N47042 Time (Lcl) = 1310 MST

Basic Information  
Type Operating Certificate=NONE (GENERAL AVIATION)

Type of Operation = PERSONAL  
Flight Conducted Under = 14 CFR 91  
Accident Occurred During = LANDING

Aircraft Damage  
SUBSTANTIAL  
Fire NONE  
Fatal 0 Serious 0 Minor 0 None 1

Aircraft Information

Make/Model = BELL 47G-3B-1  
Landing Gear = TRICYCLE-FIXED  
Max Gross Wt = 2950  
No. of Seats = 3  
Eng Make/Model = LYCOMING TWO-435 BI  
Number Engines = 1  
Engine Type = RECIPROCATING-CARBURETOR  
Rated Power = 280 HP  
ELT installed/Activated = YES/NO  
Stall Warning System = NO

Environment/Operations Information

Weather Data  
WX Briefing = NO RECORD OF BRIEFING

Method = N/A  
Completeness = N/A  
Basic Weather = VMC  
Wind Dir/Speed = CALM

Itinerary  
Last Departure Point  
GOSHEN, UT  
Destination  
LOCAL

Airport Proximity  
OFF AIRPORT/STRIP  
Airport Data

Visibility = 15.0 SM  
Lowest Sky/Clouds = CLEAR  
Lowest Ceiling = NONE  
Obstructions to Vision = NONE  
Precipitation = NONE  
Condition of Light = DAYLIGHT  
ATC/Airspace  
Type of Flight Plan = NONE  
Type of Clearance = NONE  
Type Appn/Lndg = STRAIGHT-IN  
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  
HELICOPTER

Age = 27  
Biennial Flight Review  
Current = YES  
Months Since = 15  
Aircraft Type = 900

Medical Certificate = VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total = 854  
Make/Model = 530  
Instrument = 43  
Last 24 Hrs = UNK/NR  
Last 30 Days = UNK/NR  
Last 90 Days = 24  
Rotorcraft = 608

Instrument Rating(s) = AIRPLANE

Narrative  
THE PLT WAS PRACTICING POWER RECOVERY AUTOROTATIONS THEN ATTEMPTED ONE POWER OFF, FULL STOP. THE PLT ALLOWED THE MAIN ROTOR RPM TO DECAY DURING APPROACH AND TOOK NO CORRECTIVE ACTION. THE ACFT LANDED HARD WITH SLIGHT FORWARD MOTION AND THE PLT APPLIED AFT CYCLIC. THE MAIN ROTOR STRUCK THE TAIL BOOM AND THE ACFT ROLLED OVER ON ITS RIGHT SIDE.



Brief of Accident (Continued)

File No. - 1962

11/10/86

GOSHEN,UT

A/C Reg. No. N47042

Time (Lc1) - 1310 MST

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Occurrence #1           HARD LANDING  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

1. AUTOROTATION - INTENTIONAL - PILOT IN COMMAND
  2.     IMPROPER DECISION,LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
  3. COLLECTIVE - IMPROPER USE OF - PILOT IN COMMAND
  4. FLARE - IMPROPER - PILOT IN COMMAND
  5. ROTOR RPM - NOT MAINTAINED - PILOT IN COMMAND
- 

Occurrence #2           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) 2,5

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. - 1845      9/10/86      FREDERICKSBURG, VA      A/C Reg. No. N4350K      Time (Lcl) - 1553 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under	-14 CFR 91	NONE	Pass 0	0	2	0
Accident Occurred During -LANDING						

-----Aircraft Information-----

Make/Model	- PIPER PA-28-181	Eng Make/Model	- LYCOMING O-360-A4M	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 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	OFF AIRPORT/STRIP
Method	- N/A	SOUTHPORT, NC	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	WOODBIDGE, VA	
Wind Dir/Speed	- 210/012 KTS	ATC/Airspace	Runway Ident - N/A
Visibility	- 5.0 SM	Type of Flight Plan	Runway Lth/Wid - N/A
Lowest Sky/Clouds	- 1800 FT SCATTERED	Type of Clearance	Runway Surface - N/A
Lowest Ceiling	- 25000 FT OVERCAST	Type Apch/Lndg	Runway Status - N/A
Obstructions to Vision	- NONE		
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 37	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 194	Last 24 Hrs - 6
SE LAND	Months Since - 24	Make/Model - 71	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 1	Last 90 Days - 14

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT NOSED OVER DRG A FORCED LNDG FOLLOWING A TOTAL LOSS OF PWR DUE TO FUEL EXHAUSTION. THE PLT RPRTD THAT BOTH HE & THE PASSENGERS VISUALLY CHECKED THE FUEL TANKS PRIOR TO DEPARTURE TO VERIFY THAT THEY WERE FULL OF FUEL. THE PWR LOSS OCCURRED APRX 25 MI FROM THE DESTN. THE PLT SWITCHED FUEL TANKS & WAS ABLE TO RESTART THE ENG WHICH OPERATED FOR 2 TO 3 MIN BEFORE QUITTING AGAIN. THE ACFT CLEARED PWR LINES DRG THE FORCED LNDG APCH; HOWEVER, IT TOUCHED DOWN HARD ON ROUGH GROUND & NOSED OVER WHILE ROLLING ON UPHILL TERRAIN. THE PLT RPRTD THE EN ROUTE FLT TIME WAS 1 HR & 35 MIN; HOWEVER, A POLICE RPRT INDICATED A TIME OF AT LEAST 3 HRS & 5 MIN. FUEL CONSUMPTION DRG A 2.5 HR FLT ON THE PREVIOUS DAY WAS APRX 11 GPH. NO EVIDENCE OF FUEL SPILLAGE WAS FOUND AT THE ACNT SITE. THE ACFT WAS CHECKED FOR FUEL LEAKS & NONE WERE FOUND. THE PLT STATED THE FUEL QUANTITY INDICATORS WERE INACCURATE; HOWEVER, THEY WERE ACCURATE DRG A POST ACNT EXAM.

