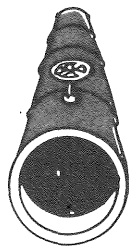
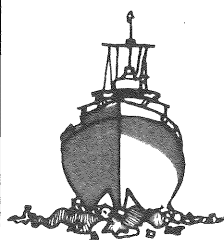
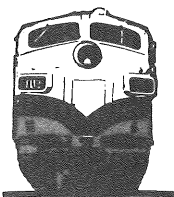


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# **NATIONAL TRANSPORTATION SAFETY BOARD**

WASHINGTON, D.C. 20594

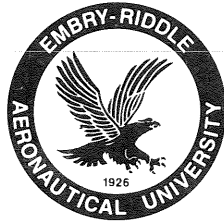
## **AIRCRAFT ACCIDENT REPORTS**

**BRIEF FORMAT  
U.S. CIVIL AND FOREIGN AVIATION  
ISSUE NUMBER 11 OF 1986 ACCIDENTS**

NTSB/AAB-88/01



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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 style="text-align: center;">File Numbers: 2201 through 2400</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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## TABLE OF CONTENTS

	<u>Page</u>
Foreword.....	II
Table of Contents.....	IV
Explanatory Notes.....	V

## AIRCRAFT ACCIDENTS

File Order Listing.....	IX
Briefs of Accidents.....	1-399

## 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 element 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.

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FILE ORDER LISTING

ISSUE NUMBER 11

CALENDAR YEAR 1986

## File Order Listing - Issue No. 11, 1986

File Number	Aircraft Regist.	Date	Location	Make	Aircraft Model	Injury Index	Page
2001	735GN	091886	OVID, CO	CESSNA	182Q	FATAL	124
2002	144SS	072686	BLACK FOREST, CO	BURKHART GRO	G-102 ASTI	SERIOUS	116
2003	85JJ	073186	RAWLINS, WY	THORP	T-18	FATAL	394
2004	6171X	091286	LOUISVILLE, KY	CESSNA	T310R	NONE	200
2005	3105L	091386	BESSEMER, AL	CESSNA	310J	NONE	20
2006	604SS	102886	ST. CROIX, VI	GRUMMAN	G-73	FATAL	362
2007	6762V	070586	CLOVERDALE, CA	MOONEY	M20F	NONE	74
2008	2568K	081686	FALLBROOK, CA	LUSCOMBE	8E	NONE	78
2009	1297R	081386	TOCCOA, GA	BELLANCA	14-19-3A	SERIOUS	154
2010	3150T	090686	HARRODSBURG, KY	CESSNA	177	NONE	198
2011	49083	110686	WOODVILLE, FL	CESSNA	152	FATAL	142
2012	1142J	120786	JACKSONVILLE, FL	NORTH AMERIC	112	FATAL	148
2013	6194R	112286	WEST PALM BCH, FL	CESSNA	T210F	FATAL	144
2014	CGSMS	062586	WATHENA, KS	PIPER	PA-28RT-20	NONE	192
2015	510	123086	WEST PALM BCH, FL	FOKKER	F28 MK4000	SERIOUS	152
2016	2197X	122686	KEY WEST, FL	PIPER	PA-44	NONE	150
2017	5996S	112886	VERNAL, UT	BEECH	A23-24	NONE	352
2018	78588	121586	OPHEIM, MT	PIPER	PA-12	NONE	248
2019	2688W	090986	CUBA, NM	MOONEY	M20F	FATAL	270
2020	3004N	111586	PEYTON, CO	CESSNA	120	MINOR	128
2021	6309P	090786	HUNTSVILLE, AL	PIPER	PA-24 180	NONE	18
2022	68328	111886	GRANDVIEW, TX	CESSNA	152II	SERIOUS	336
2023	100WX	062886	TOWNSEND, MT	PIPER	PA-28-236	FATAL	244
2024	34043	081886	BROOMFIELD, CO	CESSNA	177B	NONE	120
2026	96JH	032986	COLORADO SPRING, CO	ROLLADEN SCH	L53	SERIOUS	114



File Order Listing - Issue No. 11, 1986

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make ----	Aircraft Model -----	Injury Index -----	Page -----
2027	2030C	090686	SPRINGFIELD, TN	BEECH	95	NONE	332
2028	4233J	083186	ELKHART, KS	PIPER	PA-28-140	FATAL	194
2029	7744N	092486	HARVARD, NE	PIPER	PA-28-180	FATAL	260
2030	879SA	111986	NEW ORLEANS, LA	CESSNA	337	SERIOUS	210
2031	46074	062086	NUNICA, MI	CESSNA	172I	FATAL	230
2032	59610	112586	CINCINNATI, OH	BELL	206B	FATAL	302
2033	49427	110386	HAVERHILL, MA	CESSNA	152	MINOR	216
2034	624SK	050586	PLYMOUTH, MA	BEECH	BE-19	NONE	214
2035	16576	051086	SALEM, NH	CESSNA	305A	NONE	262
2036	5744G	051886	NORTH HAMPTON, NH	CESSNA	150K	MINOR	264
2037	34069	011986	FARMINGDALE, NY	CESSNA	177RG	MINOR	282
2038	6004U	092186	INDIANA, PA	PIPER	PA-28-140C	NONE	326
2039	4685B	070286	WYNNE, AR	WSK-PZL-MIEL	PZL-M-18	NONE	26
2040	4325V	011686	LEESBURG, VA	PIPER	PA-28-161	NONE	356
2041	9571C	062786	LAKE OZARK, MO	CESSNA	T303	NONE	238
2042	9853Y	083186	BALTIMORE, MD	CHAMPION	7FC	NONE	218
2043	93AE	090986	WHITE PLAINS, NY	SIKORSKY	SK-76	NONE	296
2044	55352	051286	SPRING VALLEY, NY	CESSNA	172P	MINOR	284
2045	4626F	051286	WELLSBORO, PA	CESSNA	P206A	NONE	322
2046	2841M	050686	MADISON, CT	PIPER	PA-28-181	NONE	134
2047	10539	091386	COVINGTON, KY	CESSNA	150L	MINOR	202
2048	5299N	082386	TUBA CITY, AZ	CESSNA	182U	NONE	34
2049	56710	082486	SALINAS, CA	PIPER	PA-34-200	NONE	80
2050	733ZF	011086	SAN JOSE, CA	CESSNA	172N	MINOR	38
2051	135RV	112786	CARMEL, CA	MOORE-VAN	RV-3	FATAL	112

## File Order Listing - Issue No. 11, 1986

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
2052	70240	093086	THERMAL, CA	CESSNA	188	NONE	102
2053	68467	061286	COLUSA, CA	BOEING	A75N1	NONE	62
2054	17278	062886	UPLAND, CA	PIPER	PA-23-160	NONE	70
2055	9592Y	112686	WINSTON-SALEM, NC	BEECH	35-B33	FATAL	258
2056	4178Y	100286	PALO ALTO, CA	BELLANCA	7ECA	NONE	104
2057	630BG	090586	CALIFORNIA CITY, CA	GROB	G102 III B	SERIOUS	90
2058	87020	093086	CHINO, CA	BELLANCA	8GCBC	NONE	98
2059	434CW	083186	LOMPOC, CA	TAYLORCRAFT	BC-12D	SERIOUS	88
2060	9745H	082886	KERNVILLE, CA	CESSNA	182R	NONE	86
2061	738WQ	082686	SAN JOSE, CA	CESSNA	TR182RG	NONE	84
2062	37561	120686	MURTAUGH, ID	CESSNA	414A	SERIOUS	174
2063	6191D	100886	PETERSBURG, AK	PIPER	PA-18-150	NONE	6
2064	734EP	100486	ROSEBURG, OR	CESSNA	172N	SERIOUS	308
2065	6185W	091886	PASCO, WA	CESSNA	P-210	NONE	376
2066	9138T	092386	DRY BAY, AK	CESSNA	180	NONE	4
2067	354BQ	082786	ELK CITY, ID	BEEHCRAFT	A-36	NONE	164
2068	164SW	121586	SALT LAKE CITY, UT	SWEARINGEN	SA227-AC	NONE	354
2069	43302	120386	BAYTOWN, TX	PIPER	PA-32-260	FATAL	340
2070	9493L	123086	ROBERTSON, TX	AMERICAN AVI	AA-1A	FATAL	350
2071	4621N	092386	DEER PARK, WA	JEROME DODGE	B-8-M	FATAL	378
2072	284MC	082986	MONTGOMERY, NY	PIPER	PA-31-T1	FATAL	292
2072	4845B	082986	MONTGOMERY, NY	CESSNA	152	FATAL	294
2073	3171R	120686	MONTGOMERY, TX	PIPER	PA-28R-180	MINOR	342
2074	6599P	033086	SOMERS, CT	PIPER	PA-24-180	FATAL	132
2075	7311Q	112086	MOOSE CREEK, ID	CESSNA	U206F	FATAL	170

File Order Listing - Issue No. 11, 1986

File Number -----	Aircraft Regist. -----	Date ----	Location -----	Make ----	Aircraft Model -----	Injury Index -----	Page ----
2076	2507T	112786	FT. PIERCE, FL	NAVION	H	SERIOUS	146
2077	21188	111186	COLUMBUS, MS	PIPER	PA-32RT-30	FATAL	240
2078	7416F	121486	BOWLING GREEN, KY	HUGHES	269C	NONE	206
2079	3002H	083086	PROSSER, WA	ERCOUPE	415C	FATAL	368
2080	6907F	122286	TUNICA, MS	CESSNA	150F	NONE	242
2081	3285W	102886	LAWRENCEVILLE, GA	PIPER	PA-32-260	SERIOUS	156
2082	2204Z	102086	NASHVILLE, TN	BELL	206B III	MINOR	334
2083	1897Z	070186	LAKEHURST, NJ	PIASECKI	HELISTAT 9	FATAL	266
2084	29CP	062886	TERRE HAUTE, IN	BEECHCRAFT	58	NONE	190
2085	18393	062186	MACKINAC ISLAND, MI	BEECH	V35B	NONE	232
2086	4811Y	070486	IONIA, MI	PIPER	PA-25-235	MINOR	234
2087	4155V	053186	HOUGHTON LAKE, MI	CESSNA	170	NONE	226
2088	4599L	112586	MANASSAS, VA	CESSNA	152	NONE	360
2089	930MA	112986	SAN JUAN, PR	DEHAVILLAND	DHC-6	NONE	328
2090	220SS	110186	COLUMBUS, OH	BOEING	B-75-N1	NONE	298
2091	6786P	111886	FREMONT, OH	CESSNA	402C	NONE	300
2092	9372F	102686	DANVILLE, KY	HUGHES	269-B	NONE	204
2093	21139	050186	INDIANAPOLIS, IN	CESSNA	182P	SERIOUS	182
2094	313R	050186	MARQUETTE, MI	CESSNA	404	NONE	224
2095	84118	052786	PLATTEVILLE, WI	CESSNA	182P	NONE	390
2096	98739	061086	BRODHEAD, WI	PIPER	J3	MINOR	392
2097	960V	052086	EATON, IN	BEECH	BE-F90	NONE	184
2098	3321A	042786	GRIFFITH, IN	PIPER	PA-22	NONE	180
2099	33822	042786	MIDLOTHIAN, IL	PIPER	PA-28-140	NONE	176
2100	298CB	042786	PICKNEY, MI	CAMERON	O-65	SERIOUS	222

## File Order Listing - Issue No. 11, 1986

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
2101	3213R	040586	BLOOMINGTON, IN	CESSNA	411	NONE	178
2102	2295U	061686	GRIFFITH, IN	BRANTLEY	B-2B	NONE	188
2103	52565	061786	GRAND RAPIDS, MN	CESSNA	172P	MINOR	236
2104	5370H	061586	INDIANAPOLIS, IN	PIPER	PA-16	NONE	186
2105	5369F	061086	BELLEVILLE, MI	PIPER	PA-28-181	NONE	228
2106	2270Q	030186	DOYLESTOWN, PA	PIPER	PA-28-140	NONE	318
2107	70414	100586	GOLDSBORO, NC	PIPER	J3-65C	FATAL	252
2107	9384X	100586	GOLDSBORO, NC	CESSNA	182R	FATAL	254
2108	54203	070286	LOS ANGELES, CA	CESSNA	172P	MINOR	72
2109	4945H	091686	VAN NUYS, CA	CESSNA	152	MINOR	94
2111	89374	040586	PALO ALTO, CA	CESSNA	140	NONE	52
2112	1507B	012486	HALF MOON BAY, CA	LUSCOMBE	8F	MINOR	42
2113	5889V	040886	HESPERIA, CA	PIPER	PA-28-181	NONE	54
2114	6617L	110986	LEXINGTON, NC	CESSNA	152	NONE	256
2115	9736M	091786	MOUNTAIN VILLAG, AK	CESSNA	207A	NONE	2
2116	3230V	112186	LEANDER, TX	CESSNA	150L	NONE	338
2117	714LL	122086	ARLINGTON, TX	CESSNA	150	MINOR	344
2118	255NK	110286	SHELBY, MT	PITTS	S-1D	NONE	246
2119	1590P	080886	WORLAND, WY	PIPER	PA-18	NONE	398
2120	53384	122486	MARBLE FALLS, TX	CESSNA	172	NONE	346
2121	12525	122586	LINDALE, TX	CESSNA	172M	NONE	348
2122	5788E	122786	LOREAUVILLE, LA	CESSNA	150	NONE	212
2123	222CL	011786	INDIO, CA	CESSNA	T210N	FATAL	40
2124	7860L	062286	FLAGSTAFF, AZ	BEECH	95-C55	NONE	30
2125	6740H	030986	GUINDA, CA	CESSNA	172M	NONE	46

## File Order Listing - Issue No. 11, 1986

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
2126	217HM	100286	TALLAHASSEE, FL	PIPER	PA-60-600	FATAL	140
2127	1245F	111986	HOLDEN, LA	BARNES	FIREFLY 7	NONE	208
2128	49RW	081686	WATERLOO, IA	ROGER WARNEL	KR-1	SERIOUS	162
2129	2948G	093086	TIBURON, CA	CAMERON BALL	O-77	NONE	100
2130	4593R	061486	CUCAMONGA, CA	PIPER	PA-28-140	MINOR	64
2131	704KZ	062386	PRESCOTT, AZ	CESSNA	150M	NONE	32
2132	6594Y	010186	TUCSON, AZ	CESSNA	T210N	NONE	28
2133	2116J	091786	MONTEREY, CA	PIPER	PA-28-161	NONE	96
2134	39695	091286	SAN DIEGO, CA	PIPER	PA-32RT-30	NONE	92
2135	66459	042086	LANCASTER, CA	CESSNA	150M	NONE	58
2136	97201	061686	QUINCY, CA	STINSON	108-1	NONE	66
2137	666BH	040286	ROSAMOND, CA	CESSNA	172M	NONE	50
2138	29936	062286	TRUCKEE, CA	NORTH AMERIC	AT-6D	NONE	68
2139	5694R	022886	ONTARIO, CA	ENSTROM	280C	FATAL	44
2140	59034	110886	MONTGOMERY, AL	CESSNA	210L	FATAL	22
2141	7384G	032986	KAILUA KONA, HI	CESSNA	150L	FATAL	160
2142	5135A	082686	SALTON CITY, CA	CESSNA	P210N	SERIOUS	82
2143	5692P	071386	LOS ALTOS, CA	ENSTROM	EN-280-C	NONE	76
2144	3764R	041886	EL MONTE, CA	PIPER	PA28-180	NONE	56
2145	6366D	100386	HAYWARD, CA	CESSNA	172N	NONE	108
2146	24285	100386	TORRANCE, CA	CESSNA	152	NONE	106
2147	5720S	080186	TOLEDO, WA	SCHWEIZER	SGS-2-33	SERIOUS	364
2149	5506S	081386	EASTON, WA	CESSNA	188	NONE	366
2150	986GC	100786	FOREST GROVE, OR	HUGHES	269A	NONE	310
2151	3565L	091786	TILLAMOOK, OR	GREAT LAKES	2T-1A-2	NONE	304

## File Order Listing - Issue No. 11, 1986

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
2152	8323P	102986	LEYBA, NM	PIPER	PA-24-250	FATAL	272
2153	3621W	080486	LANDER, WY	PIPER	PA-32-260	FATAL	396
2154	9263H	072386	OLCOTT, NY	CESSNA	172 M	NONE	286
2155	3241N	101986	HARPER, KS	JAMES OLIVIE	QUICKIE	FATAL	196
2156	35252	060486	FULLERTON, CA	CESSNA	177B	FATAL	60
2157	27047	092686	APEX, NC	PIPER	TG8-J3C-65	FATAL	250
2158	7538R	112286	EASTON, MD	PIPER	PA-28-140	MINOR	220
2159	64934	091086	MAPPSVILLE, VA	CESSNA	152	NONE	358
2160	25468	101286	EMMETT, ID	CESSNA	165	NONE	166
2161	9365F	122886	MATLOCK, WA	HUGHES	269	NONE	388
2162	739LH	122086	YAMHILL, OR	CESSNA	172	NONE	314
2163	28987	091486	RENO, NV	GRUMMAN	AA5	NONE	276
2164	8025K	091286	OROVADO, NV	GRUMMAN	G164A-450	FATAL	274
2165	58239	101086	SEATTLE, WA	HUGHES	500-D	NONE	380
2166	4797V	110886	BEATTY, NV	BELLANCA	BL17-30	SERIOUS	280
2167	4693J	100286	MADRAS, OR	CESSNA	172N	NONE	306
2168	4116R	123086	GATES, OR	PIPER	PA-32-300	MINOR	316
2169	9536R	110686	MARYSVILLE, WA	BEECH	BE35K	FATAL	382
2170	5481J	092086	OVERTON, NV	CESSNA	172	FATAL	278
2171	6537P	110986	CONWAY, SC	CESSNA	152	NONE	330
2172	9907N	112486	JUNEAU, AK	CESSNA	180J	FATAL	16
2173	94529	101386	MOUNTAIN HOME, ID	CESSNA	182Q	NONE	168
2174	756WZ	112086	WARREN, ID	CESSNA	T-206	NONE	172
2175	52069	112486	REPUBLIC, WA	CESSNA	177RG	FATAL	384
2176	6849H	112586	WAITSBURG, WA	PIPER	J-3	MINOR	386