Brief of Accident (Continued)

File No. - 1845

9/10/86

FREDERICKSBURG, VA

A/C Reg. No. N4350K

Time (Lcl) - 1553 EDT

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Occurrence #1            LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      CRUISE - NORMAL

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
  2. FLUID, FUEL - EXHAUSTION
  3. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
- 

Occurrence #2            FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

-----

Occurrence #3            HARD LANDING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

4. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
  5. MANEUVER - PERFORMED -
  6. TERRAIN CONDITION - ROUGH/UNEVEN
  7. TERRAIN CONDITION - UPHILL
- 

Occurrence #4            NOSE OVER  
Phase of Operation      LANDING - ROLL

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-----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) 4,6,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1872      9/23/86      GALAX, VA      A/C Reg. No. N251CC      Time (Lcl) - 1242 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
Type of Operation	-NON SCHED, DOMESTIC, PASSENGER	DESTROYED	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 135	Fire	Crew 3	0	0	0
Accident Occurred During	-DESCENT	ON GROUND	Pass 0	0	0	0

-----Aircraft Information-----

Make/Model	- BELL 222UT	Eng Make/Model	- LYCOMING LTS-101	ELT Installed/Activated	- YES/NO
Landing Gear	- SKID	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 8250	Engine Type	- TURBOSHAFT		
No. of Seats	- 4	Rated Power	- 735 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 - UNK/NR</p> <p>Visibility - UNK/NR</p> <p>Lowest Sky/Clouds -</p> <p>Lowest Ceiling - OBSCURED</p> <p>Obstructions to Vision - FOG</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>WINSTON-SALEM, NC</p> <p>Destination</p> <p>GALAX, VA</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p>OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL, ATP</p> <p>SE LAND, ME LAND</p> <p>HELICOPTER</p>	<p>Age - 36</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 5</p> <p>Aircraft Type - 222A</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 8085</p> <p>Make/Model - 566</p> <p>Instrument - 250</p> <p>Multi-Eng - 100</p> <p>Last 24 Hrs - 0</p> <p>Last 30 Days - 9</p> <p>Last 90 Days - 40</p> <p>Rotorcraft - 7785</p>
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Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

THE HELICOPTER WAS DISPATCHED ON AN EMERG MED SVC (EMS/MED-EVAC) FLT TO TRANSPORT A PATIENT WITH SUBCRANIAL BLEEDING BACK TO A HOSPITAL IN WINSTON-SALEM. BFR TAKEOFF, THE PLT RECEIVED A WX BRIEFING. AT THAT TIME, WIDESPREAD IMC PREVAILED THRU-OUT THE AREA & VFR FLT WAS NOT RECOMMENDED. WHILE EN ROUTE, THE PLT CLIMBED TO 4500' MSL. IN THE LAST TRANSMISSION FROM THE ACFT (TO HOSPITAL DISPATCH), THE HELICOPTER WAS RPRTD TO BE APRX 12 MI FROM GALAX (THE DESTN). A WITNESS IN THAT AREA HEARD THE SOUND OF A HELICOPTER WHICH CEASED WITH A "THUD" WHEN IT CRASHED. HE LOOKED IN THE DIRECTION OF THE NOISE, BUT HE COULD NOT SEE ANYTHING DUE TO FOG. THE WRECKAGE WAS FND APRX 10 MI SE OF GALAX. THE HELICOPTER HAD CRASHED JUST BELOW THE TOP OF A MTN RIDGE AT AN ELEV OF ABOUT 3500'. THERE WAS EVIDENCE THE HELICOPTER WAS IN ABOUT A 20 DEG RGT BANK WHEN IT CRASHED. NO PREIMPACT PART FAILURE OR MALFUNCTION WAS FND DURING THE INVESTIGATION.

Brief of Accident (Continued)

File No. - 1872

9/23/86

GALAX,VA

A/C Reg. No. N251CC

Time (Lcl) - 1242 EDT

Occurrence #1            IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation      CRUISE

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. WEATHER CONDITION - FOG
3. VFR FLIGHT INTO IMG - CONTINUED - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SELF-INDUCED PRESSURE - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, PRESSURE INDUCED BY OTHERS - PILOT IN COMMAND

Occurrence #2            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      DESCENT

Finding(s)

6. TERRAIN CONDITION - MOUNTAINOUS/HILLY
7. TERRAIN CONDITION - HIGH TERRAIN
8. TERRAIN CONDITION - RISING
9. 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) 1,3,9

Factor(s) relating to this accident is/are finding(s) 2,4,5,6,7,8

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1871      9/28/86      LEESBURG,VA

A/C Reg. No. N6443Q

Time (Lcl) - 2242 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

Injuries			
Fatal	Serious	Minor	None
1	0	0	0
0	0	0	0

Type of Operation            -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During    -APPROACH

Fire                                  Crew  
NONE                                 Pass

-----Aircraft Information-----

Make/Model    - MOONEY M20F  
Landing Gear   - TRICYCLE-RETRACTABLE  
Max Gross Wt   - 2740  
No. of Seats   - 4

Eng Make/Model - LYCOMING IO-360-A1A  
Number Engines - 1  
Engine Type    - RECIP-FUEL INJECTED  
Rated Power    - 200 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing        - FSS  
Method            - IN PERSON  
Completeness      - FULL  
Basic Weather      - IMC  
Wind Dir/Speed-   170/005 KTS  
Visibility          - UNK/NR  
Lowest Sky/Clouds   - UNK/NR  
Lowest Ceiling      - UNK/NR  
Obstructions to Vision- FOG  
Precipitation       - NONE  
Condition of Light   - NIGHT(DARK)

Itinerary

Last Departure Point  
W. JEFFERSON,NC  
Destination  
LEESBURG,VA

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

LEESBURG MUNI  
Runway Ident       - 35  
Runway Lth/Wid    - 3500/    75  
Runway Surface    - ASPHALT  
Runway Status      - DRY

ATC/Airspace

Type of Flight Plan - IFR  
Type of Clearance   - IFR  
Type Apch/Lndg      - VOR/DME

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 45  
Biennial Flight Review  
Current            - YES  
Months Since      - 14  
Aircraft Type      - M20F

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)		
Total	-	262
Last 24 Hrs	-	4
Last 30 Days	-	15
Last 90 Days	-	47

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DRG ARRIVAL, THE PLT WAS CLRD FOR A VOR RWY 35 APCH. ALSO, HE WAS ADVISED THAT THERE WERE PROBLEMS WITH THE RWY LIGHTS & THAT OTHER PLTS HAD MADE MISSED APCHS THAT EVENING DUE TO DIM ARPT LIGHTING. HE WAS THEN CLRD TO UNICOM FREQ & TOLD TO CANCEL HIS IFR CLNC AFTER HE HAD LANDED. HOWEVER, BEFORE LANDING, THE ACFT CRASHED ON LVL TERRAIN APRX 1/2 MI NORTHWEST OF THE ARPT WHILE IN A LEFT DESCENDING TURN. AN EXAM OF THE ACFT & ENG REVEALED NO PREIMPACT PART MALFUNCTION/FAILURE. RADAR DATA INDICATED THE ACFT HAD BEGUN A 360 DEGREE TURN AT ABOUT THE TIME IT CROSSED OVER THE THRESHOLD OF RWY 35. SUBSEQUENTLY, IT CRASHED WHILE TURNING THRU A HEADING OF ABOUT 240 DEG. APRX 9 MI SSE AT THE DULLES IAP, THE WX WAS IN PART: 1700' SCATTERED, 2200' BROKEN, VIS 3 MI WITH FOG. WITNESS STATEMENTS & A WX STUDY INDICATED THERE WERE AREAS OF FOG AROUND THE ARPT WITH THE VIS AS LOW AS 1/2 MI. THE REIL LIGHTS & THE PLT CONTROLLED LIGHTING SYSTEM HAD BEEN INOP SINCE 5/15/86, BUT NO NOTAM HAD BEEN ISSUED. THEREFORE, THE RWY LIGHTS (MIRL SYS) HAD BEEN PRESET ON MEDIUM INTENSITY.

Brief of Accident (Continued)

File No. - 1871

9/28/86

LEESBURG, VA

A/C Reg. No. N6443Q

Time (Lc1) - 2242 EDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation APPROACH - CIRCLING(IFR)

Finding(s)

1. AIRPORT FACILITIES, RUNWAY END IDENT LIGHTS(REIL) - INOPERATIVE
2. NOTAMS - NOT ISSUED - AIRPORT PERSONNEL
3. LIGHT CONDITION - DARK NIGHT
4. WEATHER CONDITION - FOG
5. MINIMUM DESCENT ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
6. MISSED APPROACH - NOT PERFORMED -

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5

Factor(s) relating to this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1917      8/14/86      QUINCEY, WA      A/C Reg. No. N9517M      Time (Lcl) - 1430 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL			Injuries		
Type of Operation - PERSONAL	Fire	Crew	Fatal	Serious	Minor	None
Flight Conducted Under - 14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During - LANDING			0	0	0	0

-----Aircraft Information-----

Make/Model - MOONEY M20	Eng Make/Model - LYCOMING O-360	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	CHELAN, WA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	QUINCEY, WA	Runway Ident - N/A
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - ASPHALT
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - DRY
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	
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 - UNK/NR
SE LAND	Months Since - 5	Last 24 Hrs - UNK/NR
	Aircraft Type - M20	Make/Model- 500
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED HE HAD MAD A NORMAL LANDING ON A PAVED CITY STREET IN A HOUSING DVELOPMENT THINKING THAT IT WAS THE QUINCEY MUNICIPAL AIRPORT. AFTER THE PILOT REALIZED HE AHD MADE A MISTAKE A TAKE OFF WAS ATTEMPTED. DURING THE TAKE OFF THE PILOT ABORTED THE ATTEMPT, AND DURING GROUND ROLL WENT THROUGH A FENCE AND DITCH BEFORE COLLAPSING THE NOSE GEAR. THE SEATTLE SECTIONAL CHART DEPICTS THE QUINCEY MUNICIPAL AIRPORT AS "OTHER THAN PAVED" AND THE AIRPORT/FACILITY DIRECTORY LISTS THE 09-27 RUNWAY AS "TREATED GRAVEL".



Brief of Accident (Continued)

File No. - 1917

8/14/86

QUINCEY, WA

A/C Reg. No. N9517M

Time (Lc1) - 1430 PDT

Occurrence #1      ON GROUND COLLISION WITH OBJECT  
Phase of Operation      TAKEOFF - GROUND RUN

Finding(s)

1. PLANNING-DECISION - NOT PERFORMED - PILOT IN COMMAND
2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
3. ABORTED TAKEOFF - INITIATED - PILOT IN COMMAND

Occurrence #2      NOSE GEAR COLLAPSED  
Phase of Operation      LANDING - ROLL

Finding(s)

4. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1942      8/23/86      ROCHE HARBOR, WA      A/C Reg. No. N394SK      Time (Lcl) - 1004 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED		Injuries		
			Fatal	Serious	Minor
Type of Operation -PERSONAL	Fire	Crew	1	0	0
Flight Conducted Under -14 CFR 91	ON GROUND	Pass	2	0	0
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - GLASAIR SH2	Eng Make/Model - LYCOMING O-320	ELT Installed/Activated - UNK/NR
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 1500	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 3	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	ARLINGTON, WA	ROCHE HARBOR
Wind Dir/Speed- 190/012 KTS	ATC/Airspace	Runway Ident - 06
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4500/ 35
Lowest Sky/Clouds - 12000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 20000 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 36	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT	Flight Time (Hours)		
Certificate(s)/Rating(s)	Biennial Flight Review				
PRIVATE	Current - UNK/NR	Total - 250		Last 24 Hrs - UNK/NR	
SE LAND	Months Since - UNK/NR	Make/Model- 51		Last 30 Days- UNK/NR	
	Aircraft Type - UNK/NR	Instrument- 0		Last 90 Days- UNK/NR	
		Multi-eng - 0		Rotorcraft - 0	

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS ONE OF A GROUP OF GLASAIRS THAT WERE DEPARTING THE AIRPORT AFTER A FLY IN BREAKFAST AT THE RESORT. WITNESSES REPORTED THE ACFT DEPARTED ON RUNWAY 06 (UPHILL) IN A 3 POINT ATTITUDE. AS THE ACFT CONTINUED DOWN THE RUNWAY, IN A STEEP NOSE UP CLIMB, IT DRIFTED TO THE LEFT, ROLLED TO THE LEFT, AND IMPACTED TREES ON THE LEFT SIDE OF THE RUNWAY. THE ACFT CAUGHT FIRE AND BURNED.