## File Order Listing - Issue No. 11, 1986

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
2177	3869K	112286	BROWNSBORO, AL	PIPER	PA-28-140	MINOR	24
2178	4597L	121486	ENGLEWOOD, CO	CESSNA	152	NONE	130
2179	5057U	110486	ENGLEWOOD, CO	BELLANCA	7GCAA	NONE	126
2180	9813C	081586	REDCLIFF, CO	NORTH AMERIC	AT-6D	FATAL	118
2181	2030R	091586	BRIGHTON, CO	CESSNA	182G	FATAL	122
2182	23CP	112486	MCGRATH, AK	PIPER	PA-22-20	NONE	14
2183	8467M	031286	HANAKULI, HI	CESSNA	A150K	NONE	158
2184	89698	032086	RIO LINDA, CA	CESSNA	140	NONE	48
2185	1123	101786	KING SALMON, AK	PIPER	PA-18-150	MINOR	8
2186	39146	101886	CHICKALOON FLAT, AK	TAYLORCRAFT	BC-12D	SERIOUS	10
2187	9332F	102286	FAIRBANKS, AK	HUGHES	300-269B	NONE	12
2188	8159C	100786	RANCHO, CA	PIPER	PA-32R-301	SERIOUS	110
2189	8727V	100686	YUMA, AZ	BELLANCA	7KCAB	NONE	36
2190	15390	090686	POMEROY, WA	PIPER	PA-28-140	MINOR	372
2191	2262T	090686	ST. JOHN, WA	CESSNA	185	MINOR	374
2192	99313	090486	AUBURN, WA	ERCOUPE	415-C	NONE	370
2193	7EC	120386	PENDLETON, OR	BELL	206L-1	FATAL	312
2194	4879U	080986	SPRING VALLEY, NY	CESSNA	T-210	SERIOUS	288
2195	6659S	082786	LEROY, NY	CESSNA	150H	NONE	290
2196	5888Z	081486	TUNKHANNOCK, PA	PIPER	PA-22-108	NONE	324
2197	65618	050986	HALLSTEAD, PA	CESSNA	152	MINOR	320
2198	5088Q	083186	WILLIMANTIC, CT	CESSNA	152	NONE	138
2199	5238X	082486	LAKEWOOD, NJ	CHAMPION	7ECA	NONE	268
2200	2292D	083086	DANBURY, CT	CESSNA	170B	NONE	136





AIRCRAFT ACCIDENT REPORTS  
BRIEF FORMAT  
U.S. CIVIL AND FOREIGN AVIATION  
ISSUE NUMBER 11 OF 1986 ACCIDENTS

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2115      9/17/86      MOUNTAIN VILLAG,AK      A/C Reg. No. N9736M      Time (Lcl) - 1220 ADT

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

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage									
Name of Carrier	-RYAN AIR SERVICE, INC.	SUBSTANTIAL		Fatal	0	Serious	0	Minor	0	None	1
Type of Operation	-NON SCHED,DOMESTIC,MAIL ONLY	Fire		Crew	0		0		0		0
Flight Conducted Under	-14 CFR 135	UNK/NR		Pass	0		0		0		0
Accident Occurred During	-LANDING										

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - ACFT RADIO	ST. MARYS,AK	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	MOUNTAIN VILLAGE
Wind Dir/Speed- 110/013 KTS	ATC/Airspace	Runway Ident - 34
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2200/ 75
Lowest Sky/Clouds - 700 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRAVEL
Lowest Ceiling - 1000 FT BROKEN	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - WET
Obstructions to Vision- NONE	FULL STOP	ROUGH
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 30	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP,CFI	Current - YES	Total - 2579	Last 24 Hrs - 7
SE LAND,ME LAND	Months Since - 6	Make/Model- 546	Last 30 Days- UNK/NR
	Aircraft Type - PA-44	Instrument- 101	Last 90 Days- 318
		Multi-Eng - 121	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRLINE TRANSPORT PILOT WHO IS ALSO A CERTIFICATED AIRFRAME AND POWERPLANT MECHANIC ELECTED TO DEFER BRAKE REPAIRS UNTIL THE END OF THE FLYING DAY. THE FATIGUED RIGHT BRAKE LINE FAILED BEFORE THE END OF THE DAY'S FLYING ACTIVITY. DURING LNDG THE BRAKES FAILED AND THE ACFT OVERRAN THE END OF THE RWY RESULTING IN SUBST DAMAGE

Brief of Accident (Continued)

File No. - 2115

9/17/86

MOUNTAIN VILLAG, AK

A/C Reg. No. N9736M

Time (Lcl) - 1220 ADT

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

Finding(s)

1. LANDING GEAR, NORMAL BRAKE SYSTEM - FAILURE, PARTIAL
2. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - ATTEMPTED - PILOT IN COMMAND
3. HYDRAULIC SYSTEM, LINE - FATIGUE

Occurrence #2 OVERRUN  
Phase of Operation LANDING - ROLL

Finding(s)

4. WEATHER CONDITION - CROSSWIND
5. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
6. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
7. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

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

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

Factor(s) relating to this accident is/are finding(s) 1,3,4,5,6,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2066      9/23/86      DRY BAY,AK      A/C Reg. No. N9138T      Time (Lcl) - 1240 ADT

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

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

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

Make/Model - CESSNA 180	Eng Make/Model - CONTINENTAL O-470-K	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 1350	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 230 HP	

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

Weather Data	Itinerary	Airport Proximity ON AIRSTRIP
Wx Briefing - FSS	Last Departure Point YUKATAT,AK	
Method - IN PERSON	Destination CROWS STRIP,AK	Airport Data CROWS LANDING
Completeness - FULL		Runway Ident - UNK/NR
Basic Weather - VMC	ATC/Airspace	Runway Lth/Wid - 2000 -UNK/NR
Wind Dir/Speed- UNK/NR	Type of Flight Plan - NONE	Runway Surface - GRAVEL
Visibility - 50.0 SM	Type of Clearance - NONE	Runway Status - DRY
Lowest Sky/Clouds - 10000 FT	Type Apch/Lndg - GO AROUND	
Lowest Ceiling - 10000 FT OVERCAST		
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 38	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 4250
SE LAND,ME LAND	Months Since - 3	Last 24 Hrs - 6
	Aircraft Type - UNK/NR	Make/Model- 210
		Instrument- 133
		Last 30 Days- UNK/NR
		Last 90 Days- 175
		Multi-Eng - 250

Instrument Rating(s) - AIRPLANE

-----Narrative-----

GUSTY WINDS WERE PRESENT AT THE AIRSTRIP WHEN THE PLT ELECTED TO GO-AROUND DURING THE APCH. DURING THE GO-AROUND, A DOWNDRAFT WAS ENCOUNTERED. THE PLT LOST CONTROL OF THE ACFT WHICH ROLLED INVERTED AND STRUCK THE GROUND. THE PLT REPORTED THE WIND VELOCITY VARIED FROM ZERO TO 50 KTS AT THE TIME OF THE ACCIDENT.

Brief of Accident (Continued)

File No. - 2066

9/23/86

DRY BAY, AK

A/C Reg. No. N9138T

Time (Lcl) - 1240 ADT

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - DELAYED - PILOT IN COMMAND
  2. WEATHER CONDITION - GUSTS
  3. WEATHER CONDITION - HIGH WIND
  4. WEATHER CONDITION - DOWNDRAFT
  5.    COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
- 

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

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2063

10/08/86

PETERSBURG, AK

A/C Reg. No. N6191D

Time (Lcl) - 1500 ADT

-----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 - PIPER PA-18-150  
Landing Gear - FLOAT  
Max Gross Wt - 1760  
No. of Seats - 2

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

ELT Installed/Activated - YES/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- 220/010 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - 1200 FT

Lowest Ceiling - 1200 FT OVERCAST

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
PETERSBURG, AK

Destination  
PETERSBURG, AK

ATC/Airspace

Type of Flight Plan - VFR

Type of Clearance - NONE

Type Apch/Lndg - FULL STOP

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND, SE SEA

Age - 44

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 - 363

Make/Model- 284

Instrument- 7

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT WHILE LANDING ON A RIVER THE ACFT SKIDDED ON RIVER SILT. HE STATED HE COULD NOT STOP THE ACFT WHICH TRAVELED TO THE FAR END OF THE RIVER INTO 8 INCH DEEP WATER WHERE IT NOSED OVER.

Brief of Accident (Continued)

File No. - 2063

10/08/86

PETERSBURG, AK

A/C Reg. No. N6191D

Time (Lc1) - 1500 ADT

-----  
Occurrence #1        NOSE OVER  
Phase of Operation    LANDING - ROLL

Finding(s)

1. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
2. TERRAIN CONDITION - SOFT
3. TERRAIN CONDITION - WET

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2185      10/17/86      KING SALMON, AK      A/C Reg. No. N1123      Time (Lcl) - 1630 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Fire  
NONE

Crew  
Pass

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

Make/Model - PIPER PA-18-150  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 1750  
No. of Seats - 2

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

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

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

Weather Data

Wx Briefing - FSS  
Method - UNK/NR  
Completeness - WEATHER NOT PERTINENT  
Basic Weather - VMC  
Wind Dir/Speed- 020/009 KTS  
Visibility - 4.000 SM  
Lowest Sky/Clouds - UNK/NR  
Lowest Ceiling - 2000 FT BROKEN  
Obstructions to Vision- FOG  
Precipitation - RAIN  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
KING SALMON, AK  
Destination  
NAKNEK, AK

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

KING SALMON  
Runway Ident - 11  
Runway Lth/Wid - 8500/ 150  
Runway Surface - CONCRETE  
Runway Status - WET

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

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

Age - 42  
Biennial Flight Review  
Current - YES  
Months Since - 4  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 1421  
Make/Model- 188  
Instrument- 183  
Multi-Eng - UNK/NR  
Last 24 Hrs - 6  
Last 30 Days- UNK/NR  
Last 90 Days- 28  
Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT WAS CLEARED TO TAXI HIS AIRPLANE INTO POSITION AND TO HOLD BEHIND A CHEROKEE SIX AIRPLANE. AFTER THE CHEROKEE SIX DEPARTED, HE WAS CLEARED FOR TAKEOFF. IMMEDIATELY AFTER LIFT OFF AT 10 TO 15 FEET ABOVE THE RUNWAY, THE PILOT STATED THE AIRPLANE WENT INTO AN UNCONTROLLABLE RIGHT ROLL ABOUT THE LONGITUDINAL AXIS. THE RIGHT WING CONTACTED THE RUNWAY AND THE AIRPLANE CARTWHEELED.



Brief of Accident (Continued)

File No. - 2185

10/17/86

KING SALMON, AK

A/C Reg. No. N1123

Time (Lc1) - 1630 ADT

-----  
Occurrence #1        VORTEX TURBULENCE ENCOUNTERED  
Phase of Operation   TAKEOFF - INITIAL CLIMB

Finding(s)

1. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND  
-----

Occurrence #2        DRAGGED WING, ROTOR, POD, OR FLOAT  
Phase of Operation   OTHER

Finding(s)

2. REMEDIAL ACTION - ATTEMPTED - PILOT IN COMMAND  
-----

----Probable Cause----

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2186      10/18/86      CHICKALOON FLAT, AK      A/C Reg. No. N39146      Time (Lcl) - 1900 ADT

-----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 -LANDING					

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

Make/Model - TAYLORCRAFT BC-12D	Eng Make/Model - CONTINENTAL O-235	ELT Installed/Activated - UNK/NR
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 1500	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 115 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	UNK/NR	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	UNK/NR	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 - NONE	
Obstructions to Vision- UNK/NR		
Precipitation - UNK/NR		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 27	Medical Certificate - EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE - UNK/NR	Current - UNK/NR	Total - UNK/NR
SE LAND	Months Since - UNK/NR	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT-IN-COMMAND REFUSED TO COOPERATE AND WOULD NOT SUBMIT AN NTSB FORM 6120.1 NOR WOULD HE DISCUSS THE ACCIDENT EXCEPT THAT HE CRASHED UPON LANDING. THE PLTS MED. CERT HAD EXPIRED.

Brief of Accident (Continued)

File No. - 2186

10/18/86

CHICKALOON FLAT, AK

A/C Reg. No. N39146

Time (Lc1) - 1900 ADT

Occurrence #1            UNDETERMINED  
Phase of Operation       LANDING

Finding(s)

1. UNDETERMINED

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2187

10/22/86

FAIRBANKS, AK

A/C Reg. No. N9332F

Time (Lcl) - 1405 ADT

-----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

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

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

Make/Model - HUGHES 300-269B  
Landing Gear - SKID  
Max Gross Wt - 1670  
No. of Seats - 3

Eng Make/Model - LYCOMING HIO-360-A1A  
Number Engines - 1  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 180 HP

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

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

Weather Data

Wx Briefing - UNK/NR  
Method - ACFT RADIO  
Completeness - PARTIAL, LMTD BY PILOT  
Basic Weather - VMC  
Wind Dir/Speed - 330/008 KTS  
Visibility - 60.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision - NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
FAIRBANKS, AK  
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

FAIRBANKS  
Runway Ident - N/A  
Runway Lth/Wid - N/A  
Runway Surface - DIRT  
Runway Status - HIGH VEGETATION

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

Pilot-In-Command

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

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	- 3227	Last 24 Hrs	- 2
Make/Model	- 31	Last 30 Days	- UNK/NR
Instrument	- 245	Last 90 Days	- 87
Multi-Eng	- UNK/NR	Rotorcraft	- 3000

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE HELICOPTER EXHAUSTED ITS FUEL SUPPLY DURING CLIMBOUT. DURING THE ENSUING AUTOROTATION LANDING, THE ROTOR SPEED WAS ALLOWED TO DECAY AND THE HELICOPTER SPUN AT TOUCHDOWN. IT ROLLED OVER AND FAILED THE ROTOR BLADES.

Brief of Accident (Continued)

File No. - 2187

10/22/86

FAIRBANKS, AK

A/C Reg. No. N9332F

Time (Lc1) - 1405 ADT

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

Finding(s)

1. FLUID, FUEL - EXHAUSTION
  2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND(CFI)
  3. AIRCRAFT PREFLIGHT - INADEQUATE - DUAL STUDENT
  4. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND(CFI)
- 

Occurrence #2            FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

-----

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

Finding(s)

5. AUTOROTATION - MISJUDGED - PILOT IN COMMAND(CFI)
- 

----Probable Cause----

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2182      11/24/86      MCGRATH,AK      A/C Reg. No. N23CP      Time (Lcl) - 1550 AST

-----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
					0

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

Make/Model - PIPER PA-22-20	Eng Make/Model - LYCOMING O-320-A2B	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2000	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - IN PERSON	KOTZEBUE,AK	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	MCGRATH
Wind Dir/Speed- CALM		Runway Ident - 16
Visibility - 40.0 SM	ATC/Airspace	Runway Lth/Wid - 5460/ 150
Lowest Sky/Clouds - 25000 FT SCATTERED	Type of Flight Plan - VFR	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type of Clearance - VFR	Runway Status - SNOW - COMPACTED
Obstructions to Vision- NONE	Type Apch/Lndg - TRAFFIC PATTERN	
Precipitation - NONE	FULL STOP	
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 30	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 467
SE LAND	Months Since - 22	Make/Model- 200
	Aircraft Type - C-180	Instrument- 2
		Last 24 Hrs - 5
		Last 30 Days- 5
		Last 90 Days- 14

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT-IN-COMMAND STATED HE WAS EXECUTING A SHALLOW APPROACH TO RUNWAY 16 AND PRIOR TO REACHING THE RUNWAY THE ENGINE STOPPED PRODUCING POWER. HE FURTHER STATED THAT DURING HIS DESCENT HE DID NOT USE ANY CARBURETOR HEAT. THE PLT LOST CONTROL OF THE AIRPLANE PRIOR TO REACHING THE RUNWAY'S THRESHOLD AND CRASHED ON THE THRESHOLD. NO MECHANICAL IRREGULARITIES WERE FOUND AND THE AIRPLANE HAD SUFFICIENT FUEL TO COMPLETE THE FLT.

Brief of Accident (Continued)

File No. - 2182

11/24/86

MCGRATH,AK

A/C Reg. No. N23CP

Time (Lcl) - 1550 AST

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

Finding(s)

1. CARBURETOR HEAT - NOT USED - PILOT IN COMMAND
  2. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
- 

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

Finding(s)

3. PROPER ALTITUDE - BELOW - PILOT IN COMMAND
  4. AIRSPEED(VS) - BELOW - PILOT IN COMMAND
- 

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

Finding(s)

5. STALL - INADVERTENT - PILOT IN COMMAND
- 

----Probable Cause----

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2172      11/24/86      JUNEAU, AK      A/C Reg. No. N9907N      Time (Lcl) - 1030 AST

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

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

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

Make/Model - CESSNA 180J	Eng Make/Model - CONTINENTAL O-470-R	ELT Installed/Activated - YES/NO
Landing Gear - FLOAT	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2950	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 6	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	PELICAN, AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	JUNEAU, AK	HARRIS HARBOR SEAPLANE DO
Wind Dir/Speed- 120/010 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 12.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - UNK/NR SCATTERED	Type of Clearance - NONE	Runway Surface - WATER
Lowest Ceiling - UNK/NR OVERCAST	Type Apch/Lndg - FULL STOP	Runway Status - WATER-CALM
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 38	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - NO	Total - 456
SE LAND, SE SEA	Months Since - UNK/NR	Make/Model- 300
	Aircraft Type - UNK/NR	Instrument- 28
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 24
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PASSENGER DEPLANED WHILE THE PLT SHUT DOWN THE AIRCRAFTS ENGINE. ALTHOUGH THE PLT NOTICED THAT THE PASSENGER WAS NEAR THE WING STRUT AND ATTEMPTED TO YELL AT HIM, THE PASSENGER INADVERTENTLY WALKED INTO THE WIND MILLING PROPELLER WHICH STRUCK HIM IN THE HEAD AND FATALLY WOUNDED HIM.



Brief of Accident (Continued)

File No. - 2172

11/24/86

JUNEAU, AK

A/C Reg. No. N9907N

Time (Lc1) - 1030 AST

---

Occurrence #1 PROPELLER/ROTOR CONTACT  
Phase of Operation STANDING - ENGINE(S) OPERATING

Finding(s)

1. SUPERVISION - INADEQUATE - PILOT IN COMMAND.
  2. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PASSENGER
- 

----Probable Cause----

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2021      9/07/86      HUNTSVILLE, AL      A/C Reg. No. N6309P      Time (Lcl) - 1415 CDT

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

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

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

Make/Model - PIPER PA-24 180	Eng Make/Model - LYCOMING O-360-A1A	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2550	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 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	HUNTSVILLE AIRPORT NORTH
Wind Dir/Speed- 360/009 KTS	ATC/Airspace	Runway Ident - 36
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3765/ 60
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 54	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 5110
SE LAND	Months Since - 0	Make/Model- 61
GLIDER	Aircraft Type - PA-24	Instrument- 50
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE STATED PURPOSE OF THIS FLT WAS A BFR FOR THE PLT. BOTH THE CFI AND THE PLT STATED THAT THE BFR PART OF THE FLT WAS COMPLETE AND THAT THE PLT WAS PRACTICING A SHORT FIELD LANDING WHEN THE ACCIDENT OCCURRED. THE APPROACH WAS TOO LOW AND THE LEFT MAIN LANDING GEAR SNAGGED A CABLE STRUNG ACROSS THE END OF THE RUNWAY. THE CABLE WAS TO KEEP CARS FROM TAKING A SHORT CUT ACROSS THE RWY. RWY 36 HAS A DISPLACED THRESHOLD. OTHER ACFT IN THE TRAFFIC PATTERN FORCED THE PLT TO MAKE A LONGER THAN NORMAL FINAL APCH. THE PAX STATED THAT HE NOTICED THAT THE SINK RATE INCREASED JUST PRIOR TO IMPACT WITH THE CABLE.

Brief of Accident (Continued)

File No. - 2021

9/07/86

HUNTSVILLE,AL

A/C Reg. No. N6309P

Time (Lc1) - 1415 CDT

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

Finding(s)

1. OBJECT - WIRE,STATIC
2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
3. PROPER GLIDEPATH - NOT ATTAINED - PILOT IN COMMAND
4. REMEDIAL ACTION - NOT PERFORMED - PILOT IN COMMAND(CFI)
5. AIRPORT FACILITIES,OBSTRUCTION MARKING - INADEQUATE
6. MONITORING - NOT PERFORMED - PILOT IN COMMAND(CFI)
7. LANDING GEAR,MAIN GEAR - QVERLOAD

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

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

Finding(s)

8. OBJECT - FENCE

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2005

9/13/86

BESSEMER,AL

A/C Reg. No. N3105L

Time (Lcl) - 1225 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

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

Make/Model - CESSNA 310J  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 5100  
No. of Seats - 6

Eng Make/Model - LYCOMING IO-540  
Number Engines - 2  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 290 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 - UNK/NR  
Lowest Sky/Clouds - UNK/NR  
Lowest Ceiling - UNK/NR  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
UNK/NR  
Destination  
UNK/NR

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

BESSEMER  
Runway Ident - UNK/NR  
Runway Lth/Wid - UNK/NR  
Runway Surface - MACADAM  
Runway Status - DRY

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

Pilot-In-Command

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

Age - 50

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	691	Last 24 Hrs - UNK/NR
Make/Model-	206		Last 30 Days- UNK/NR
Instrument-	170		Last 90 Days- 4
Multi-Eng -	315		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE TAXIING FOR TAKEOFF THE PLT ATTEMPTING TO TAXI BETWEEN TWO ROWS OF PARKED ACFT. HE USED THE LEFT BRAKE TO MANEUVER THE ACFT BETWEEN THE ROWS AND COULD NOT STOP THE TURN BY USING THE RIGHT BRAKE. THE ACFT CONTINUED IN THE TURN AND STRUCK A PARKED CESSNA 172. INSPECTION REVEALED THAT THERE WAS NO FLUID IN THE RIGHT BRAKE SYSTEM AND THERE WAS A CRACK IN THE BRAKE LINE.

Brief of Accident (Continued)

File No. - 2005

9/13/86

BESSEMER, AL

A/C Reg. No. N3105L

Time (Lc1) - 1225 CDT

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

Finding(s)

1. FLUID, HYDRAULIC - LEAK
  2. LANDING GEAR, NORMAL BRAKE SYSTEM - INOPERATIVE
  3. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
  4. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
- 

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

Finding(s)

5. OBJECT - AIRCRAFT PARKED
- 

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2140      11/08/86      MONTGOMERY, AL      A/C Reg. No. N59034      Time (Lcl) - 1515 CST

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

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

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

Make/Model - CESSNA 210L	Eng Make/Model - CONTINENTAL IO-520-L3A	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3800	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 285 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	BESSEMER, AL	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	MONTGOMERY, AL	DANNELLY FIELD
Wind Dir/Speed- 220/010 KTS	ATC/Airspace	Runway Ident - 27
Visibility - 7.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 9001/ 150
Lowest Sky/Clouds - 3500 FT SCATTERED	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - ILS-COMPLETE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 55	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 642
SE LAND	Months Since - 8	Make/Model- 46
	Aircraft Type - C210	Instrument- 58
		Multi-Eng - 4
		Last 24 Hrs - UNK/NR
		Last 30 Days- 1
		Last 90 Days- 6
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS FLOWN FOR SLIGHTLY LESS THAN 3 HRS ON AN INSTRUCTIONAL FLT. THE ACFT WAS REPORTEDLY NEARLY FULL OF FUEL BEFORE TAKEOFF. CAPACITY IS 89 GALS. AT MAX CONSUMPTION OF 22 GPH THE ACFT SHOULD HAVE STILL HAD FUEL AVAILABLE WHEN THE ENG QUIT. DURING THE FORCED LNDG THE ACFT COLLIDED WITH POWER LINES AND THE GROUND ABOUT 1 MILE FORM THE RWY. THE ENG WAS TEST RUN SATISFACTORILY AFTER THE ACC. THE ACFT HAD LAIN IN AN INVERTED POSITION OVERNITE BEFORE THE INSPECTION WHICH SHOWED ONLY A FEW OUNCES OF FUEL IN THE ACFT. THE CFI STATED THAT THE FULLEST TANK WAS SELECTED PRIOR TO THE LAST TAKEOFF.

Brief of Accident (Continued)

File No. - 2140

11/08/86

MONTGOMERY, AL

A/C Reg. No. N59034

Time (Lcl) - 1515 CST

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

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

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

Finding(s)  
2. OBJECT - WIRE, STATIC  
-----

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2177      11/22/86      BROWNSBORO,AL      A/C Reg. No. N3869K      Time (Lcl) - 1535 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	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-28-140	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 - 2150	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	BROWNSBORO,AL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	MADISON COUNTY MOONTOWN
Wind Dir/Speed- 180/009 KTS	ATC/Airspace	Runway Ident - 09
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2370/ 160
Lowest Sky/Clouds - 9000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - 20000 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 - 33	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 46
	Months Since - N/A	Last 24 Hrs - 1
	Aircraft Type - N/A	Make/Model- 4
		Last 30 Days- UNK/NR
		Instrument- 1
		Last 90 Days- 4

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT WAS MAKING HER FIRST SUPERVISED SOLO FLIGHT IN THE PA28-140 MODEL AIRCRAFT. THE STUDENT REPORTED THAT WIND AND LOW AIRSPEED PREVENTED HER FROM REACHING THE RUNWAY PRIOR TO LANDING TOUCHDOWN.



Brief of Accident (Continued)

File No. - 2177

11/22/86

BROWNSBORO, AL

A/C Reg. No. N3869K

Time (Lcl) - 1535 CST

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

Finding(s)

1. AIRCRAFT HANDLING - POOR - PILOT IN COMMAND
2.       IMPROPER USE OF PROCEDURE, - PILOT IN COMMAND
3. REMEDIAL ACTION - NOT PERFORMED - PILOT IN COMMAND
4. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND

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

Finding(s)

5. OBJECT - FENCE

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

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

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. - 2039      7/02/86      WYNNE, AR      A/C Reg. No. N4685B      Time (Lc1) - 1100 CDT

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

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

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

Make/Model      - WSK-PZL-MIELEC PZL-M-18	Eng Make/Model - WSK ASZ621R-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	WYNNE, AR	
Completeness      - N/A	Destination	Airport Data
Basic Weather      - VMC	WYNNE, AR	
Wind Dir/Speed- 150/005 KTS	ATC/Airspace	Runway Ident      - N/A
Visibility      - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid      - N/A
Lowest Sky/Clouds      - 3000 FT SCATTERED	Type of Clearance      - NONE	Runway Surface      - 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 - 52	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current      - YES	Total      - 4573	Last 24 Hrs - 10
SE LAND	Months Since - 4	Make/Model- 985	Last 30 Days- UNK/NR
	Aircraft Type - C-172	Instrument- 0	Last 90 Days- 100

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT HE HAD BEEN FERTILIZING RICE CROPS THE MORNING PRIOR TO THE ACCIDENT FLT AND THAT THERE WAS NOTHING WRONG WITH THE ACFT. HE FURTHER STATED THAT ON THE ACCIDENT FLT HE HAD ALREADY INITIATED THE TAKEOFF ROLL, WHEN HE REALIZED THAT THE FLT CONTROLS WERE LOCKED. ACCORDING TO THE PLT, BY THE TIME HE UNLOCKED THE CONTROLS THE ACFT HAD BECOME AIRBORNE AND HAD ESTABLISHED ITSELF IN A CRITICAL ATTITUDE FROM WHICH HE COULD NOT RECOVER.

Brief of Accident (Continued)

File No. - 2039

7/02/86

WYNNE, AR

A/C Reg. No. N4685B

Time (Lc1) - 1100 CDT

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

Finding(s)

1. FLIGHT CONTROL SURFACES/ATTACHMENTS - LOCKED
2. AIRCRAFT PREFLIGHT - IMPROPER - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, INATTENTIVE - PILOT IN COMMAND
4. REMOVAL OF CONTROL/GUST LOCK(S) - NOT PERFORMED - PILOT IN COMMAND
5. ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND

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

Finding(s)

6. AIRSPEED - NOT ATTAINED - PILOT IN COMMAND
7. DIRECTIONAL CONTROL - NOT ATTAINED - PILOT IN COMMAND

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2132      1/01/86      TUCSON,AZ      A/C Reg. No. N6594Y      Time (Lcl) - 2000 MST

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

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

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

Make/Model - CESSNA T210N	Eng Make/Model - CONTINENTAL TS10-520-R	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3800	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 310 HP	

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

<b>Weather Data</b>	<b>Itinerary</b>	<b>Airport Proximity</b>
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	TUCSON,AZ	
Completeness - WEATHER NOT PERTINENT	Destination	<b>Airport Data</b>
Basic Weather - VMC	PHOENIX,AZ	Runway Ident - N/A
Wind Dir/Speed- 280/012 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 - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(BRIGHT)		

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

Pilot-In-Command	Age - 56	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 720
SE LAND,ME LAND	Months Since - 5	Last 24 Hrs - 11
	Aircraft Type - 177RG	Make/Model- 116
		Last 30 Days- 17
		Instrument- 113
		Last 90 Days- 28
		Multi-Eng - 20

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT PLANNED TO FLY NONSTOP FM HOUSTON, TX, TO PHOENIX, AZ. HE REPORTED THAT DURING THE TRIP HE ENCOUNTERED "FLUCTUATING HEAD WINDS" & HE MISCALCULATED THE ACFT'S ENDURANCE. FUEL EXHAUSTION OCCURRED 8 MILES FM TUCSON, AZ., & THE PLT MADE A SUCCESSFUL NIGHTTIME FORCED LDG ON INTERSTATE HWY 10. AFTER REFUELING & WITH THE AID OF LOCAL LAW ENFORCEMENT OFFICERS, THE PLT & HIS PASSENGER TOOK OFF FROM THE HWY. AFTER ACCELERATING TO BETWEEN 40 & 50 KNOTS, THE ACFT DRIFTED FROM THE CENTER OF THE HWY & ITS WING COLLIDED WITH A NEARBY MESQUITE TREE. THE ACFT REMAINED AIRBORNE, & THE PLT CONTINUED FLYING TO HIS DESTINATION. WHERE HE LANDED WITHOUT FURTHER INCIDENT.

Brief of Accident (Continued)

File No. - 2132

1/01/86

TUCSON, AZ

A/C Reg. No. N6594Y

Time (Lcl) - 2000 MST

-----  
Occurrence #1            ON GROUND COLLISION WITH OBJECT  
Phase of Operation    TAKEOFF - GROUND RUN

Finding(s)

1. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
  2. OBJECT - TREE(S)
  3. LIGHT CONDITION - NIGHT
- 

----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. - 2124      6/22/86      FLAGSTAFF, AZ      A/C Reg. No. N7860L      Time (Lcl) - 1321 MST

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

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

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

Make/Model - BEECH 95-C55	Eng Make/Model - CONTINENTAL IO-520-C	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 5300	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 285 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	TULSA, OK	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	PULLIAM
Wind Dir/Speed- 220/007 KTS	ATC/Airspace	Runway Ident - 21
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 6999/ 150
Lowest Sky/Clouds - 25000 FT THIN OVC	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 56	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 3370
SE LAND, ME LAND, SE SEA	Months Since - 19	Make/Model- 412
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - 1136
		Last 24 Hrs - 5
		Last 30 Days- UNK/NR
		Last 90 Days- 41
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT, ON THE LANDING ROLL, THE RIGHT MAIN LANDING GEAR COLLAPSED AND THE RIGHT WING WAS DAMAGED AS A RESULT OF CONTACT WITH THE RUNWAY. THE MECHANIC WHO EXAMINED THE AIRCRAFT STATED THAT THE RIGHT LANDING GEAR FAILED TO LOCK, HOWEVER HE WAS NOT ABLE TO DETERMINE WHETHER THE RIGGING WAS OUT OF LIMITS OR IF THE ACTUATING ROD HAD FAILED. HE NOTED THAT MAJOR REPAIRS HAD BEEN ACCOMPLISHED IN THE LANDING GEAR AREA PRIOR TO THE TIME OF THE ACCIDENT.

Brief of Accident (Continued)

File No. - 2124

6/22/86

FLAGSTAFF,AZ

A/C Reg. No. N7860L

Time (Lc1) - 1321 MST

-----  
Occurrence #1        MAIN GEAR COLLAPSED  
Phase of Operation    LANDING - ROLL

Finding(s)

1. LANDING GEAR - FAILURE,TOTAL  
-----

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2131

6/23/86

PRESCOTT, AZ

A/C Reg. No. N704KZ

Time (Lcl) - 1129 MST

-----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 150M  
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/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- 020/006 KTS

Visibility - 65.0 SM

Lowest Sky/Clouds - 6000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

PRESCOTT

Destination

PRESCOTT, AZ

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - VFR

Type Apch/Lndg - TRAFFIC PATTERN

FULL STOP

Airport Proximity  
ON AIRPORT

Airport Data

ERNEST A LOVE FIELD

Runway Ident - 03

Runway Lth/Wid - 7616/ 150

Runway Surface - ASPHALT

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 47

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	80	Last 24 Hrs -	1
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Make/Model-	80	Last 30 Days-	19
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Instrument-	0	Last 90 Days-	49
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Instrument Rating(s) - NONE

-----Narrative-----

AFTER COMPLETING A SOLO INSTRUCTIONAL FLIGHT THE 80-HR STUDENT PLT LANDED. DURING ROLLOUT THE PLT INADVERTENTLY APPLIED EXCESSIVE BRAKE & RUDDER PRESSURE TO THE LEFT PEDAL. THE PLT LOST DIRECTIONAL CONTROL OF THE ACFT & IT VEERED OFF THE RWY. THE ACFT COLLIDED WITH THE EMBANKMENT OF A DRAINAGE DITCH. THE PLT ALSO REPORTED THAT HIS "SIZE 12 FOOT" PROBABLY CONTRIBUTED TO THE MISHAP.