Brief of Accident (Continued)

File No. - 1942

8/23/86

ROCHE HARBOR,WA

A/C Reg. No. N394SK

Time (Lcl) - 1004 PDT

-----  
Occurrence #1        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    TAKEOFF - INITIAL CLIMB

Finding(s)

1. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
  2. AIRSPEED(VLOF) - NOT ATTAINED - PILOT IN COMMAND
  3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
- 

Occurrence #2        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1923      9/01/86      KENT, WA      A/C Reg. No. N66BW      Time (Lcl) - 1400 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	DESTROYED		Fatal	Serious	Minor	None
Type of Operation      -TEST FLIGHT	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 A24R	Eng Make/Model - LYCOMING IO-360	ELT Installed/Activated - YES/YES
Landing Gear      - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt      - 2750	Engine Type      - RECIP-FUEL INJECTED	
No. of Seats      - 6	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	KENT, WA	
Completeness      - N/A	Destination	Airport Data
Basic Weather      - VMC	LOCAL	CREST AIRPARK
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident      - N/A
Visibility      - 20.0      SM	Type of Flight Plan - NONE	Runway Lth/Wid      - N/A
Lowest Sky/Clouds      - 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 - 61	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current      - UNK/NR	Total      - 27800
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-----

A FORCED LANDING WAS MADE DUE TO A LOSS OF POWER FOR UNDETERMINED REASONS. THE POWER LOSS OCCURRED AT ABOUT 600 FEET AGL. A SLIGHT LEFT TURN WAS MADE TO LAND ONTO A ROAD. THE AIRCRAFT'S LEFT WING STRUCK A TREE SEPARATING IT FROM THE AIRCRAFT. THE AIRCRAFT'S GEAR CAUGHT POWER LINES AND THE AIRCRAFT THEN STRUCK THE GROUND. AN EXPLOSION WAS FOLLOWED BY AN INTENSE FIRE.

Brief of Accident (Continued)

File No. - 1923

9/01/86

KENT,WA

A/C Reg. No. N66BW

Time (Lcl) - 1400 PDT

-----  
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      IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      LANDING

Finding(s)  
2. OBJECT - TREE(S)  
3. CLEARANCE - NOT POSSIBLE - PILOT IN COMMAND  
4. OBJECT - WIRE,TRANSMISSION

-----  
Occurrence #4      FIRE/EXPLOSION  
Phase of Operation      LANDING

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----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. - 1924      9/02/86      KENT,WA      A/C Reg. No. N18079      Time (Lcl) - 2010 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation      -INSTRUCTIONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under      -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During      -LANDING			0	0	0
			0	0	0

-----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	SEATTLE,WA	
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      - DUSK		

-----Personnel Information-----

Pilot-In-Command	Age - 35	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current      - UNK/NR	Total      - 1027
SE LAND,ME LAND,SE SEA	Months Since      - UNK/NR	Make/Model- 390
	Aircraft Type - UNK/NR	Instrument- 97
		Multi-Eng - 27
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 29

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING AN INSTRUCTIONAL FLIGHT A PARTIAL LOSS OF POWER OCCURRED DUE TO THE MIXTURE CONTROL CABLE AT THE CARBURETOR END BECOMING LOOSE. DURING FORCED LANDING ON A FIELD, TWO RAILROAD TIES, ON A DIRT PILE, WERE STRUCK. IT WAS DUSK AT THE TIME OF THE ACCIDENT.

Brief of Accident (Continued)

File No. - 1924

9/02/86

KENT,WA

A/C Reg. No. N18079

Time (Lc1) - 2010 PDT

Occurrence #1      LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF  
Phase of Operation      CRUISE

Finding(s)

1. MIXTURE CONTROL,CABLE - LOOSE

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Occurrence #3      ON GROUND COLLISION WITH OBJECT  
Phase of Operation      LANDING - ROLL

Finding(s)

2. TERRAIN CONDITION - NONE SUITABLE

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1859

4/11/86

KENOSHA, WI

A/C Reg. No. N123AE

Time (Lcl) - 1110 CST

-----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 - STEINORTH EXTRA LONG EZ  
Landing Gear - UNK/NR  
Max Gross Wt - 1325  
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 235 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 340/012 KTS  
Visibility - 15.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary.

Last Departure Point  
SAME AS ACC/INC  
Destination  
KENOSHA, WI

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

KENOSHA  
Runway Ident - 32  
Runway Lth/Wid - 4200/ 75  
Runway Surface - ASPHALT  
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE  
SE LAND

Age - 65

Biennial Flight Review

Current - YES  
Months Since - 8  
Aircraft Type - C-150

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 170	Last 24 Hrs - UNK/NR
Make/Model- 14	Last 30 Days- UNK/NR
Instrument- 5	Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING AN APCH TO LAND, THE ENG OF THE HOME BUILT ACFT LOST POWER. THE PLT TRIED TO RESTART THE ENG BY USING THE IGNITION SWITCH, BUT WAS UNABLE. HE TURNED TO LAND IN A PASTURE, BUT THE ACFT HIT AN ELECTRICAL WIRE & CAME TO REST IN A ROW OF TREES. THE PLT RPRTD THAT HE TOOK OFF WITH FUEL IN BOTH TANKS, BUT ONLY USED FUEL FROM THE LEFT TANK. AN EXAM OF THE ACFT AFTER THE ACDNT REVEALED THE LEFT TANK WAS EMPTY.



Brief of Accident (Continued)

File No. - 1859

4/11/86

KENOSHA,WI

A/C Reg. No. N123AE

Time (Lcl) - 1110 CST

Occurrence #1      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. FLUID,FUEL - STARVATION
2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Finding(s)

3. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND

Occurrence #3      IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      APPROACH

Finding(s)

4. OBJECT - WIRE,TRANSMISSION
5. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3,4,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1860      4/20/86      WISCONSIN RAPID,WI      A/C Reg. No. N23DA      Time (Lcl) - 1820 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		Injuries			
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire		0	0	0	1
Flight Conducted Under	-14 CFR 91	NONE		0	0	0	1
Accident Occurred During	-LANDING						

-----Aircraft Information-----

Make/Model	- DAY SKYBOLT DB	Eng Make/Model	- LYCOMING IO-360-A1A	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 1650	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 2	Rated Power	- 180 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method	- N/A	SAME AS ACC/INC	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	ALEXANDER FIELD
Wind Dir/Speed	- VARIABLE	ATC/Airspace	Runway Ident
Visibility	- 20.0 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		- N/A
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 - 622	Last 24 Hrs - 2
SE LAND	Months Since - 0	Make/Model - 25	Last 30 Days - 10
	Aircraft Type - SKYBOLT	Instrument - 0	Last 90 Days - 20

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT THOUGHT HE HAD SUFFICIENT FUEL FOR A "SHORT TRIP AROUND THE PATTERN." HOWEVER, SHORTLY AFTER TAKING OFF FROM RWY 29, THE ENG BEGAN TO LOSE POWER. THE PLT ATTEMPTED TO LAND ON RWY 2, BUT ALL POWER WAS LOST & HE WAS UNABLE TO REACH THE RWY. HE LANDED THE ACFT IN A SHALLOW LAKE (IN APRX 5 FT OF WATER) & WADED ASHORE WITH HIS 4 YR OLD PASSENGER. ONLY 1 INCH OF FUEL WAS FOUND IN THE FUEL TANK & ONLY 8 DROPS OF FUEL WERE FOUND IN THE FUEL STRAINER BOWL.