Brief of Accident (Continued)

File No. - 2131

6/23/86

PRESCOTT, AZ

A/C Reg. No. N704KZ

Time (Lc1) - 1129 MST

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

Finding(s)

1. RUDDER - IMPROPER USE OF - PILOT IN COMMAND
  2. BRAKES(NORMAL) - EXCESSIVE - PILOT IN COMMAND
  3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  4. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
  5. REMEDIAL ACTION - NOT UNDERSTOOD - PILOT IN COMMAND
- 

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

Finding(s)

6. TERRAIN CONDITION - DITCH
- 

----Probable Cause----

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2048      8/23/86      TUBA CITY,AZ      A/C Reg. No. N5299N      Time (Lcl) - 1300 MST

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

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

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

Make/Model	- CESSNA 182U	Eng Make/Model	- CONTINENTAL O-470-U	ELT Installed/Activated	- YES-UNK/NR
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2960	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 230 HP		

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method	- N/A	TUBA CITY,AZ	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	FLAGSTAFF,AZ	
Wind Dir/Speed	- 230/005 KTS	ATC/Airspace	Runway Ident
Visibility	- 20.0 SM	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- 6000 FT SCATTERED	Type of Clearance	- N/A
Lowest Ceiling	- 25000 FT OVERCAST	Type Apch/Lndg	- N/A
Obstructions to Vision	- NONE		
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 56	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 731	Last 24 Hrs - UNK/NR
SE LAND	Months Since - 2	Make/Model- 731	Last 30 Days- 8
	Aircraft Type - C-182	Instrument- 5	Last 90 Days- 15

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH A DIRT BANK AFTER LOSING ALT DURING THE INITIAL CLIMB AFTER TAKEOFF FROM A DIRT ROAD. THE PLT INDICATED THE ACFT BECAME AIRBORNE AFTER AN APRX 800 FT GROUND RUN AND CLIMBED TO AN ALT OF 10 FT AGL. THE ACFT THEN ENCOUNTERED A GUST OF WIND AND SETTLED 6 FT. THE ACFT STRUCK A 4 FT DIRT BANK LOCATED AT A BEND IN THE ROAD SHEARING OFF THE NOSE GEAR. THE ACFT THEN LANDED IN SOFT SAND AND NOSED OVER. THE PLT'S ACCIDENT REPORT INDICATED THAT THE ACFT WAS LOADED WITH 88 GLLONS OF FUEL AND THREE PERSONS ON DEPARTURE FROM THE DIRT ROAD, AND THAT THE TEMP WAS APRX 75 DEGREES F (24 DEGREES C) AT THE 5,500 FT ELEVATION. ACCORDING TO THE OPERATORS MANUAL, FOR A GROSS WEIGHT OF 2,700 LBS, A TEMP OF 20 DEGREES C AND A PRESSURE ALT OF 5,000 FT, A MINIMUM GROUND ROLL DISTANCE OF 930 FT WOULD BE REQUIRED TO ACCOMPLISH A SHORT FIELD TAKEOFF.

Brief of Accident (Continued)

File No. - 2048

8/23/86

TUBA CITY, AZ

A/C Reg. No. N5299N

Time (Lcl) - 1300 MST

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 - POOR - PILOT IN COMMAND
3. PERFORMANCE DATA - NOT USED - PILOT IN COMMAND
4. AIRSPEED - INADEQUATE - PILOT IN COMMAND
5. ROTATION - EXCESSIVE - PILOT IN COMMAND
6. STALL/MUSH

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

Finding(s)

7. TERRAIN CONDITION - DIRT BANK

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

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

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. - 2189      10/06/86      YUMA,AZ

A/C Reg. No. N8727V

Time (Lc1) - 1530 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

Type of Operation -INSTRUCTIONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

Fire  
NONE

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

Make/Model - BELLANCA 7KCAB

Landing Gear - TAILWHEEL-ALL FIXED

Max Gross Wt - 1650

No. of Seats - 2

Eng Make/Model - LYCOMING AEIO-320-E2B

Number Engines - 1

Engine Type - RECIP-FUEL INJECTED

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- UNK/NR

Visibility - 7.0 SM

Lowest Sky/Clouds - 4000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

YUMA,AZ

Destination

LOCAL

Airport Proximity  
ON AIRSTRIP

Airport Data

YUMA AUX. FLD. 4

Runway Ident - 16

Runway Lth/Wid - 2900 -UNK/NR

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN

TOUCH AND GO

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,CFI

SE LAND,ME LAND

Age - 60

Biennial Flight Review

Current - YES

Months Since - 12

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 3550      Last 24 Hrs - 4

Make/Model- 23      Last 30 Days- UNK/NR

Instrument- 66      Last 90 Days- 77

Multi-Eng - 20      Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

A BELLANCA 7KCAB LOST CONTROL AND VEERED OFF RWY 16. THE CFI INDICATED THAT THE AIRCRAFT VEERED RIGHT DURING LANDING ROLL. THE STUDENT PILOT APPLIED LEFT PEDAL AND THE AIRCRAFT SWUNG LEFT AND GROUND LOOPED. THE AIRCRAFT DROPPED OFF THE RWY SHOULDER, BREAKING A GEAR STRUT. THEN THE RIGHT MAIN GEAR COLLAPSED, SUBSEQUENTLY DAMAGING THE RIGHT WING SPAR. THE CFI ALSO INDICATED THAT THERE WERE NO MECHANICAL FAILURES OR MALFUNCTIONS PRIOR TO THE ACCIDENT.

Brief of Accident (Continued)

File No. - 2189

10/06/86

YUMA,AZ

A/C Reg. No. N8727V

Time (Lcl) - 1530 MST

Occurrence #1      LOSS OF CONTROL - ON GROUND

Phase of Operation      LANDING - ROLL

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - DUAL STUDENT
2. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND(CFI)
3. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)

Occurrence #2      MAIN GEAR COLLAPSED

Phase of Operation      LANDING - ROLL

Finding(s)

4. LANDING GEAR,MAIN GEAR - OVERLOAD

----Probable Cause----

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2050

1/10/86

SAN JOSE, CA

A/C Reg. No. N733ZF

Time (Lc1) - 1735 PST

-----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 -FLT TEST  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -DESCENT

Fire  
NONE

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

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

Eng Make/Model - LYCOMING O-320-H2AD  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 160 HP

ELT Installed/Activated - YES-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 - 7.0 SM  
Lowest Sky/Clouds - 18000 FT  
Lowest Ceiling - 18000 FT BROKEN  
Obstructions to Vision- HAZE  
Precipitation - NONE  
Condition of Light - DUSK

Itinerary

Last Departure Point  
SAN JOSE, CA  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - VFR  
Type Apch/Lndg - STRAIGHT-IN  
FULL STOP  
FORCED LANDING

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

REID-HILLVIEW  
Runway Ident - 31R  
Runway Lth/Wid - 3101/ 75  
Runway Surface - ASPHALT  
Runway Status - DRY

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

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

Age - 25  
Biennial Flight Review  
Current - YES  
Months Since - 15  
Aircraft Type - C-152

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

Total	- 176	Last 24 Hrs	- 1
Make/Model-	7	Last 30 Days-	3
Instrument-	2	Last 90 Days-	16

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CONTACTED TREES AND A BUILDING DURING A FORCED LANDING FOLLOWING A POWER LOSS WHILE ON FINAL APCH TO LAND.  
POST ACCIDENT INSPECTION REVEALED A FAILURE OF THE THROTTLE CABLE HOUSING AT THE SWAGED BALL JOINT NEAR THE CARBURETOR.  
THIS FAILURE ALLOWED ENG POWER TO REDUCE TO IDLE.

Brief of Accident (Continued)

File No. - 2050

1/10/86

SAN JOSE, CA

A/C Reg. No. N733ZF

Time (Lcl) - 1735 PST

-----  
Occurrence #1      LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF  
Phase of Operation      APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. THROTTLE/POWER LEVER, CABLE - FAILURE, TOTAL

-----  
Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

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

Finding(s)

2. OBJECT - TREE(S)  
3. OBJECT - BUILDING(NONRESIDENTIAL)

-----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. - 2123      1/17/86      INDIO, CA      A/C Reg. No. N222CL      Time (Lcl) - 0915 PST

-----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 - 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 - 310 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- 340/004 KTS  
Visibility - UNK/NR  
Lowest Sky/Clouds - 25000 FT SCATTERED  
Lowest Ceiling - NONE  
Obstructions to Vision- HAZE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
PALM SPRINGS, CA  
Destination  
THERMAL, CA

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

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

Age - 59  
Biennial Flight Review  
Current - YES  
Months Since - 6  
Aircraft Type - T210N

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 1014  
Make/Model- 412  
Instrument- 148  
Last 24 Hrs - 0  
Last 30 Days- 0  
Last 90 Days- 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT WAS ON A 21 MI FLT FM HIS HOME ARPT TO THERMAL, CA, TO PRACTICE TAKEOFFS & LNDGS. BFR DEPARTING, HE SUCCESSFULLY READ BACK A VFR CLNC TO FLY OUT OF THE PALM SPRINGS TRSA. SHORTLY AFTER TAKEOFF, WHILE EN ROUTE TWD THE SE (TWD THE SUN, WHICH WAS 22 DEG ABV THE HRZN), HE TOLD THE CTLR THAT HAZE & SMOG WERE MAKING HIM DIZZY; HE SAID HE WOULD USE OXYGEN. SOON THEREAFTER, HE REQD VECTORS TO THE DESTN ARPT. VECTORS WERE PROVIDED, BUT THE ACFT CONTD EASTERLY TWD MOUNTAINOUS TERRAIN (TRRN). THE PLT'S SPEECH SEEMED TO DETERIORATE AS HIS REPLIES BCM SHORTER & GARBLED. RADIO & RADAR CONTACT WERE LOST APRX 8 MI NORTH OF THERMAL, WHERE THE ACFT IMPACTED RISING TRRN ABOUT 500' ABV THE VALLEY FLOOR. THERE WAS EVIDENCE THE ACFT CRASHED IN A NOSE LOW, LEFT WING LOW ATTITUDE. THE WX AT THERMAL WAS, IN PART: 25,000' SCATTERED, VIS 20 MI. ANOTHER PLT RPRTD THE TOP OF THE HAZE LAYER WAS AT 3000'. NO SPECIFIC MEDICAL CAUSE OR FACTOR WAS VERIFIED. THE PLT'S WIFE SAID HE WAS SENSITIVE TO CERTAIN SMELLS, SMOG & BRIGHT SUNLIGHT & THAT HE RECENTLY ACQUIRED A VIRUS & SEEMED TIRED.



Brief of Accident (Continued)

File No. - 2123

1/17/86

INDIO,CA

A/C Reg. No. N222CL

Time (Lcl) - 0915 PST

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

Finding(s)

1. AIRCRAFT HANDLING - UNCONTROLLED -
  2.        INCAPACITATION(OTHER ORGANIC PROBLEM) - 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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2112      1/24/86      HALF MOON BAY, CA      A/C Reg. No. N1507B      Time (Lcl) - 1250 PST

-----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

1

0

None

0

0

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

Make/Model      - LUSCOMBE 8F  
Landing Gear      - TAILWHEEL-ALL FIXED  
Max Gross Wt      - 1400  
No. of Seats      - 2

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

ELT Installed/Activated - YES/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- 030/008 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  
SAN CARLOS, CA  
Destination  
HALF MOON BAY, CA

ATC/Airspace

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

Airport Proximity

ON AIRSTRIP

Airport Data

HALF MOON BAY  
Runway Ident      - 30  
Runway Lth/Wid      - 5000/ 150  
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      - 17  
Aircraft Type      - 8-F

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 851      Last 24 Hrs - UNK/NR  
Make/Model- 470      Last 30 Days- 7  
Instrument- 4      Last 90 Days- 23  
Multi-Eng - UNK/NR      Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT ON APPROACH HE WAS "A LITTLE HIGH & HOT" FOR THE 5000-FT-LONG RWY. HE SAID THAT AT MIDFIELD HE WAS 100 FT. AGL & HE DECIDED TO GO AROUND. UPON APPLYING POWER ONLY 700 RPM WAS OBTAINED, SO HE THEN ATTEMPTED TO LAND THE ACFT AT THE END OF THE ARPT. THE ACFT OVERFLEW THE END OF THE PAVEMENT, TOUCHED DOWN IN AN ADJACENT SOFT, DIRT FIELD AND NOSED OVER. THE REASON THE ENGINE ONLY PRODUCED 700 RPM WAS NOT DETERMINED.

Brief of Accident (Continued)

File No. - 2112

1/24/86

HALF MOON BAY, CA

A/C Reg. No. N1507B

Time (Lcl) - 1250 PST

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

Finding(s)

1. UNDETERMINED

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Occurrence #3      OVERRUN  
Phase of Operation      LANDING - ROLL

Finding(s)

2. PLANNED APPROACH - MISJUDGED - PILOT IN COMMAND

Occurrence #4      NOSE OVER  
Phase of Operation      LANDING - ROLL

----Probable Cause----

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2139      2/28/86      ONTARIO, CA      A/C Reg. No. N5694R      Time (Lcl) - 2244 PST

-----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	2	0	0
Accident Occurred During - DESCENT			0	0	0
			0	0	0

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

Make/Model - ENSTROM 280C	Eng Make/Model - LYCOMING HIO-360-E1BD	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2350	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 3	Rated Power - 205 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	PARKER, AZ	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	LONG BEACH, CA	ONTARIO INTL
Wind Dir/Speed- 260/007 KTS	ATC/Airspace	Runway Ident - 26L
Visibility - 1.000 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 10200/ 150
Lowest Sky/Clouds - PART OBS	Type of Clearance - SPECIAL VFR	Runway Surface - CONCRETE
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - NIGHT(BRIGHT)		

-----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 - 60
	Months Since - N/A	Make/Model- 60
	Aircraft Type - N/A	Instrument- 0
		Last 24 Hrs - 7
		Last 30 Days- 15
		Last 90 Days- 20
		Rotorcraft - 60

Instrument Rating(s) - NONE

-----Narrative-----

BFR DEPTG TUCSON, AZ ON A RETURN FLT TO LONG BEACH, CA, 2 STUDENT HELICOPTER PLTS (THE OWNERS) WERE ADVISED VFR FLT WAS NOT RCMD DUE TO LOW CEILING/VIS AT THE DESTN. NEITHER PLT WAS ENDORSED FOR X-COUNTRY FLT. EN ROUTE, THEY LNDD/REFUELED AT GILA BEND & PARKER, AZ. AT 2124 PST, THEY TOLD TRACON THEY WERE VFR AT 4500' & RCVD VECTORS TO LONG BEACH. HOWEVER, DRG ARRIVAL, THE ARPT WAS NOT VISIBLE DUE TO A 500' OVERCAST. THE CREW RPRTD 40 MIN OF FUEL REMAINING & REQD VECTORS TO THE NEAREST ARPT WITH VFR CONDS. ONTARIO INTL & NORTON AFB WERE THE ONLY ARPTS IN THE AREA WITH NO CEILING; BOTH WERE RPRTG APRX 1 MI VIS WITH FOG & HAZE. THE CREW DIVERTED TO ONTARIO & WERE CLRD FOR A SPECIAL VFR DSCNT TO RWY 26L. ABOUT 3 MIN LATER, WHILE DSCNDG THRU 2000', THEIR CLNC WAS AMENDED DUE TO POSSIBLE CONFLICTING TRAFFIC. SHORTLY THEREAFTER, RADIO & RADAR CONTACT WITH THE ACFT WERE LOST. AT 0151, THE ACFT WAS FND APRX 1 MI SOUTH OF THE ARPT WHERE IT IMPACTED IN A NOSE LOW, LEFT BANK ATTITUDE. TESTS SHOWED 1 STUDENT (PRESUMED 2ND-IN-COMMAND) HAD A BLOOD/ALCOHOL LVL OF 0.160%.

Brief of Accident (Continued)

File No. - 2139

2/28/86

ONTARIO, CA

A/C Reg. No. N5694R

Time (Lc1) - 2244 PST

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

Finding(s)

1. PROCEDURES/DIRECTIVES - NOT FOLLOWED -
2. IMPROPER USE OF PROCEDURE, QUALIFICATION - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, QUALIFICATION - COPILOT
4. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND
5. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
6. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - COPILOT
7. LIGHT CONDITION - NIGHT
8. WEATHER CONDITION - LOW CEILING
9. FLIGHT TO ALTERNATE DESTINATION
10. FLUID, FUEL - LOW LEVEL
11. WEATHER CONDITION - HAZE
12. WEATHER CONDITION - FOG
13. VFR FLIGHT INTO IMC - CONTINUED -

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

Finding(s)

14. AIRCRAFT HANDLING - NOT MAINTAINED -
15. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - PILOT IN COMMAND
16. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND
17. PHYSICAL IMPAIRMENT (ALCOHOL) - COPILOT
18. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - COPILOT
19. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL INSTRUMENT TIME - 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) 13, 14, 15, 17, 18

Factor(s) relating to this accident is/are finding(s) 1, 2, 3, 4, 5, 6, 7, 8, 10, 11, 12, 16, 19

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2125      3/09/86      GUINDA,CA

A/C Reg. No. N6740H

Time (Lcl) - 1330 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

Type of Operation -PERSONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -MANEUVERING

-----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/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 - UNK/NR

Lowest Ceiling - UNK/NR

Obstructions to Vision- NONE

Precipitation - RAIN

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

WOODLAND,CA

Destination

WOODLAND,CA

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 - 29

Biennial Flight Review

Current - YES

Months Since - 24

Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 750      Last 24 Hrs - 0

Make/Model- 45      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 & HIS ROOMMATE WENT FLYING IN A RENTED ACFT. THE PLT MANEUVERED THE ACFT THROUGH A VALLEY, REVERSED COURSE, DESCENDED OVER AN ASSEMBLY OF PERSONS & WHILE BUZZING THEM COLLIDED WITH TREES. THE PLT WAS ABLE TO FLY THE SUBSTANTIALLY DAMAGED ACFT BACK TO THE DEPARTURE ARPT WITHOUT FURTHER MISHAP. THE PLT SAID THAT DURING HIS FLIGHT A GUSTY WIND CONDITION HAD EXISTED, & HE KNOWINGLY FLEW IN THE VALLEY BELOW THE LEVEL OF THE MOUNTAIN TOPS. THE PLT ALSO SAID THAT THE TURN HE MADE TO REVERSE COURSE WAS "TOO TIGHT" & THAT HE DID NOT IMMEDIATELY TAKE CORRECTIVE ACTION TO REGAIN ALTITUDE UNTIL AFTER COLLIDING WITH THE TREES. THE PASSENGER STATED THAT IN THE VICINITY OF THE ACCIDENT SITE HE "LIKELY KNEW SOME OF THE PERSONS ON THE GROUND."

Brief of Accident (Continued)

File No. - 2125

3/09/86

GUINDA,CA

A/C Reg. No. N6740H

Time (Lc1) - 1330 PST

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

Finding(s)

1. OBJECT - TREE(S)
  2. VFR PROCEDURES - IMPROPER - PILOT IN COMMAND
  3. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
  4. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
  5. JUDGEMENT - POOR - PILOT IN COMMAND
  6. BUZZING - 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

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. - 2184

3/20/86

RIO LINDA, CA

A/C Reg. No. N89698

Time (Lcl) - 1130 PST

-----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 - LANDING

Fire  
NONE

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

Make/Model - CESSNA 140  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 1450  
No. of Seats - 2

Eng Make/Model - CONTINENTAL C-85-12F  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 85 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- UNK/NR  
Visibility - 6.0 SM

Lowest Sky/Clouds - 25000 FT SCATTERED  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
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

RIO LINDA  
Runway Ident - 17  
Runway Lth/Wid - 2750/ 75  
Runway Surface - ASPHALT  
Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE  
SE LAND

Age - 66

Biennial Flight Review

Current - YES  
Months Since - 5

Aircraft Type - UNK/NR

Medical Certificate - UNK/NR

Flight Time (Hours)

Total	-	89	Last 24 Hrs -	UNK/NR
Make/Model	-	26	Last 30 Days-	2
Instrument-	2		Last 90 Days-	4

Instrument Rating(s) - NONE

-----Narrative-----

ON MARCH 20, 1986, A CESSNA 140 NOSED OVER IN MUD AFTER RUNNING OFF RUNWAY 17. VMC PREVAILED AT THE TIME. THE AIRCRAFT WAS SUBSTANTIALLY DAMAGED AND THE PILOT AND HIS PASSENGER WERE NOT INJURED. THE PILOT STATED HE WAS TOO FAST ON HIS APPROACH AND RAN OFF THE RUNWAY INTO MUD WHERE IT NOSED OVER.



Brief of Accident (Continued)

File No. - 2184

3/20/86

RIO LINDA, CA

A/C Reg. No. N89698

Time (Lcl) - 1130 PST

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

Finding(s)

1. LIGHT CONDITION - DAYLIGHT
  2. PLANNED APPROACH - MISJUDGED - PILOT IN COMMAND
  3. IMPROPER USE OF PROCEDURE, TOTAL - PILOT IN COMMAND
  4. REMEDIAL ACTION - NOT PERFORMED - PILOT IN COMMAND
  5. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2137      4/02/86      ROSAMOND, CA      A/C Reg. No. N666BH      Time (Lcl) - 1745 PST

-----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 - 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 - 2200	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

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

<b>Weather Data</b>	<b>Itinerary</b>	<b>Airport Proximity</b>
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	SANTA MONICA, CA	
Completeness - UNK/NR	Destination	<b>Airport Data</b>
Basic Weather - VMC	ROSAMOND, CA	LLOYD'S LANDING
Wind Dir/Speed- 330/015 KTS	<b>ATC/Airspace</b>	Runway Ident - 24
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2400 -UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - UNK/NR
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 56	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1009
SE LAND	Months Since - 2	Make/Model- 1009
	Aircraft Type - 172M	Instrument- 30
		Last 24 Hrs - 2
		Last 30 Days- 12
		Last 90 Days- 45

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT HE SUCCESSFULLY TOUCHED DOWN DURING CONDITIONS OF A RIGHT, 90 DEG. CROSSWIND. THE PLT STATED THAT A GUST WAS THEN ENCOUNTERED WHICH "WEATHER COCKED" HIS ACFT. AS HE ATTEMPTED TO REALIGN THE ACFT WITH THE RWY THE DOWNWIND WING CONTACTED THE RWY SURFACE & CONTROL WAS LOST. THE ACFT VEERED OFF THE RWY, NOSED OVER & CAME TO REST IN A FIELD ADJACENT TO THE RWY.

Brief of Accident (Continued)

File No. - 2137

4/02/86

ROSAMOND,CA

A/C Reg. No. N666BH

Time (Lcl) - 1745 PST

-----  
Occurrence #1        ON GROUND ENCOUNTER WITH WEATHER  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER EVALUATION - INACCURATE - PILOT IN COMMAND
  2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
  3. WEATHER CONDITION - CROSSWIND
- 

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

Finding(s)

4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  5. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND
- 

Occurrence #3        NOSE OVER  
Phase of Operation    LANDING - ROLL

Finding(s)

6. TERRAIN CONDITION - OPEN FIELD
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2111      4/05/86      PALO ALTO,CA      A/C Reg. No. N89374      Time (Lcl) - 1516 PST

-----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	2
Flight Conducted Under - 14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During - LANDING					

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

Make/Model - CESSNA 140	Eng Make/Model - CONTINENTAL C-85-12F	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 - 90 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	PALO ALTO,CA	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	PALO ALTO,CA	PALO ALTO OF SANTA CLARA
Wind Dir/Speed- 020/004 KTS	ATC/Airspace	Runway Ident - 30
Visibility - 25.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2500/ 65
Lowest Sky/Clouds - UNK/NR	Type of Clearance - VFR	Runway Surface - ASPHALT
Lowest Ceiling - 2500 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 - 29	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 484
SE LAND,ME LAND,SE SEA	Months Since - 17	Last 24 Hrs - 4
	Aircraft Type - C-152	Make/Model- 11
		Last 30 Days- 42
		Instrument- 55
		Last 90 Days- 117
		Multi-Eng - 11
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PURPOSE OF THE DUAL INSTRUCTIONAL FLIGHT WAS FOR THE INSTRUCTOR PILOT TO CHECK OUT A PRIVATE PILOT IN THE CONVENTIONAL GEAR CESSNA 140 AIRCRAFT. AFTER A SERIES OF UNEVENTFUL FULL STOP & TOUCH & GO LANDINGS, THE STUDENT WAS DIRECTED TO LAND. THE CFI & A GROUND BASED WITNESS REPORTED THAT THE ACFT LANDED NORMALLY. THE WITNESS REPORTED THAT DURING THE LAST PORTION OF THE ACFT'S ROLL OUT THE SURFACE WIND PROVIDED THE ACFT WITH A TAILWIND COMPONENT. THE CFI REPORTED THAT HER STUDENT "CAME UP ON THE BRAKES" & SHE DIRECTED HIM NOT TO BRAKE. THE CFI FURTHER STATED THAT DESPITE HER EFFORT AT SAVING THE ACFT BY APPLYING BACK PRESSURE TO THE YOKE, SHE LOST CONTROL & THE ACFT NOSED OVER.

Brief of Accident (Continued)

File No. - 2111

4/05/86

PALO ALTO, CA

A/C Reg. No. N89374

Time (Lcl) - 1516 PST

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

Finding(s)

1. WEATHER CONDITION - TAILWIND
  2. BRAKES(NORMAL) - EXCESSIVE - DUAL STUDENT
  3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - DUAL STUDENT
  4. PROPER ASSISTANCE - NOT RECEIVED - DUAL STUDENT
  5. REMEDIAL ACTION - INADEQUATE - PILOT IN COMMAND(CFI)
  6. THROTTLE/POWER CONTROL - NOT USED - PILOT IN COMMAND(CFI)
- 

Occurrence #2            NOSE OVER  
Phase of Operation      LANDING - ROLL

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

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

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. - 2113      4/08/86      HESPERIA, CA      A/C Reg. No. N5889V      Time (Lcl) - 1000 PST

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

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

-----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 - FSS	Last Departure Point	ON AIRPORT
Method - UNK/NR	CORONA, CA	
Completeness - PARTIAL, LMTD BY PILOT	Destination	Airport Data
Basic Weather - VMC	CORONA, CA	HESPERIA AIR LODGE
Wind Dir/Speed- 005 KTS	ATC/Airspace	Runway Ident - 21
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3910/ 50
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 59	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 65
	Months Since - N/A	Last 24 Hrs - UNK/NR
	Aircraft Type - N/A	Make/Model- 65
		Last 30 Days- UNK/NR
		Instrument- 1
		Last 90 Days- 7

Instrument Rating(s) - NONE

-----Narrative-----

DURING A SOLO INSTRUCTIONAL FLIGHT THE STUDENT PLT ATTEMPTED TO LAND ON A 3910-FOOT-LONG RWY WHICH HAD ITS LANDING THRESHOLD DISPLACED BY 550 FEET. THE WIND WAS LIGHT & VARIABLE, & THE STUDENT PLT WAS LOW ON SHORT FINAL APPROACH. THE ACFT COLLIDED WITH THE AIRPORT'S PERIMETER FENCE. THE STUDENT PLT HAD A TOTAL OF 11.9 PIC HRS. & 52.7 DUAL FLIGHT HRS.

Brief of Accident (Continued)

File No. - 2113

4/08/86

HESPERIA, CA

A/C Reg. No. N5889V

Time (Lcl) - 1000 PST

---

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

Finding(s)

1. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
  2. PROPER TOUCHDOWN POINT - NOT SELECTED - PILOT IN COMMAND
  3. THROTTLE/POWER CONTROL - DELAYED - PILOT IN COMMAND
  4. OBJECT - FENCE
  5.        IMPROPER USE OF EQUIPMENT/AIRCRAFT, INADEQUATE INITIAL TRAINING - PILOT IN COMMAND
  6.        IMPROPER USE OF EQUIPMENT/AIRCRAFT, TOTAL - PILOT IN COMMAND
- 

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

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

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

Brief of Accident

File No. - 2144      4/18/86      EL MONTE,CA      A/C Reg. No. N3764R      Time (Lcl) - 1356 PST

-----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      -TAKEOFF

Fire      Crew      Fatal  
NONE      Pass      0

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

Make/Model      - PIPER PA28-180  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 2175  
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/NO  
Stall Warning System - YES

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

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- 290/004 KTS  
Visibility      - 20.0 SM  
Lowest Sky/Clouds      - 10000 FT SCATTERED  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
EL MONTE,CA  
Destination  
LOCAL

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

EL MONTE  
Runway Ident      - 19  
Runway Lth/Wid      - 3995/ 75  
Runway Surface      - ASPHALT  
Runway Status      - DRY

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

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

Age - 63  
Biennial Flight Review  
Current      - N/A  
Months Since      - N/A  
Aircraft Type - N/A

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

Total	- 125	Last 24 Hrs	- UNK/NR
Make/Model-	73	Last 30 Days-	7
Instrument-	0	Last 90 Days-	12

Instrument Rating(s) - NONE

-----Narrative-----

THE ENG COWLING OPENED AS THE ACFT TOOK OFF. THE PLT SLOWED THE ACFT TO LOWER THE OPEN COWL. THE ACFT DESCENDED INTO UNMARKED ELEC WIRES AND RECEIVED SUBSTANTIAL DAMAGE. THE PILOT RETURNED TO ARPT AND LANDED WITHOUT FURTHER INCIDENT.



Brief of Accident (Continued)

File No. - 2144

4/18/86

EL MONTE,CA

A/C Reg. No. N3764R

Time (Lcl) - 1356 PST

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

Finding(s)

1. COOLING SYSTEM,COWLING - UNLOCKED
  2.    AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
  3.    IMPROPER USE OF PROCEDURE,DIVERTED ATTENTION - PILOT IN COMMAND
- 

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

Finding(s)

4. OBJECT - WIRE,TRANSMISSION
  5.    ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
- 

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

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

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. - 2135      4/20/86      LANCASTER,CA      A/C Reg. No. N66459      Time (Lcl) - 1544 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Fire      Crew      0  
NONE      Pass      0

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

Make/Model      - CESSNA 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/NO  
Stall Warning System - YES

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

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- 080/009 KTS  
Visibility      - 75.0      SM  
Lowest Sky/Clouds      - CLEAR  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
BARSTOW,CA  
Destination  
LANCASTER,CA

Airport Proximity  
ON AIRPORT

Airport Data

FOX AIRFIELD  
Runway Ident      - 24  
Runway Lth/Wid      - 5001/ 150  
Runway Surface      - ASPHALT  
Runway Status      - DRY

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 27

Biennial Flight Review

Current      - YES  
Months Since      - 2  
Aircraft Type      - C-150

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 122	Last 24 Hrs	- 5
Make/Model-	80	Last 30 Days-	5
Instrument-	0	Last 90 Days-	11

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT HE INTENDED TO FLY TO LANCASTER TO REFUEL. AFTER BEING AIRBORNE FOR ABOUT 44 MINUTES & WHILE ENTERING THE TRAFFIC PATTERN, THE ACFT'S ENGINE EXHAUSTED ITS USABLE FUEL. THE PLT ATTEMPTED TO GLIDE TO THE RWY, BUT HAD INSUFFICIENT ALTITUDE. THE ACFT TOUCHED DOWN IN A DIRT AREA ADJACENT TO THE RWY, & DURING ROLLOUT IT COLLIDED WITH AN EMBANKMENT & NOSED OVER. THE PASSENGER STATED THAT WHEN ENGINE POWER WAS LOST ONE FUEL GAGE REGISTERED 1/4 FULL, & THE OTHER GAGE REGISTERED SLIGHTLY LESS.

Brief of Accident (Continued)

File No. - 2135

4/20/86

LANCASTER, CA

A/C Reg. No. N66459

Time (Lcl) - 1544 PST

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

Finding(s)

1. ENGINE INSTRUMENTS, FUEL QUANTITY GAGE - FALSE INDICATION
  2. AIRCRAFT PREFLIGHT - IMPROPER - PILOT IN COMMAND
  3. JUDGEMENT - POOR - PILOT IN COMMAND
  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 TERRAIN  
Phase of Operation    LANDING - ROLL

Finding(s)

6. TERRAIN CONDITION - DIRT BANK
- 

Occurrence #4        NOSE OVER  
Phase of Operation    LANDING - ROLL

-----

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

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

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. - 2156      6/04/86      FULLERTON, CA      A/C Reg. No. N35252      Time (Lcl) - 0618 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	DESTROYED		Fatal	Serious	Minor	None
Type of Operation -AERIAL OBSERVATION	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 177B	Eng Make/Model - LYCOMING O-360-A1F6	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2500	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - 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	FULLERTON
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 06
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3210/ 75
Lowest Sky/Clouds - 1000 FT	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 1000 FT OVERCAST	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 52	Medical Certificate - NON-VALID MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - 25000
SE LAND, ME LAND, SE SEA	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-----

THE PLT TOOK OFF ON A FLT TO PROVIDE TRAFFIC REPORTS TO A LOCAL BROADCASTING STATION. WITNESSES RPRTD THAT SHORTLY AFTER TAKEOFF, THE ENG BEGAN TO MISFIRE. THE ACFT ENTERED A STEEP LEFT BANK ANGLE, THEN PLUMMETED TOWARD THE GND. WHILE STILL IN A STEEP NOSE DOWN ATTITUDE, IT CRASHED INTO A TRACTOR-TRAILER RIG & BURNED. AN EXAM OF THE AIRFRAME & ENG DISCLOSED NO EVIDENCE OF A PREIMPACT PART MALFUNCTION OR FAILURE; HOWEVER, THE ENG ACCESSORIES WERE DESTROYED BY IMPACT & FIRE. AN EXAM OF THE PROPELLER REVEALED EVIDENCE THAT IT WAS TURNING WITH SOME POWER BEING DEVELOPED AT IMPACT. TOXICOLOGY CHECKS OF THE PLT'S BLOOD & BRAIN TISSUE SHOWED ALCOHOL LVLS OF 0.04% & 0.05%, RESPECTIVELY.

Brief of Accident (Continued)

File No. - 2156

6/04/86

FULLERTON, CA

A/C Reg. No. N35252

Time (Lc1) - 0618 PDT

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

Finding(s)  
1. UNDETERMINED

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

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

Finding(s)  
2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND  
3. MANEUVER - INITIATED -  
4. AIRSPEED - INADEQUATE - PILOT IN COMMAND  
5. STALL - INADVERTENT - PILOT IN COMMAND  
6.      PHYSICAL IMPAIRMENT(ALCOHOL) - PILOT IN COMMAND

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

Finding(s)  
7. OBJECT - VEHICLE

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2053      6/12/86      COLUSA, CA

A/C Reg. No. N68467

Time (Lcl) - 1430 PDT

-----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 - BOEING A75N1  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 2950  
No. of Seats - 2

Eng Make/Model - LYCOMING R-680-7  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 225 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- CALM  
Visibility - 35.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

DAVIS  
Runway Ident - UNK/NR  
Runway Lth/Wid - UNK/NR  
Runway Surface - GRAVEL  
Runway Status - DRY

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

Pilot-In-Command

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

Age - 33

Biennial Flight Review

Current - YES  
Months Since - 1  
Aircraft Type - A75N1

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	262	Last 24 Hrs - UNK/NR	
Make/Model-	5		Last 30 Days-	5
Instrument-	0		Last 90 Days-	5

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS PRACTICING TAKEOFFS AND LANDINGS WHEN THE ACFT'S LANDING GEAR CAUGHT A BERM ON SHORT FINAL AND THE ACFT NOSED OVER. THE PLT STATED THAT THERE WAS NO MECHANICAL FAILURE OR MALFUNCTION OF THE ACFT.

Brief of Accident (Continued)

File No. - 2053

6/12/86

COLUSA,CA

A/C Reg. No. N68467

Time (Lcl) - 1430 PDT

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

Finding(s)

1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - DIRT BANK
  2. PLANNED APPROACH - MISJUDGED - PILOT IN COMMAND
  3. PROPER TOUCHDOWN POINT - NOT ATTAINED - 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) 2,3

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2130

6/14/86

CUCAMONGA, CA

A/C Reg. No. N4593R

Time (Lcl) - 1355 PDT

-----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

0

0

Accident Occurred During -CLIMB

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

Make/Model - PIPER PA-28-140

Eng Make/Model - LYCOMING O-320-E2A

ELT Installed/Activated - YES/YES

Landing Gear - TRICYCLE-FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 2150

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 4

Rated Power - 150 HP

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 240/008 KTS

Visibility - 5.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- HAZE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

UPLAND, CA

Destination

HESPERIA, CA

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

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

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 55

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 53 Last 24 Hrs - 1

Make/Model- 53 Last 30 Days- 12

Instrument- 0 Last 90 Days- 17

Instrument Rating(s) - NONE

-----Narrative-----

DURING A PLEASURE X-COUNTRY FLIGHT IN THE STUDENT PLT'S OWN ACFT, HE ELECTED TO FLY OVER A RIDGE OF HILLS RATHER THAN VIA A LONGER ROUTE WHICH CIRCUMNAVIGATED THE HILLS. WHILE CLIMBING ENROUTE THE PLT ENTERED A BOX CANYON, EXPERIENCED A DOWNDRAFT AND COLLIDED WITH TERRAIN.