Brief of Accident (Continued)

File No. - 1860

4/20/86

WISCONSIN RAPID,WI

A/C Reg. No. N23DA

Time (Lcl) - 1820 CST

Occurrence #1      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      APPROACH - VFR PATTERN - DOWNWIND

Finding(s)

1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
2. REFUELING - NOT PERFORMED -
3. FLUID,FUEL - EXHAUSTION
4. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND

Occurrence #2      FORCED LANDING  
Phase of Operation      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) 1,3,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1806      5/10/86      WEBSTER,WI      A/C Reg. No. N8239E      Time (Lcl) - 1000 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -DESCENT

Aircraft Damage

SUBSTANTIAL

Fire

NONE

Crew

Pass

Fatal

0

0

Injuries

Serious

0

0

Minor

0

0

None

1

3

-----Aircraft Information-----

Make/Model      - PIPER PA-28-181  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 2450  
No. of Seats      - 4

Eng Make/Model      - LYCOMING O-360-A4M

Number Engines      - 1

Engine Type      - RECIPROCATING-CARBURETOR

Rated Power      - 180 HP

ELT Installed/Activated      - UNK/NR

Stall Warning System      - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - FSS  
Method      - TELEPHONE  
Completeness      - UNK/NR

Basic Weather      - VMC  
Wind Dir/Speed- 130/015 KTS  
Visibility      - 10.0 SM

Lowest Sky/Clouds      -  
Lowest Ceiling      - 6000 FT OVERCAST

Obstructions to Vision- NONE  
Precipitation      - RAIN SHOWERS

Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point

MINNEAPLIS,MN

Destination

SAME AS ACC/INC

Airport Proximity

ON AIRSTRIP

Airport Data

VOYAGER VILLAGE

Runway Ident      - 04

Runway Lth/Wid      - 3500/ 50

Runway Surface      - ASPHALT

Runway Status      - UNK/NR

ATC/Airspace

Type of Flight Plan      - NONE

Type of Clearance      - NONE

Type Apch/Lndg      - GO AROUND

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age      - 29

Biennial Flight Review

Current      - YES

Months Since      - 9

Aircraft Type      - UNK/NR

Medical Certificate      - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total      - 136

Make/Model- 5

Instrument- 21

Last 24 Hrs      - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 36

Instrument Rating(s)      - NONE

-----Narrative-----

DURING AN ATTEMPTED GO-AROUND AFTER A BOUNCED CROSSWIND LANDING, PILOT FAILED TO MAINTAIN A PROPER GROUND TRACK AND THE AIRCRAFT COLLIDED WITH TREES.

Brief of Accident (Continued)

File No. - 1806

5/10/86

WEBSTER,WI

A/C Reg. No. N8239E

Time (Lc1) - 1000 CDT

-----  
Occurrence #1       HARD LANDING  
Phase of Operation   LANDING - FLARE/TOUCHDOWN

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
  2. WEATHER CONDITION - CROSSWIND
  3. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
  4. IMPROPER USE OF PROCEDURE,LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
- 

Occurrence #2       LOSS OF CONTROL - IN FLIGHT  
Phase of Operation   LANDING

Finding(s)

5. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
  6. GO-AROUND - INITIATED -
  7. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  8. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
- 

Occurrence #3       IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation   LANDING

Finding(s)

9. 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) 1,5,7,8

Factor(s) relating to this accident is/are finding(s) 2,3,4,9

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1939      6/20/86      SHIOCTON, WI      A/C Reg. No. N5220M      Time (Lc1) - 1520 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL			Injuries		
Type of Operation - INSTRUCTIONAL	Fire	Crew	Fatal	Serious	Minor	None
Flight Conducted Under - 14 CFR 91	NONE	Pass	0	0	0	2
Accident Occurred During - LANDING			0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 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 - COMMERCIAL WX SERVICE	Last Departure Point	ON AIRSTRIP
Method - TELETYPE	CLINTONVILLE, WI	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	APPLETON, WI	
Wind Dir/Speed- 090/007 KTS	ATC/Airspace	Runway Ident - 36
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2900 -UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - SIMULATED FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 24	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - YES	Total - 737
SE LAND, ME LAND	Months Since - 11	Make/Model- 340
	Aircraft Type - UNK/NR	Instrument- 65
		Multi-Eng - 65
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 316
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

CFI DELAYED CORRECTIVE ACTION DURING A PRACTICE FORCED LANDING BY A STUDENT. AIRCRAFT TOUCHED DOWN WITH INSUFFICIENT RUNWAY REMAINING TO STOP SAFELY. DURING THE SUBSEQUENT GO-AROUND ATTEMPT THE AIRCRAFT ROLLED INTO A PLOWED FIELD AND NOSED OVER.

Brief of Accident (Continued)

File No. - 1939

6/20/86

SHIOCTON, WI

A/C Reg. No. N5220M

Time (Lcl) - 1520 CDT

Occurrence #1      FORCED LANDING  
Phase of Operation      APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. PLANNED APPROACH - MISJUDGED - DUAL STUDENT
2. ALL AVAILABLE RUNWAY - NOT USED - DUAL STUDENT
3. GO-AROUND - DELAYED - PILOT IN COMMAND(CFI)
4. POWER ON LANDING - INADVERTENT - PILOT IN COMMAND(CFI)
5. MANEUVER - SIMULATED - PILOT IN COMMAND(CFI)
6. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND(CFI)

Occurrence #2      ON GROUND COLLISION WITH TERRAIN  
Phase of Operation      LANDING

Finding(s)

7. IN-FLIGHT PLANNING/DECISION - INACCURATE - PILOT IN COMMAND(CFI)
8. GO-AROUND - NOT POSSIBLE - PILOT IN COMMAND(CFI)

Occurrence #3      NOSE OVER  
Phase of Operation      LANDING - ROLL

Finding(s)

9. UNSUITABLE TERRAIN - INADVERTENT USE - PILOT IN COMMAND(CFI)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,6,8,9

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. - 1929      7/16/86      CRIVITZ,WI      A/C Reg. No. N3667X      Time (Lcl) - 0845 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -DESCENT