Brief of Accident (Continued)

File No. - 2130

6/14/86

CUCAMONGA, CA

A/C Reg. No. N4593R

Time (Lc1) - 1355 PDT

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. VFR PROCEDURES - IMPROPER - PILOT IN COMMAND
2. JUDGEMENT - POOR - PILOT IN COMMAND
3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
4. ALTITUDE - INADEQUATE - PILOT IN COMMAND
5. TERRAIN CONDITION - RISING
6. AIRCRAFT PERFORMANCE, CLIMB CAPABILITY - INADEQUATE
7. WEATHER CONDITION - DOWNDRAFT

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2136      6/16/86      QUINCY, CA      A/C Reg. No. N97201      Time (Lcl) - 1530 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

SUBSTANTIAL

Fire

NONE

Crew

Pass

Fatal

0

0

Injuries

Serious

0

0

Minor

0

0

None

1

2

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

Make/Model      - STINSON 108-1  
Landing Gear      - TAILWHEEL-ALL FIXED  
Max Gross Wt      - 2230  
No. of Seats      - 4

Eng Make/Model      - FRANKLIN 6A4150-B3

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- 200/015 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

QUINCY, CA

Destination

QUINCY, CA

ATC/Airspace

Type of Flight Plan      - NONE

Type of Clearance      - NONE

Type Apch/Lndg      - NONE

Airport Proximity

ON AIRPORT

Airport Data

GANSNER FIELD QUINCY

Runway Ident      - 24

Runway Lth/Wid      - 4100/ 60

Runway Surface      - ASPHALT

Runway Status      - UNK/NR

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL, CFI

SE LAND, ME LAND

Age      - 24

Biennial Flight Review

Current      - YES

Months Since      - 4

Aircraft Type      - PA44180

Medical Certificate      - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total      - 506      Last 24 Hrs      - 0

Make/Model-      6      Last 30 Days-      12

Instrument-      68      Last 90 Days-      25

Multi-Eng      - 14

Instrument Rating(s)      - AIRPLANE

-----Narrative-----

THE COMMERCIAL PLT/CFI, ATTEMPTED TO TAKEOFF WHEN A LEFT 40 DEG, 15 TO 25 KNOT CROSSWIND EXISTED. THE PLT LOST DIRECTIONAL CONTROL OF THE ACFT, & WHEN ATTEMPTING TO ABORT THE TAKEOFF THE ACFT'S GEAR COLLAPSED & THE ACFT COLLIDED WITH A DRAINAGE DITCH. THE PLT HAD A TOTAL FLIGHT TIME OF 506 HRS, BUT ONLY 6 HRS HAD BEEN FLOWN IN THIS MODEL OF ACFT.

Brief of Accident (Continued)

File No. - 2136

6/16/86

QUINCY,CA

A/C Reg. No. N97201

Time (Lcl) - 1530 PDT

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. WEATHER CONDITION - GUSTS
3. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
4. THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND
5. IN FLIGHT BRIEFING SERVICE - INADEQUATE - PILOT IN COMMAND

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

Finding(s)

6. MANEUVER - IMPROPER - PILOT IN COMMAND
7.      IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
8. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
9. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

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

Finding(s)

10. TERRAIN CONDITION - DITCH

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2138      6/22/86      TRUCKEE, CA      A/C Reg. No. N29936      Time (Lcl) - 1610 PDT

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

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

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

Make/Model      - NORTH AMERICAN AT-6D	Eng Make/Model      - P & W R1340 SERIES	ELT Installed/Activated      - YES/NO
Landing Gear      - TAILWHEEL-RETRACTABLE MAINS	Number Engines      - 1	Stall Warning System      - NO
Max Gross Wt      - 5300	Engine Type      - RECIPROCATING-CARBURETOR	
No. of Seats      - 2	Rated Power      - 700 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing      - UNK/NR	Last Departure Point	ON AIRPORT
Method      - UNK/NR	TRUCKEE, CA	
Completeness      - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather      - VMC	TRUCKEE, CA	TRUCKEE-TAHOE
Wind Dir/Speed- 270/015 KTS	ATC/Airspace	Runway Ident      - 28
Visibility      - 30.0 SM	Type of Flight Plan      - NONE	Runway Lth/Wid      - 6401/ 100
Lowest Sky/Clouds      - 6000 FT SCATTERED	Type of Clearance      - NONE	Runway Surface      - ASPHALT
Lowest Ceiling      - NONE	Type Apch/Lndg      - UNK/NR	Runway Status      - DRY
Obstructions to Vision- NONE		
Precipitation      - NONE		
Condition of Light      - DAYLIGHT		

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

Pilot-In-Command	Age - 41	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current      - YES	Total      - 1060
SE LAND, ME LAND	Months Since      - 7	Make/Model- 183
	Aircraft Type      - UNK/NR	Instrument- 57
		Multi-Eng - 39
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 28
		Rotorcraft      - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING AN AIR SHOW 3 NORTH AMERICAN, AT-6, ACFT TOOK OFF IN WHAT THE PLT OF THE 3RD ACFT DESCRIBED AS "STAGGERED" SEQUENCE. A WITNESS DESCRIBED THE DEPARTURES AS BEING "INFORMATION" OR IN "CLOSE PROXIMITY" TO EACH OTHER. THE FIRST 2 ACFT GAINED ALTITUDE WITHOUT ANY REPORTED DIFFICULTY. THE 3RD ACFT CLIMBED TO ABT 25 FT AGL & ENCOUNTERED VORTEX TURBULENCE. THE ACFT VIOLENTLY ROLLED TO THE RIGHT & THEN TO THE LEFT. THE PLT LOST CONTROL & THE ACFT DESCENDED UNTIL IT CRASHED ONTO THE RWY.

Brief of Accident (Continued)

File No. - 2138

6/22/86

TRUCKEE, CA

A/C Reg. No. N29936

Time (Lcl) - 1610 PDT

-----  
Occurrence #1            VORTEX TURBULENCE ENCOUNTERED

Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. VFR PROCEDURES - IMPROPER - PILOT IN COMMAND
  2. AIRCRAFT HANDLING - INADEQUATE - PILOT IN COMMAND
  3. STALL - UNCONTROLLED - PILOT IN COMMAND
- 

Occurrence #2            LOSS OF CONTROL - IN FLIGHT

Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

4. REMEDIAL ACTION - NOT POSSIBLE - PILOT IN COMMAND
- 

Occurrence #3            IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation      DESCENT - UNCONTROLLED

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

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

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. - 2054      6/28/86      UPLAND, CA      A/C Reg. No. N17278      Time (Lcl) - 1920 PDT

-----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      0  
Pass      0

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

Make/Model      - PIPER PA-23-160  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 3800  
No. of Seats      - 4

Eng Make/Model      - LYCOMING O-320  
Number Engines      - 2  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 160 HP

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

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

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- 240/015 KTS  
Visibility      - 15.0 SM  
Lowest Sky/Clouds      - CLEAR  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DUSK

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

CABLE  
Runway Ident      - 24  
Runway Lth/Wid      - 3785/ 75  
Runway Surface      - ASPHALT  
Runway Status      - DRY

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

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

Age - 39  
Biennial Flight Review  
Current      - YES  
Months Since      - 1  
Aircraft Type      - PA-23

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 1165      Last 24 Hrs - UNK/NR  
Make/Model- 105      Last 30 Days- 2  
Instrument- 87      Last 90 Days- 16  
Multi-Eng - 228

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT HE WAS PRACTICING SINGLE ENGINE PROCEDURES AND HE FORGOT TO LOWER THE LANDING GEAR. ANOTHER PLT ALERTED HIM ON THE RADIO AND HE ATTEMPTED TO LOWER THE GEAR BUT LANDED WITH THE GEAR ONLY PARTIALLY EXTENDED. THE PLT STATED THAT HE CHOSE TO LAND ON THE TAXIWAY AND COLLIDED WITH THREE UNOCCUPIED PARKED ACFT.

Brief of Accident (Continued)

File No. - 2054

6/28/86

UPLAND, CA

A/C Reg. No. N17278

Time (Lcl) - 1920 PDT

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

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
  2. GEAR EXTENSION - DELAYED - PILOT IN COMMAND
- 

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

Finding(s)

3. OBJECT - AIRCRAFT PARKED
- 

----Probable Cause--:-

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2108      7/02/86      LOS ANGELES, CA      A/C Reg. No. N54203      Time (Lcl) - 2220 PDT

-----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	0
Accident Occurred During -TAXI		Other	0	0	1	1

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

Make/Model - CESSNA 172P	Eng Make/Model - LYCOMING O-320-D2J	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 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	ON AIRPORT
Method - TELEPHONE	LOS ANGELES, CA	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	SAN DIEGO, CA	LOS ANGELES INTL
Wind Dir/Speed- 230/005 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 6.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - 800 FT SCATTERED	Type of Clearance - VFR	Runway Surface - UNK/NR
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - UNK/NR
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 25	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 177
SE LAND	Months Since - 10	Last 24 Hrs - UNK/NR
	Aircraft Type - C-152	Make/Model- 66
		Instrument- 65
		Last 30 Days- 17
		Last 90 Days- 49

Instrument Rating(s) - NONE

-----Narrative-----

THE PRIVATE PLT HAD NO PRIOR EXPERIENCE AT THE LOS ANGELES INTL. ARPT. & THE PLT WAS UNKNOWLEDGEABLE OF THE EXISTENCE OF ARPT MOTOR VEHICLE TRAFFIC SERVICE ROADS. THE PLT WAS GIVEN AN ATC CLEARANCE TO TAXI, & IN THE DARKNESS THE PLT MISTOOK A SERVICE ROAD FOR THE DESIRED TAXIWAY. ALSO, THE PLT REPORTED TO THE NTSB THAT HE WAS IN A HURRY TO FLY FROM LAX TO SAN DIEGO BECAUSE HE HAD TO RETURN TO WORK. THE PLT ACKNOWLEDGED THAT, WHILE TAXIING, HE HAD MOMENTARILY DIVERTED HIS ATTENTION TO INSIDE THE COCKPIT. WHEN HE LOOKED BACK OUTSIDE HE OBSERVED A TRUCK, BUT HE BELIEVED HIS RIGHT WING WOULD CLEAR IT. THE TRUCK, WHICH HAD STOPPED ON THE SERVICE ROAD & WAS HOLDING FOR AIR TRAFFIC, WAS STRUCK ON ITS LEFT REAR SIDE BY THE CESSNA'S RIGHT WING.



Brief of Accident (Continued)

File No. - 2108

7/02/86

LOS ANGELES, CA

A/C Reg. No. N54203

Time (Lc1) - 2220 PDT

Occurrence #1      ON GROUND COLLISION WITH OBJECT  
Phase of Operation      TAXI - TO TAKEOFF

Finding(s)

1. OBJECT - VEHICLE
2. PROCEDURES/DIRECTIVES - IMPROPER - PILOT IN COMMAND
3. LIGHT CONDITION - DARK NIGHT
4. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
5. IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION - PILOT IN COMMAND
6. JUDGEMENT - POOR - PILOT IN COMMAND
7. IMPROPER USE OF PROCEDURE, VISUAL/AURAL PERCEPTION - PILOT IN COMMAND

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

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

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. - 2007      7/05/86      CLOVERDALE, CA      A/C Reg. No. N6762V      Time (Lcl) - 1020 PDT

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

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

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

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

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

<p>Weather Data</p> <p>Wx Briefing - NWS</p> <p>Method - UNK/NR</p> <p>Completeness - UNK/NR</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 315/020 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 SANTA MONICA, CA</p> <p>Destination UKIAH, CA</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND</p>	<p>Age - 55</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 5</p> <p>Aircraft Type - M20F</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 750</p> <p>Make/Model- 600</p> <p>Instrument- 0</p> <p>Last 24 Hrs - 1</p> <p>Last 30 Days- 10</p> <p>Last 90 Days- 30</p>
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Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH WIRES FOLLOWING A LOSS OF CONTROL. THE PLT INDICATED THAT HE WAS FOLLOWING A RIVER AT 1,500 FT MSL AT A SLOW AIRSPEED WHEN THE STALL WARNING SOUNDED. THE PLT STATED THAT HE LOWERED THE NOSE IN A DOWNDRAFT AND RECOVERED CLOSE TO THE GROUND. THE RIVER ELEVATION IS APRX 400 FT MSL IN THE VICINITY OF THE ACCIDENT SITE. THE ACFT DESCENDED APRX 1100 FT PRIOR TO THE COLLISION WITH THE WIRES. THE PLT ALSO INDICATED THE WINDS WERE FROM THE NW AT 20 KTS GUSTING TO 30 KTS AND THAT THE TURBULENCE WAS SEVERE. THE FAA ADVISORY CIRCULAR 61-21A, ENTITLED "FLIGHT TRAINING HANDBOOK" STATES, "THE PILOT MUST PROMPTLY RECOGNIZE THE INDICATIONS OF AN IMMINENT STALL AND TAKE TIMELY, POSITIVE CONTROL ACTION TO PREVENT A FULL STALL. PERFORMANCE IS UNSATISFACTORY IF A FULL STALL OCCURS, IF AN EXCESSIVELY LOW PITCH ATTITUDE IS ATTAINED, OR IF THE PILOT FAILS TO TAKE TIMELY ACTION TO AVOID EXCESSIVE LOSS OF ALTITUDE".

Brief of Accident (Continued)

File No. - 2007

7/05/86

CLOVERDALE,CA

A/C Reg. No. N6762V

Time (Lc1) - 1020 PDT

Occurrence #1 ALTITUDE DEVIATION, UNCONTROLLED  
Phase of Operation CRUISE

Finding(s)

1. WEATHER CONDITION - TURBULENCE
2. WEATHER CONDITION - DOWNDRAFT
3. WEATHER EVALUATION - NOT PERFORMED - PILOT IN COMMAND
4. AIRSPEED - INADEQUATE - PILOT IN COMMAND
5. STALL/MUSH - PERFORMED - PILOT IN COMMAND
6. THROTTLE/POWER CONTROL - NOT USED - PILOT IN COMMAND
7. ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND

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

Finding(s)

8. OBJECT - WIRE, STATIC
9. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
10. 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) 3,4,6,7,10

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2143      7/13/86      LOS ALTOS, CA      A/C Reg. No. N5692P      Time (Lcl) - 1015 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
					None
					2
					0

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

Make/Model - ENSTROM EN-280-C	Eng Make/Model - LYCOMING HIO-360-E1BD	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2350	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 2	Rated Power - 205 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	PALO ALTO, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - N/A
Visibility - 40.0 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 - SIMULATED FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 47	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, ATP, CFI	Current - YES	Total - 2394
SE LAND, ME LAND, SE SEA	Months Since - 2	Make/Model- 215
HELICOPTER , GYROPLANE	Aircraft Type - R22B	Instrument- UNK/NR
		Multi-Eng - 118
		Last 24 Hrs - 2
		Last 30 Days- 25
		Last 90 Days- 78
		Rotorcraft - 383

Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

THE INSTRUCTOR STATED THAT DURING A PRACTICE AUTO ROTATIVE LANDING THE HELICOPTER LOST ROTOR RPM AND A HARD LANDING FOLLOWED. ON GROUND CONTACT, THE MAIN ROTOR BLADES STRUCK THE TAIL CONE, RESULTING IN SUBSTANTIAL DAMAGE. THE INSTRUCTOR FURTHER STATED THAT THERE WAS NO MECHANICAL FAILURE OR MALFUNCTION OF THE HELICOPTER.

Brief of Accident (Continued)

File No. - 2143

7/13/86

LOS ALTOS, CA

A/C Reg. No. N5692P

Time (Lcl) - 1015 PDT

---

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

Finding(s)

1. ROTOR RPM - NOT MAINTAINED - DUAL STUDENT
  2. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
- 

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2008      8/16/86      FALLBROOK,CA      A/C Reg. No. N2568K      Time (Lcl) - 1030 PDT

-----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 -TAKEOFF					

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

Make/Model - LUSCOMBE 8E	Eng Make/Model - CONTINENTAL C-85-12F	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1400	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 85 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	FALLBROOK,CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	FALLBROOK COMMUNITYA/PARK
Wind Dir/Speed- 330/009 KTS	ATC/Airspace	Runway Ident - 18
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2160/ 70
Lowest Sky/Clouds - 1200 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 - 66	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1244
SE LAND,ME LAND	Months Since - 19	Make/Model- 111
	Aircraft Type - BE-55	Instrument- 20
		Multi-Eng - 280
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 11

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WENT OUT OF CONTROL DURING THE TAKEOFF GROUND RUN ON RWY 18 AND COLLIDED WITH THE TERRAIN. THE PLT INDICATED HE LOST CONTROL WHILE ATTEMPTING A ROLLING TAKEOFF AFTER TAXIING INTO POSITION ON THE RWY WITHOUT STOPPING. HE STATED HE NORMALLY STOPPED THE ACFT PRIOR TO APPLYING TAKEOFF POWER, BUT THIS TIME HE DID NOT. THE ACFT FIRST SWERVED TO THE RIGHT. THE PLT OVER COMPENSATED AND THE ACFT SWERVED BACK TO THE LEFT AND THEN BACK TO THE RIGHT OFF THE RWY. THE PLT ALSO INDICATED THAT THERE WERE NO MECHANICAL FAILURES OR MALFUNCTIONS PRIOR TO THE ACCIDENT.