Aircraft Damage

DESTROYED

Fire

NONE

Crew

Pass

Fatal

1

0

Injuries

Serious

0

0

Minor

0

0

None

0

0

-----Aircraft Information-----

Make/Model      - AERO COMMANDER 100  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 2250  
No. of Seats      - 4

Eng Make/Model      - LYCOMING O-320-A2B

Number Engines      - 1

Engine Type      - RECIPROCATING-CARBURETOR

Rated Power      - 150 HP

ELT Installed/Activated      - YES/YES

Stall Warning System      - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - IMC  
Wind Dir/Speed-      UNK/NR  
Visibility      - .200 SM  
Lowest Sky/Clouds      - UNK/NR  
Lowest Ceiling      - OVERCAST  
Obstructions to Vision-      FOG  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point

BROOKFIELD,WI

Destination

SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan      - NONE

Type of Clearance      - NONE

Type Apch/Lndg      - TRAFFIC PATTERN

FULL STOP

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

CRIVITZ

Runway Ident      - 18

Runway Lth/Wid      - 2510/ 70

Runway Surface      - ASPHALT

Runway Status      - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age      - 68

Biennial Flight Review

Current      - YES

Months Since      - 12

Aircraft Type      - AC-100

Medical Certificate      - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total      - 842

Make/Model-      398

Instrument-      5

Last 24 Hrs      - 1

Last 30 Days-      18

Last 90 Days-      18

Instrument Rating(s)      - NONE

-----Narrative-----

FOLLOWING ONE APPROACH TO LAND UNDER CONDITIONS OF LOW VISIBILITY (LESS THAN 1/4 MILE) THE PILOT ATTEMPTED TO LAND AGAIN. ON BASE LEG, ACCORDING TO WITNESSES, THE AIRCRAFT FELL TO THE GROUND. IN THE WRECKAGE THE STALL WARNING LIGHT BULB FILAMENT WAS GROSSLY DISTORTED. THE PILOT WAS TRAINED AS A PRIVATE PILOT ONLY. ALL BUT ONE WITNESS STATED THAT THE ENGINE WAS OPERATING NORMALLY UNTIL THE CRASH.



Brief of Accident (Continued)

File No. - 1929

7/16/86

CRIVITZ,WI

A/C Reg. No. N3667X

Time (Lcl) - 0845 CDT

Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      APPROACH - VFR PATTERN - BASE TO FINAL

Finding(s)

1. WEATHER CONDITION - LOW CEILING
2. FLIGHT INTO KNOWN ADVERSE WEATHER - PERFORMED - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
4. JUDGEMENT - POOR - PILOT IN COMMAND
5. IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION - PILOT IN COMMAND
6. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
7. 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) 2,3,4,5,6,7

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1927      8/02/86      OSHKOSH,WI      A/C Reg. No. N5713P      Time (Lcl) - 1443 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	1	0	0
0	1	0	0

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -DESCENT

Fire      Crew      0  
NONE      Pass      0

-----Aircraft Information-----

Make/Model      - PIPER PA-24-250  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 2800  
No. of Seats      - 4

Eng Make/Model      - LYCOMING O-540A1A5  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 250 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - UNK/NR  
Method      - UNK/NR  
Completeness      - WEATHER NOT PERTINENT  
Basic Weather      - VMC  
Wind Dir/Speed-      320/009 KTS  
Visibility      - 25.0 SM  
Lowest Sky/Clouds      - 4000 FT SCATTERED  
Lowest Ceiling      - NONE  
Obstructions to Vision-      NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
PITTSBURG,PA  
Destination  
OSHKOSH,WI

ATC/Airspace

Type of Flight Plan      - IFR  
Type of Clearance      - UNK/NR  
Type Apch/Lndg      - STRAIGHT-IN

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

WITTMAN FIELD  
Runway Ident      - 27  
Runway Lth/Wid      - 6166/ 150  
Runway Surface      - ASPHALT  
Runway Status      - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age      - 34  
Biennial Flight Review  
Current      - YES  
Months Since      - 7  
Aircraft Type      - AA-5

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 553      Last 24 Hrs - UNK/NR  
Make/Model-      17      Last 30 Days- 25  
Instrument-      78      Last 90 Days- 66

Instrument Rating(s)      - AIRPLANE

-----Narrative-----

THE AIRCRAFT RAN OUT OF FUEL AFTER 3+41 HOURS OF FLIGHT. THE PILOT STATED THAT HE WAS SURE THE TANKS WERE FULL ON TAKEOFF. FLIGHT PLANNING AND A DOCUMENTED CONSERVATIVE FUEL BURN RATE INDICATED THAT THE AIRCRAFT SHOULD HAVE BEEN ABLE TO REMAIN AIRBORNE FOR AT LEAST 4+37 HOURS (13 GALLONS PER HOUR DIVIDED BY THE ACFT FUEL CAPACITY OF 60 GALLONS). AN EXAMINATION OF THE FUEL BLADDER CELLS REVEALED SEVERAL LOOSE RETAINING CLIPS AND GENERAL COLLAPSING AND DISTORTION OF BOTH CELLS. ACCORDING TO THE LOGBOOK THE AIRWORTHINESS DIRECTIVE TO REMEDY THIS PROBLEM WAS COMPLIED WITH 41 FLIGHT HOURS PRIOR TO THE ACCIDENT.

Brief of Accident (Continued)

File No. - 1927

8/02/86

OSHKOSH,WI

A/C Reg. No. N5713P

Time (Lcl) - 1443 CDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

Phase of Operation UNKNOWN

Finding(s)

1. ENGINE INSTRUMENTS,FUEL QUANTITY GAGE - FALSE INDICATION
2. MAINTENANCE,SERVICE OF AIRCRAFT - INADEQUATE - OTHER MAINTENANCE PSNL
3. AIRCRAFT/EQUIPMENT,INADEQUATE DESIGN(STANDARD/REQUIREMENT),AIRCRAFT COMPONENT - MANUFACTURER
4. FUEL SYSTEM,TANK - SEPARATION
5. FUEL SYSTEM,TANK - DISTORTED

Occurrence #2 LOSS OF POWER(TOTAL) - NON-MECHANICAL

Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Occurrence #3 FORCED LANDING

Phase of Operation DESCENT - EMERGENCY

Finding(s)

6. TERRAIN CONDITION - NONE SUITABLE

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,5

Factor(s) relating to this accident is/are finding(s) 1,3,4,6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1911      9/26/86      BALDWIN,WI      A/C Reg. No. N9427F      Time (Lcl) - 1030 CDT

-----Basic Information-----

Type Operating Certificate-EXTERNAL LOAD	Aircraft Damage					
	SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation -BUSINESS	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -LANDING						

-----Aircraft Information-----

Make/Model - HUGHES 269B	Eng Make/Model - LYCOMING HIO-360-AIA	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1670	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 3	Rated Power - 180 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - ACFT RADIO	MINNEAPOLIS,MN	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	CHIPPEWA FALLS,WI	
Wind Dir/Speed- 220/009 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 8.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 25	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - 2545
SE LAND,ME LAND	Months Since - UNK/NR	Last 24 Hrs - 1
HELICOPTER	Aircraft Type - UNK/NR	Make/Model- 200
		Instrument- 70
		Multi-Eng - 55
		Last 30 Days- UNK/NR
		Last 90 Days- 145
		Rotorcraft - 2100

Instrument Rating(s) - NONE

-----Narrative-----

AFTER PICKING UP HIS PASSENGER AT WILLIAMS PIPELINE, MINNEAPOLIS, MINNESOTA, THE PLT FLEW EASTWARD ALONG INTERSTATE 90 ENROUTE TO A PIPELINE NEAR WAUSAU, WISCONSIN. WHILE FLYING AT APPROXIMATELY 400 FEET, THE PLT AND PASSENGER STATED THAT THE ENGINE STARTED TO MAKE A GRINDING OR KNOCKING NOISE AND THAT THERE WAS AN ALMOST INSTANTANEOUS LOSS OF POWER. THE PLT THEN DROPPED THE COLLECTIVE AND TURNED APPROXIMATELY 40 DEGREES TO THE SANDY, UPWARD SLOPING GROUND. THE NOSE OF THE AIRCRAFT REMAINED LOW AND THE TAILBOOM RAISED. THE MAIN ROTOR BLADES THEN STRUCK THE TAILBOOM. WRECKAGE EXAMINATION REVEALED THAT THE NUMBER FOUR PISTON ROD PROTRUDED THROUGH THE ENGINE CASE, WHICH WAS CRACKED FROM THE HOLE TO THE NUMBER FOUR CYLINDER BASE.

Brief of Accident (Continued)

File No. - 1911

9/26/86

BALDWIN,WI

A/C Reg. No. N9427F

Time (Lcl) - 1030 CDT

-----  
Occurrence #1            LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION

Phase of Operation      CRUISE - NORMAL

Finding(s)

1. ENGINE ASSEMBLY,CRANKCASE - CRACKED  
-----

Occurrence #2            FORCED LANDING

Phase of Operation      DESCENT - EMERGENCY

Finding(s)

2. AUTOROTATION - INITIATED - 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. - 1908      10/22/86      WAUKESHA,WI      A/C Reg. No. N3436T      Time (Lcl) - 1500 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -LANDING

Aircraft Damage  
SUBSTANTIAL

Fire  
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model      - CESSNA 177  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 2275  
No. of Seats      - 4

Eng Make/Model      - LYCOMING O-320-E2D  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 150 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - UNK/NR  
Method      - UNK/NR  
Completeness      - WEATHER NOT PERTINENT  
Basic Weather      - VMC  
Wind Dir/Speed- 210/012 KTS  
Visibility      - 7.0 SM  
Lowest Sky/Clouds      - CLEAR  
Lowest Ceiling      - 15000 FT BROKEN  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
OSHKOSH,WI  
Destination  
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - TRAFFIC PATTERN  
FULL STOP

Airport Proximity  
ON AIRSTRIP

Airport Data

WAUKESHA COUNTY  
Runway Ident      - 18  
Runway Lth/Wid      - 3600/ 75  
Runway Surface      - ASPHALT  
Runway Status      - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
COMMERCIAL,CFI  
SE LAND

Age - 64  
Biennial Flight Review  
Current      - YES  
Months Since      - 18  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)

Total	- 3179	Last 24 Hrs	- 1
Make/Model-	44	Last 30 Days-	UNK/NR
Instrument-	350	Last 90 Days-	4
Multi-Eng	- 800		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACCORDING TO THE PLT, IT WAS A NORMAL FLIGHT AND APPROACH TO RWY 18. ON TOUCHDOWN, THE ACFT NOSE DROPPED AND THE ACFT BOUNCED THREE OF FOUR TIMES. THE PLT STATED THAT HE IMMEDIATELY ADDED PWR AND BECAME AIRBORNE, BUT A VIBRATION CAUSED HIM TO CUT PWR AND LAND THE ACFT. THE VIBRATION WAS CAUSED BY THE ROTATION OF THE NOSE WHEEL.

Brief of Accident (Continued)

File No. - 1908

10/22/86

WAUKESHA,WI

A/C Reg. No. N3436T

Time (Lcl) - 1500 CDT

---

Occurrence

HARD LANDING

Phase of Operation

LANDING - FLARE/TOUCHDOWN

Finding(s)

1. RECOVERY FROM BOUNCED LANDING - INADEQUATE - PILOT IN COMMAND

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----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. - 1946      5/16/86      LARAMIE,WY      A/C Reg. No. N6728J      Time (Lcl) - 1042 MDT

-----Basic Information-----

Type Operating Certificate	-COMMUTER	Aircraft Damage									
Name of Carrier	-CENTENNIAL AIRLINES, INC	SUBSTANTIAL		Fatal	0	Serious	0	Minor	0	None	2
Type of Operation	-SCHEDULED,DOMESTIC,PAX/CARGO	Fire		Crew	0		0		0		7
Flight Conducted Under	-14 CFR 135	NONE		Pass	0		0		0		7
Accident Occurred During	-LANDING										

-----Aircraft Information-----

Make/Model	- BEECH BE-99C	Eng Make/Model	- P&W PT6A-36	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 10294	Engine Type	- TURBOSHAFT		
No. of Seats	- 16	Rated Power	- 680 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- FSS	Last Departure Point		ON AIRPORT	
Method	- TELEPHONE	DENVER,CO			
Completeness	- FULL	Destination		Airport Data	
Basic Weather	- IMC	LARAMIE,WY		GENERAL BREES FIELD ARPT	
Wind Dir/Speed	- 040/010 KTS			Runway Ident	- 30
Visibility	- 5.0 SM	ATC/Airspace		Runway Lth/Wid	- 6300/ 100
Lowest Sky/Clouds	- PART OBS	Type of Flight Plan	- IFR	Runway Surface	- ASPHALT
Lowest Ceiling	- 400 FT OBSCURED	Type of Clearance	- IFR	Runway Status	- WET
Obstructions to Vision	- FOG	Type Apch/Lndg	- VOR/DME		
Precipitation	- SNOW				
Condition of Light	- DAYLIGHT				