Brief of Accident (Continued)

File No. - 2008

8/16/86

FALLBROOK, CA

A/C Reg. No. N2568K

Time (Lcl) - 1030 PDT

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

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
  2.        IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
  3. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
  4. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
- 

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

Finding(s)

5. TERRAIN CONDITION - HIGH VEGETATION
- 

----Probable Cause----

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

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. - 2049      8/24/86      SALINAS, CA      A/C Reg. No. N56710      Time (Lcl) - 2158 PDT

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

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

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

Make/Model	- PIPER PA-34-200	Eng Make/Model	- LYCOMING LIO-360-C1E6	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 4300	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 200 HP		

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

<p>Weather Data</p> <p>Wx Briefing - VRS</p> <p>Method - TELEPHONE</p> <p>Completeness - FULL</p> <p>Basic Weather - IMC</p> <p>Wind Dir/Speed- 300/007 KTS</p> <p>Visibility - 15.0 SM</p> <p>Lowest Sky/Clouds - 500 FT SCATTERED</p> <p>Lowest Ceiling - 500 FT</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - NIGHT(DARK)</p>	<p>Itinerary</p> <p>Last Departure Point SANTA ROSA, CA</p> <p>Destination SALINAS, CA</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - IFR</p> <p>Type Apch/Lndg - VOR/DME FULL STOP</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data SALINAS MUNICIPAL</p> <p>Runway Ident - 13</p> <p>Runway Lth/Wid - 4825/ 150</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL,CFI</p> <p>SE LAND,ME LAND</p>	<p>Age - 23</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 1</p> <p>Aircraft Type - PA-34</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total</td> <td>- 1057</td> <td>Last 24 Hrs</td> <td>- 2</td> </tr> <tr> <td>Make/Model-</td> <td>10</td> <td>Last 30 Days-</td> <td>97</td> </tr> <tr> <td>Instrument-</td> <td>101</td> <td>Last 90 Days-</td> <td>297</td> </tr> <tr> <td>Multi-Eng</td> <td>- 11</td> <td></td> <td></td> </tr> </table>	Total	- 1057	Last 24 Hrs	- 2	Make/Model-	10	Last 30 Days-	97	Instrument-	101	Last 90 Days-	297	Multi-Eng	- 11		
Total	- 1057	Last 24 Hrs	- 2															
Make/Model-	10	Last 30 Days-	97															
Instrument-	101	Last 90 Days-	297															
Multi-Eng	- 11																	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH THE SURFACE OF RWY 13 AFTER THE NOSE GEAR COLLAPSED. THE PLT INDICATED THE THREE GREEN GEAR SAFE INDICATOR LIGHTS WERE ILLUMINATED PRIOR TO TOUCHDOWN. THE ACFT WAS LANDED ON THE MAIN GEAR FIRST AND THEN THE NOSE GEAR. THE NOSE GEAR COLLAPSED AS IT TOUCHED THE RWY SURFACE AND THE ACFT CAME TO A STOP ON IT'S NOSE.



Brief of Accident (Continued)

File No. - 2049

8/24/86

SALINAS, CA

A/C Reg. No. N56710

Time (Lc1) - 2158 PDT

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Occurrence #1 NOSE GEAR COLLAPSED  
Phase of Operation LANDING - ROLL

Finding(s)

1. LANDING GEAR, NOSE GEAR ASSEMBLY - UNDETERMINED
- 

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2142      8/26/86      SALTON CITY, CA      A/C Reg. No. N5135A      Time (Lcl) - 1553 PDT

-----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

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

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

Make/Model      - CESSNA P210N  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 3400  
No. of Seats      - 6

Eng Make/Model      - CONTINENTAL TS10-520-AF  
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      - TELEPHONE  
Completeness      - FULL

Basic Weather      - VMC

Wind Dir/Speed- 160/006 KTS

Visibility      - 25.0 SM

Lowest Sky/Clouds      - 10000 FT SCATTERED

Lowest Ceiling      - 15000 FT BROKEN

Obstructions to Vision- NONE

Precipitation      - NONE

Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point

BURBANK, CA

Destination

BERMUDA DUNES, CA

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident      - N/A

Runway Lth/Wid      - N/A

Runway Surface      - GRAVEL

Runway Status      - DRY

ATC/Airspace

Type of Flight Plan      - NONE

Type of Clearance      - NONE

Type Apch/Lndg      - STRAIGHT-IN

FULL STOP

FORCED LANDING

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 62

Biennial Flight Review

Current      - YES

Months Since      - 14

Aircraft Type      - P210N

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total      - 3600

Make/Model- 200

Instrument- 0

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 70

Instrument Rating(s) - NONE

-----Narrative-----

A TOTAL LOSS OF POWER WAS EXPERIENCED DURING A DESCENT FROM 17,500' MSL TO 10,000' MSL. ATTEMPTS TO RESTART THE ENGINE FAILED AND THE ACFT WAS LANDED GEAR-UP IN A ROCKY FIELD. POST ACCIDENT INSPECTION DISCLOSED A TRACK OF INTERNAL ELECTRICAL ARCING IN THE DISTRIBUTOR SECTION OF BOTH MAGNETOS. THE SLICK MAGNETOS, MODEL NUMBER 6220, HAD A TOTAL TIME SINCE NEW OF 401 HOURS. THE ACFT SERVICE INSTRUCTIONS SUGGEST THE MAGNETO BREAKER COMPARTMENT BE INSPECTED DURING THE FIRST 25 HOUR ACFT INSPECTION AND DURING EACH SUBSEQUENT 100 HOUR INSPECTION. THE ACFT HAD RECEIVED AN ANNUAL INSPECTION 36 HOURS PRIOR TO THE ACCIDENT. THE MANUFACTURERS SEAL ON THE BREAKER COMPARTMENT SCREW HEADS HAD NOT BEEN BROKEN INDICATING THE MAGNETOS WERE NOT INSPECTED DURING THE ANNUAL INSPECTION.

Brief of Accident (Continued)

File No. - 2142

8/26/86

SALTON CITY, CA

A/C Reg. No. N5135A

Time (Lc1) - 1553 PDT

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

Finding(s)

1. IGNITION SYSTEM, MAGNETO - ARCING
2. MAINTENANCE, INSPECTION OF AIRCRAFT - INADEQUATE - OTHER MAINTENANCE PSNL
3. AIRCRAFT/EQUIPMENT, INADEQUATE DESIGN - PRODUCTION/DESIGN PSNL

Occurrence #2 FORCED LANDING  
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

4. TERRAIN CONDITION - ROUGH/UNEVEN
5. GEAR EXTENSION - NOT PERFORMED - PILOT IN COMMAND

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2061

8/26/86

SAN JOSE,CA

A/C Reg. No. N738WQ

Time (Lcl) - 1605 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Fire NONE  
Crew 0  
Pass 0

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

Make/Model - CESSNA TR182RG  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 3300  
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/YES  
Stall Warning System - YES

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 310/008 KTS

Visibility - 50.0 SM

Lowest Sky/Clouds - 20000 FT THIN BKN

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

MERCED,CA

Destination

SAN JOSE,CA

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity  
ON AIRPORT

Airport Data

SAN JOSE INTL.

Runway Ident - 30R

Runway Lth/Wid - 4419/ 150

Runway Surface - ASPHALT

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 61

Biennial Flight Review

Current - YES

Months Since - 12

Aircraft Type - T182RG

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 1700 Last 24 Hrs - 1

Make/Model- 500 Last 30 Days- 4

Instrument- 100 Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS UNABLE TO FULLY EXTEND THE LANDING GEAR AND THE ACFT COLLIDED WITH THE SURFACE OF RWY 30R DURING LANDING.  
POST ACCIDENT INSPECTION REVEALED THE GEAR DOWN HOSE ASSEMBLY WAS RUPTURED THUS ALLOWING FOR A LOSS OF HYDRAULIC FLUID.

Brief of Accident (Continued)

File No. - 2061

8/26/86

SAN JOSE, CA

A/C Reg. No. N738WQ

Time (Lcl) - 1605 PDT

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

Finding(s)

1. HYDRAULIC SYSTEM, LINE - CRACKED
  2. FLUID, HYDRAULIC - LEAK
- 

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

Finding(s)

3. LANDING GEAR, NORMAL RETRACTION/EXTENSION ASSEMBLY - PRESSURE TOO LOW
  4. GEAR EXTENSION - NOT POSSIBLE - PILOT IN COMMAND
- 

----Probable Cause----

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2060      8/28/86      KERNVILLE, CA      A/C Reg. No. N9745H      Time (Lcl) - 0930 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
SUBSTANTIAL  
Fire      NONE

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

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

Make/Model      - CESSNA 182R  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 2800  
No. of Seats      - 4

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

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

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

Weather Data

Wx Briefing      - FSS  
Method      - TELEPHONE  
Completeness      - FULL  
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      - DAWN

Itinerary

Last Departure Point  
FULLERTON, CA  
Destination  
KERNVILLE, CA

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

KERN VALLEY  
Runway Ident      - 35  
Runway Lth/Wid      - 3500/ 50  
Runway Surface      - ASPHALT  
Runway Status      - DRY

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

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

Age - 31  
Biennial Flight Review  
Current      - YES  
Months Since      - 3  
Aircraft Type - C-150

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 62  
Make/Model- UNK/NR  
Instrument- 7  
Last 24 Hrs - UNK/NR  
Last 30 Days- UNK/NR  
Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED HE MADE A HARD LANDING AND THE ACFT BOUNCED. AFTER TAXIING THE ACFT TO PARKING IT WAS DISCOVERED THAT SUBSTANTIAL DAMAGE WAS SUSTAINED. THE PLT ALSO INDICATED THAT THE WINDS AT THE TIME WERE CALM.

Brief of Accident (Continued)

File No. - 2060

8/28/86

KERNVILLE, CA

A/C Reg. No. N9745H

Time (Lcl) - 0930 PDT

---

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

Finding(s)  
1. PROPER DESCENT RATE - NOT ATTAINED - PILOT IN COMMAND

---

----Probable Cause----

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2059      8/31/86      LOMPOC, CA      A/C Reg. No. N434CW      Time (Lcl) - 1333 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	1	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 - TAYLORCRAFT BC-12D  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 1200  
No. of Seats - 2

Eng Make/Model - CONTINENTAL A-65-8  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 65 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- 290/008 KTS  
Visibility - 26.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
LOMPOC, CA  
Destination  
SANTA YNEZ, CA

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 - 58  
Biennial Flight Review  
Current - NO  
Months Since - 25  
Aircraft Type - BC-12D

Medical Certificate - EXPIRED  
Flight Time (Hours)  
Total - 369  
Make/Model- 309  
Instrument- 0

Last 24 Hrs - 5  
Last 30 Days- 15  
Last 90 Days- 29

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE PLT'S SON THE PLT ROUTINELY OVERFLEW HIS HOME AND ROCKED THE WINGS. THE PLT INDICATED THAT HE WAS FLYING AT 1100 FT MSL (APRX 650 FT AGL) OVER HIS SON'S RANCH AND DECIDED TO DEMONSTRATE SLOW FLT. HE SLOWED THE ACFT TO 70 MPH AND MADE ONE CIRCLE. THE PLT THEN DECIDED TO MAKE A SECOND CIRCLE. HE STATED, "FORGETTING THAT I WAS ALREADY AT A SLOW SPEED - UPON ENTRY INTO A STEEP LEFT TURN, THE AIRCRAFT STALLED."



Brief of Accident (Continued)

File No. - 2059

8/31/86

LOMPOC,CA

A/C Reg. No. N434CW

Time (Lcl) - 1333 PDT

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

Finding(s)

1. AIRSPEED - INADEQUATE - PILOT IN COMMAND
  2. STALL/MUSH - PERFORMED - PILOT IN COMMAND
  3.        IMPROPER USE OF EQUIPMENT/AIRCRAFT, OSTENTATIOUS DISPLAY - PILOT IN COMMAND
- 

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

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2057      9/05/86      CALIFORNIA CITY, CA      A/C Reg. No. N630BG      Time (Lcl) - 1315 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries				
		DESTROYED		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	-DESCENT						

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

Make/Model	- GROB G102 III B	Eng Make/Model	- N/A	ELT Installed/Activated	- NO	-N/A
Landing Gear	- SKID	Number Engines	- N/A	Stall Warning System	- NO	
Max Gross Wt	- 700	Engine Type	- N/A			
No. of Seats	- 1	Rated Power	- N/A			

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method	- N/A	CALIFORNIA CITY, CA	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	CALIFORNIA CITY MUNI
Wind Dir/Speed	- VARIABLE	ATC/Airspace	Runway Ident
Visibility	- 50.0 SM	Type of Flight Plan	- 24
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- 6035/ 55
Lowest Ceiling	- NONE	Type Apch/Lndg	- ASPHALT
Obstructions to Vision	- NONE		Runway Status
Precipitation	- NONE		- DRY
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 66	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 768	Last 24 Hrs - UNK/NR
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model - 15	Last 30 Days - UNK/NR
GLIDER	Aircraft Type - UNK/NR	Instrument - 0	Last 90 Days - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED HE WAS TOWED TO AN ALT OF APRX 2,000 FT AGL. AFTER RELEASE THE CANOPY CAME OPEN AND THE PLT RETURNED TO THE ARPT. ON FINAL APCH HE NOTICED THE AIRSPEED INDICATOR WAS INDICATING "LOW FORTIES". THE PLT STATED THE NEXT THING HE REMEMBERED WAS "LOOKING FORWARD AND SEEING THE GROUND, WITH SLIGHT ROTATION. SPIN!" THE ACFT COLLIDED WITH THE GROUND IN A 45 DEG NOSE DOWN ATTITUDE. A PLT WHO WITNESSED THE ACCIDENT INDICATED HE FIRST OBSERVED THE GLIDER ON FINAL APCH. HE STATED, "IT LOOKED LEVEL AND NORMAL, THEN THE NOSE CAME DOWN IN A STEEP ATTITUDE (NOT UN-COMMON) THE NOSE CAME UP," AT ABOUT 50 FT AGL AND THEN THE NOSE WENT LEFT.

Brief of Accident (Continued)

File No. - 2057

9/05/86

CALIFORNIA CITY, CA

A/C Reg. No. N630BG

Time (Lc1) - 1315 PDT

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

Finding(s)

1. AIRCRAFT PREFLIGHT - INATTENTIVE - PILOT IN COMMAND
2. WINDOW, FLIGHT COMPARTMENT WINDOW/WINDSHIELD - OPEN

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

Finding(s)

3. AIRSPEED - INADEQUATE - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND
5. ALTITUDE - INADEQUATE - PILOT IN COMMAND
6. REMEDIAL ACTION - NOT POSSIBLE - PILOT IN COMMAND
7. STALL/SPIN - 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) 2,3,4,7

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2134      9/12/86      SAN DIEGO,CA      A/C Reg. No. N39695      Time (Lcl) - 1445 PDT

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

Type Operating Certificate-ON-DEMAND AIR TAXI

Type of Operation      -BUSINESS  
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-32RT-300T  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 3600  
No. of Seats      - 6

Eng Make/Model      - LYCOMING TIO-540-S1AD  
Number Engines      - 1  
Engine Type      - RECIP-FUEL INJECTED  
Rated Power      - 300 HP

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

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

Weather Data

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

Wind Dir/Speed- 270/008 KTS

Visibility      - 10.0      SM

Lowest Sky/Clouds      - 2000 FT SCATTERED

Lowest Ceiling      - 25000 FT BROKEN

Obstructions to Vision- NONE

Precipitation      - NONE

Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point

SAN DIEGO,CA

Destination

CARLSBAD,CA

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

MONTGOMERY

Runway Ident      - 28

Runway Lth/Wid      - 3399/      60

Runway Surface      - ASPHALT

Runway Status      - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance      - VFR

Type Apch/Lndg      - FORCED LANDING

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

Age      - 54

Biennial Flight Review

Current      - YES

Months Since      - 4

Aircraft Type      - PA32RT

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total      - UNK/NR      Last 24 Hrs      - 0

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

Instrument- UNK/NR      Last 90 Days- 104

Multi-Eng - UNK/NR      Rotorcraft      - UNK/NR

Instrument Rating(s)      - AIRPLANE

-----Narrative-----

THE ACFT EXPERIENCED A PWR LOSS DURING INITIAL CLIMB. DURING THE ENSUING FORCED LNDG THE ACFT COLLIDED WITH A UTILITY POLE. TO #4 CYL FUEL INJECTOR LINE HAD BECOM DISCONNECTED. THE 915 HR ENG HAD RECEIVED AN ANNUAL INSPECTION 36 HRS PRIOR TO THE ACC.