-----Personnel Information-----

Pilot-In-Command	Age - 31	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP,CFI	Current - YES	Total - 2530	Last 24 Hrs - 8
SE LAND,ME LAND	Months Since - 5	Make/Model- 1809	Last 30 Days- UNK/NR
	Aircraft Type - BE99-C	Instrument- 334	Last 90 Days- 284
		Multi-Eng - 1980	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THIS PART 135 IFR FLT WAS INBOUND FOR LANDING AT LARAMIE, WYOMING. DURING THE EN ROUTE AND APPROACH FOR LDG PORTIONS OF THE FLT THE ACFT PICKED UP A MODERATE TO HEAVY LOAD OF ICE. DURING THE LANDING FLARE THE ACFT STALLED, HIT THE RWY, BOUNCED, VEERED OFF THE RWY, AND STRUCK A VASI LIGHTING SYSTEM. THE LEFT LDG GEAR COLLAPSED AND THE ACFT SKIDDED TO A STOP.



Brief of Accident (Continued)

File No. - 1946

5/16/86

LARAMIE,WY

A/C Reg. No. N6728J

Time (Lcl) - 1042 MDT

-----  
Occurrence #1            IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation      CLIMB - TO CRUISE

Finding(s)

1. WEATHER CONDITION - ICING CONDITIONS
  2. WEATHER CONDITION - SNOW
- 

Occurrence #2            LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

3. AIRSPEED - UNCONTROLLED - PILOT IN COMMAND
  4. STALL - INADVERTENT - PILOT IN COMMAND
- 

Occurrence #3            ON GROUND COLLISION WITH OBJECT  
Phase of Operation      LANDING - ROLL

Finding(s)

5. OBJECT - APPROACH LIGHT/NAVAID
- 

Occurrence #4            MAIN GEAR COLLAPSED  
Phase of Operation      LANDING - ROLL

Finding(s)

6. LANDING GEAR,MAIN GEAR - OVERLOAD
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1947

6/27/86

BUFFALO, WY

A/C Reg. No. N40443

Time (Lcl) - 0545 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

		Injuries			
		Fatal	Serious	Minor	None
Crew	3	0	0	0	0
Pass	0	0	0	0	0

Type of Operation -AERIAL APPLICATION

Flight Conducted Under -14 CFR 137

Fire  
ON GROUND

Accident Occurred During -DESCENT

-----Aircraft Information-----

Make/Model - MARTIN 404

Eng Make/Model - P&W R2800-CBC

ELT Installed/Activated - NO -N/A

Landing Gear - TRICYCLE-RETRACTABLE

Number Engines - 2

Stall Warning System - YES

Max Gross Wt - 4500

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 2

Rated Power - 1250 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- CALM

Visibility - 10.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAWN

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity  
ON AIRPORT

Airport Data

JOHNSON COUNTY

Runway Ident - 30

Runway Lth/Wid - 4500/ 75

Runway Surface - ASPHALT

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Age - 60

Medical Certificate - UNK/NR

Certificate(s)/Rating(s)

Biennial Flight Review

Flight Time (Hours)

PRIVATE

Current - UNK/NR

Total - UNK/NR

Last 24 Hrs - UNK/NR

SE LAND, ME LAND

Months Since - UNK/NR

Make/Model- UNK/NR

Last 30 Days- UNK/NR

Aircraft Type - UNK/NR

Instrument- UNK/NR

Last 90 Days- UNK/NR

Multi-Eng - UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

N40443 WAS CONTRACTED BY THE WYOMING DEPT OF AG TO SPRAY GRASSHOPPERS. INVESTIGATION REVEALED THE PLT HELD A PVT CERTIFICATE WITH ASMEI RATINGS. HIS MEDICAL CERTIFICATE WAS DENIED BECAUSE HE FAILED TO PROVIDE INFORMATION CONCERNING HIGH BLOOD PRESSURE AND ALCOHOLISM. CO-PLT HELD A COMMERCIAL CERTIFICATE WITH ASEI RATING. NO EVIDENCE WAS FOUND TO INDICATE THAT EITHER PLT HAD ANY OPERATING EXPERIENCE IN THE MARTIN 404 ACFT. FORMER EMPLOYEES OF OPERATOR STATED THAT N40443 WAS NOT WELL MAINTAINED. THE ADI SYSTEM AND INTERIOR LIGHTS WERE INOP. WEIGHT OF ACFT AT THE TIME OF ACCIDENT WAS CALCULATED TO BE 44,492 POUNDS. THE MAX GROSS TOTAL WEIGHT FOR A "DRY" TAKEOFF FROM A 4,500 FOOT RWY WAS APPROXIMATELY 37,900 POUNDS. THE FLT MANUAL PERFORMANCE CHARTS INDICATE THAT A RWY LENGTH OF OVER 5,500 FEET WOULD BE NEEDED FOR AN ACFT AT 44,492 POUNDS. THE ACFT COLLIDED WITH A DIRT BANK DURING TAKEOFF.

Brief of Accident (Continued)

File No. - 1947

6/27/86

BUFFALO, WY

A/C Reg. No. N40443

Time (Lcl) - 0545 MDT

Occurrence #1            LOSS OF CONTROL - IN FLIGHT  
Phase of Operation       TAKEOFF

Finding(s)

1. FLUID, ADI FLUID - INOPERATIVE
2. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN KIND OF AIRCRAFT - PILOT IN COMMAND
4. INADEQUATE CERTIFICATION/APPROVAL, OPERATION/OPERATOR - COMPANY/OPERATOR MGMT
5. AIRCRAFT PERFORMANCE, TAKEOFF CAPABILITY - EXCEEDED
6. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND
7. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF RECENT EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
8. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - COPILOT
9. AIRSPEED (VLOF) - NOT ATTAINED - PILOT IN COMMAND
10. PROPER CLIMB RATE - NOT POSSIBLE - PILOT IN COMMAND
11. REMEDIAL ACTION - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #2            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation       DESCENT - UNCONTROLLED

Finding(s)

12. TERRAIN CONDITION - DIRT BANK

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5,6,9,10,11

Factor(s) relating to this accident is/are finding(s) 1,2,3,7,8







EMBRY-RIDDLE AERO.U. DAYTONA BEACH



3 1745 00065 7471

NTSB/AAB-87/12

Aircraft Accident Briefs - Brief  
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