Brief of Accident (Continued)

File No. - 2134

9/12/86

SAN DIEGO, CA

A/C Reg. No. N39695

Time (Lcl) - 1445 PDT

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

Finding(s)

1. MAINTENANCE - INADEQUATE - PILOT IN COMMAND
2. FUEL SYSTEM, LINE FITTING - DISCONNECTED
3. MAINTENANCE - IMPROPER - OTHER MAINTENANCE PSNL

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

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

Finding(s)

4. OBJECT - UTILITY POLE

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2109

9/16/86

VAN NUYS, CA

A/C Reg. No. N4945H

Time (Lcl) - 1732 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Fire  
NONE

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

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

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 280/007 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  
VAN NUYS, CA  
Destination  
VAN NUYS, CA

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

VAN NUYS  
Runway Ident - 34  
Runway Lth/Wid - 8001/ 150  
Runway Surface - N/A  
Runway Status - N/A

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

Pilot-In-Command

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

Age - 46

Biennial Flight Review  
Current - YES  
Months Since - 3  
Aircraft Type - C-152

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

Total - 361	Last 24 Hrs - UNK/NR
Make/Model- UNK/NR	Last 30 Days- 1
Instrument- UNK/NR	Last 90 Days- 11
Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT & PASSENGER, EACH WEIGHING 185 POUNDS, PLANNED A LOCAL FLIGHT IN THE RENTED CESSNA 152. THE ACFT'S FUEL TANKS WERE FULL. THE PLT REPORTED THAT DURING HIS PRETAKEOFF ENGINE RUN UP NO MECHANICAL DIFFICULTIES/MALFUNCTIONS WERE OBSERVED. THE PLT ALSO REPORTED THAT THE ACFT'S ACCELERATION DURING THE TAKEOFF ROLL WAS SLOW & THE ACFT FELT "LAZY" DURING CLIMB. WHEN THE ACFT FAILED TO GAIN ALTITUDE & IT APPEARED ADDITIONAL LIFT WOULD BE NECESSARY TO CLEAR OBSTACLES, THE PLT LOWERED THE FLAPS 10 DEG. THE ACFT STALLED, CONTROL WAS LOST, & THE ACFT CAME TO REST IN A RESIDENTIAL SWIMMING POOL. EXAM OF THE ACFT REVEALED THAT THE PLT HAD TAKEN OFF WITH THE IGNITION KEY SET TO THE LEFT MAGNETO POSITION. ALSO, AT DEPARTURE THE ACFT'S MAXIMUM GROSS WEIGHT HAD BEEN EXCEEDED BY ABOUT 15 LBS.

Brief of Accident (Continued)

File No. - 2109

9/16/86

VAN NUYS,CA

A/C Reg. No. N4945H

Time (Lcl) - 1732 PDT

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
2. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND
3. IGNITION SYSTEM,MAGNETO - SWITCHED OFF
4. REMEDIAL ACTION - IMPROPER - PILOT IN COMMAND
5. ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND
6. LOWERING OF FLAPS - IMPROPER USE OF - PILOT IN COMMAND

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

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

Finding(s)

7. OBJECT - RESIDENCE

----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. - 2133      9/17/86      MONTEREY, CA      A/C Reg. No. N2116J      Time (Lcl) - 1107 PDT

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

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

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

Make/Model - PIPER PA-28-161	Eng Make/Model - LYCOMING O-320-D3G	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2325	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 160 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	OXNARD, CA	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	MONTEREY, CA	MONTEREY PENINSULA
Wind Dir/Speed- 110/006 KTS	ATC/Airspace	Runway Ident - 28
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 6597/ 150
Lowest Sky/Clouds - 2000 FT SCATTERED	Type of Clearance - VFR	Runway Surface - ASPHALT
Lowest Ceiling - 10000 FT BROKEN	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - UNK/NR
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 46	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 350
SE LAND	Months Since - 8	Last 24 Hrs - 2
	Aircraft Type - PA28161	Make/Model- UNK/NR
		Last 30 Days- 10
		Instrument- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PRIVATE PLT LANDED HER ACFT & BEGAN TAXIING TOWARD A PARKING AREA. THE DRIVER OF AN ACFT FUEL SERVICE TRUCK OBSERVED THE APPROACHING ACFT, & HE BROUGHT HIS TRUCK TO A COMPLETE STOP IN AN AUTHORIZED AREA FOR TRUCK TRAFFIC. HE WAS CLEAR OF THE TAXIWAY. THE PLT FAILED TO MAINTAIN DIRECTIONAL CONTROL OF HER ACFT & IT BEGAN VEERING TOWARD THE TRUCK. THE TRUCK DRIVER ATTEMPTED TO GET THE PILOT'S ATTENTION BUT TO NO AVAIL. THE ACFT TAXIED INTO THE STATIONARY TRUCK.



Brief of Accident (Continued)

File No. - 2133

9/17/86

MONTEREY,CA

A/C Reg. No. N2116J

Time (Lcl) - 1107 PDT

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Occurrence #1        ON GROUND COLLISION WITH OBJECT  
Phase of Operation    TAXI - FROM LANDING

Finding(s)

1. OBJECT - VEHICLE
2. AIRCRAFT HANDLING - INATTENTIVE - PILOT IN COMMAND
3. AIRCRAFT HANDLING - MISJUDGED - PILOT IN COMMAND
4. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2058

9/30/86

CHINO, CA

A/C Reg. No. N87020

Time (Lcl) - 1710 PDT

-----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	0

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

Fire  
NONE

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

Make/Model - BELLANCA 8GCBC  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 2150  
No. of Seats - 2

Eng Make/Model - LYCOMING O-360-C2E  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 189 HP

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

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

Weather Data

Wx Briefing - COMPANY  
Method - IN PERSON  
Completeness - WEATHER NOT PERTINENT  
Basic Weather - VMC  
Wind Dir/Speed- 240/010 KTS  
Visibility - 10.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- HAZE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
CHINO, CA  
Destination  
LOCAL

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

CHINO  
Runway Ident - 26  
Runway Lth/Wid - 3858/ 150  
Runway Surface - ASPHALT  
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - COMPANY (VFR)  
Type of Clearance - NONE  
Type Apch/Lndg - TRAFFIC PATTERN  
FORCED LANDING

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

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

Age - 40  
Biennial Flight Review  
Current - YES  
Months Since - 5  
Aircraft Type - 8GCBC

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

Total	-	921	Last 24 Hrs -	9
Make/Model-	433	Last 30 Days-	86	
Instrument-	75	Last 90 Days-	305	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT GROUND LOOPED IN A FRESHLY PLOWED FIELD DURING A FORCED LANDING AFTER COMPLETING A BANNER TOW OPERATION. THE PLT INDICATED THAT HE HAD JUST ENTERED A DOWNWIND TRAFFIC PATTERN FOR THE BANNER RELEASE AREA WHEN THE ENG BEGAN TO RUN ROUGH AND LOSE POWER. HE MOVED THE MIXTURE CONTROL TO THE FULL RICH POSITION AND PUMPED THE THROTTLE. THE ENG REGAINED POWER MOMENTARILY AND THEN QUIT. THE ACFT WAS APRX 600 FT AGL AND THE PLT DECIDED NOT TO ATTEMPT A RESTART. HE RELEASED THE BANNER AND LANDED INTO THE WIND ON A FRESHLY PLOWED FIELD. THE ACFT'S RIGHT MAIN LANDING GEAR COLLAPSED ON LANDING ROLL. THE ACFT WAS TRANSPORTED TO THE ARPT AND THE ENG WAS RUN WITHOUT INCIDENT AND WAS CAPABLE OF PRODUCING FULL POWER. IT WAS NOTED THAT THE FLAME TUBE LOCATED IN THE ACFT'S MUFFLER SYSTEM WAS DISINTEGRATING. IT WAS SUSPECTED THAT THE PIECES OF THE FLAME TUBE MAY HAVE BLOCKED THE MUFFLER OUTLET, BUT THE MALFUNCTION COULD NOT BE DUPLICATED.

Brief of Accident (Continued)

File No. - 2058

9/30/86

CHINO, CA

A/C Reg. No. N87020

Time (Lc1) - 1710 PDT

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

Finding(s)

1. UNDETERMINED
2. LOAD JETTISON - PERFORMED - PILOT IN COMMAND
3. ALTITUDE - INADEQUATE - PILOT IN COMMAND

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

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

Finding(s)

4. TERRAIN CONDITION - ROUGH/UNEVEN
5. TERRAIN CONDITION - SOFT
6. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2129

9/30/86

TIBURON, CA

A/C Reg. No. N2948G

Time (Lcl) - 0930 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

Fatal

Injuries

Serious

Minor

None

Type of Operation -OTHER WORK USE

Fire

Crew

0

0

0

1

Flight Conducted Under -14 CFR 91

ON GROUND

Pass

0

0

0

1

Accident Occurred During -LANDING

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

Make/Model - CAMERON BALLOONS 0-77

Eng Make/Model - UNKNOWN UNKNOWN

ELT Installed/Activated - NO -N/A

Landing Gear - N/A

Number Engines - 1

Stall Warning System - NO

Max Gross Wt - 800

Engine Type -

No. of Seats - UNK/NR

Rated Power - UNK/NR

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

Weather Data

Wx Briefing - UNK/NR

Method - UNK/NR

Completeness - WEATHER NOT PERTINENT

Basic Weather - VMC

Wind Dir/Speed- 135/007 KTS

Visibility - 25.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAN FRANCISCO, CA

Destination

OAKLAND, CA

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - GRASS/TURF

Runway Status - HIGH VEGETATION

ROUGH

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FULL STOP

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

Pilot-In-Command

Age - 29

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Certificate(s)/Rating(s)

Biennial Flight Review

Flight Time (Hours)

COMMERCIAL

Current - YES

Total - 150

Last 24 Hrs - UNK/NR

SE LAND

Months Since - 3

Make/Model- 38

Last 30 Days- 4

FREE BALLOON

Aircraft Type - 0-77

Instrument- 6

Last 90 Days- 5

Instrument Rating(s) - NONE

-----Narrative-----

AFTER COMPLETING AN AERIAL ADVERTISING FLIGHT ACROSS THE SAN FRANCISCO BAY, THE PLT ATTEMPTED A LANDING ON UP-SLOPING TERRAIN. THE TERRAIN WAS STEEPER THAN ANTICIPATED & THE PLT BECAME DISTRACTED. THE PLT FORGOT TO TURN OFF THE PILOT LIGHT TO THE LEFT BURNER. WHEN THE BALLOON DESCENDED ON THE GONDOLA DURING THE TOUCHDOWN SEQUENCE. THE OPERATING PILOT LIGHT IGNITED RESIDUAL FUEL IN THE FUEL LINE. THE FIRE SPREAD & THE ACFT WAS DESTROYED.

Brief of Accident (Continued)

File No. - 2129

9/30/86

TIBURON, CA

A/C Reg. No. N2948G

Time (Lc1) - 0930 PDT

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

Finding(s)

1. TERRAIN CONDITION - UPHILL
  2. PLANNED APPROACH - MISJUDGED - PILOT IN COMMAND
  3. POWERPLANT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
  4. IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION - PILOT IN COMMAND
  5. FUEL SYSTEM, SELECTOR VALVE - OPEN
  6. EMERGENCY PROCEDURE - 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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2052      9/30/86      THERMAL,CA      A/C Reg. No. N70240      Time (Lcl) - 0720 PDT

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

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

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

Make/Model	- CESSNA 188	Eng Make/Model	- CONTINENTAL IO-520-D	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 4000	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 1	Rated Power	- 300 HP		

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

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - TELEPHONE</p> <p>Completeness - FULL</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 360/004 KTS</p> <p>Visibility - 15.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>SAME AS ACC/INC</p> <p>Destination</p> <p>LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p>ON AIRPORT</p> <p>Airport Data</p> <p>THERMAL</p> <p>Runway Ident - 17</p> <p>Runway Lth/Wid - 3000/ 40</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL</p> <p>SE LAND,ME LAND</p>	<p>Age - 58</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 16</p> <p>Aircraft Type - C-310</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 31000</p> <p>Make/Model- 30000</p> <p>Instrument- 400</p> <p>Multi-Eng - 11000</p> <p>Last 24 Hrs - 60</p> <p>Last 30 Days- 60</p> <p>Last 90 Days- 120</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT LOST DIRECTIONAL CONTROL OF THE ACFT DURING HIS 4TH TAKEOFF FROM THE RUTTED RWY SURFACE. THE TAIL WHEEL SLIPPED INTO A RUT ON THE RWY AND THE ACFT VEERED TO THE RIGHT WHERE IT CONTACTED 8-10 FT TALL BRUSH. THE ACFT TRAVELED THROUGH THE BRUSH, CONTACTED AN EMBANKMENT AND NOSED DOWN.

Brief of Accident (Continued)

File No. - 2052

9/30/86

THERMAL, CA

A/C Reg. No. N70240

Time (Lc1) - 0720 PDT

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

Finding(s)

1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - ROUGH/UNEVEN
2. PREFLIGHT PLANNING/PREPARATION - NOT PERFORMED - PILOT IN COMMAND
3. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
4. WEATHER CONDITION - TAILWIND
5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
6. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

Occurrence #2      NOSE DOWN  
Phase of Operation      TAKEOFF - GROUND RUN

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2056      10/02/86      PALO ALTO, CA      A/C Reg. No. N4178Y      Time (Lcl) - 0709 PDT

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

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

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

Make/Model - BELLANCA 7ECA	Eng Make/Model - LYCOMING O-235-C1	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1650	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 115 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - ACFT RADIO	PALO ALTO, CA	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LOCAL	PALO ALTO
Wind Dir/Speed- VARIABLE	ATC/Airspace	Runway Ident - 30
Visibility - 40.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2500/ 65
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	TOUCH AND GO	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 30	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 34
	Months Since - N/A	Last 24 Hrs - 1
	Aircraft Type - N/A	Make/Model- 15
		Last 30 Days- 9
		Instrument- 0
		Last 90 Days- 15

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WENT OUT OF CONTROL AND RAN OFF THE RWY. THE STUDENT PLT INDICATED THAT ON HIS FIRST APCH HIS ALTITUDE WAS TOO HIGH AND HE WAS ALIGNED TO THE LEFT OF THE RWY. HE INITIATED A GO-AROUND AND MADE A SECOND ATTEMPT. DURING THE FLARE ON HIS SECOND APCH THE ACFT BEGAN TO DRIFT RIGHT. HE TOUCHED DOWN ON THE LEFT MAIN LANDING GEAR AND TAIL WHEEL. THE ACFT CONTINUED TO SKID RIGHT TO THE EDGE OF THE 65 FT WIDE RWY. THE PLT STATED, "JUST AS LEAVING THE RUNWAY ATTEMPTED A GO-AROUND BY ADDING FULL POWER. CRASHED." THE STUDENT PLT ALSO INDICATED THAT THERE WERE NO MECHANICAL FAILURES/MALFUNCTIONS PRIOR TO THE ACCIDENT. WINDS AT THE TIME OF THE ACCIDENT WERE REPORTED AS CALM.



Brief of Accident (Continued)

File No. - 2056

10/02/86

PALO ALTO, CA

A/C Reg. No. N4178Y

Time (Lcl) - 0709 PDT

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

Finding(s)

1. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
2.      IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. REMEDIAL ACTION - NOT PERFORMED - PILOT IN COMMAND

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

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2146      10/03/86      TORRANCE, CA      A/C Reg. No. N24285      Time (Lcl) - 1323 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 - TAKEOFF			0	0	0
					None
					1
					0

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	TORRANCE, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	TORRANCE
Wind Dir/Speed- 260/006 KTS	ATC/Airspace	Runway Ident - 11L
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5000/ 150
Lowest Sky/Clouds - 2000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	TOUCH AND GO	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 29	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 16
	Months Since - N/A	Last 24 Hrs - 5
	Aircraft Type - N/A	Make/Model- 16
		Last 30 Days- 5
		Instrument- UNK/NR
		Last 90 Days- 16
		Rotorcraft - UNK/NR
		Multi-Eng - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

A CESSNA 152 WENT OUT OF CONTROL DURING TAKEOFF GROUND RUN AND THEN COLLIDED WITH A DIRT BANK AND NOSED OVER. THE STUDENT PLT INDICATED THAT HE WAS PRACTICING TOUCH AND GO LANDINGS WHEN THE ACCIDENT OCCURRED. HE HAD JUST APPLIED TAKEOFF POWER AFTER LANDING AND THE ACFT BEGAN TO VEE TO THE LEFT. THE ACFT DEPARTED THE RWY AND STRUCK A DIRT BANK APPROXIMATELY 50 FT FROM THE RWY EDGE. THE ACFT THEN NOSED OVER IN A FRESHLY PLOWED FIELD ADJACENT TO THE RWY. THE STUDENT PLT ALSO INDICATED THAT THERE WERE NO MECHANICAL FAILURES OR MALFUNCTIONS PRIOR TO THE ACCIDENT. EXAM OF THE AREA IN WHICH THE ACFT DEPARTED THE RWY REVEAL A DEEPLY WORN DIRT ROAD PARALLEL TO THE RWY WITHIN THE LIMITS OF THE RUNWAY SAFETY AREA. ACCORDING TO ADVISORY CIRCULAR (AC) 150-5300-4B, THE RUNWAY SAFETY AREA SHOULD BE GRADED AND ACCOMMODATE THE OCCASIONAL PASSAGE OF ACFT WITHOUT CAUSING MAJOR DAMAGE TO THE ACFT.

Brief of Accident (Continued)

File No. - 2146

10/03/86

TORRANCE, CA

A/C Reg. No. N24285

Time (Lcl) - 1323 PDT

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

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND
3.      IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

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

Finding(s)

4. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - DIRT BANK
5.      AIRCRAFT HANDLING - POOR - PILOT IN COMMAND
6. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - ROUGH/UNEVEN

Occurrence #3      NOSE OVER  
Phase of Operation      TAKEOFF - GROUND RUN

Finding(s)

7. TERRAIN CONDITION - ROUGH/UNEVEN
8. TERRAIN CONDITION - SOFT

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2145      10/03/86      HAYWARD, CA      A/C Reg. No. N6366D      Time (Lcl) - 1312 PDT

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

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

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

Make/Model - CESSNA 172N	Eng Make/Model - LYCOMING O-320-H2AD	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2150	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 160 HP	

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

<b>Weather Data</b> Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 360/017 KTS Visibility - 50.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	<b>Itinerary</b> Last Departure Point SAN CARLOS, CA Destination HAYWARD, CA  <b>ATC/Airspace</b> Type of Flight Plan - NONE Type of Clearance - NONE Type Apch/Lndg - TRAFFIC PATTERN TOUCH AND GO	<b>Airport Proximity</b> ON AIRPORT  <b>Airport Data</b> HAYWARD AIR TERMINAL Runway Ident - 28L Runway Lth/Wid - 5019/ 150 Runway Surface - ASPHALT Runway Status - DRY
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-----Personnel Information-----

Pilot-In-Command Certificate(s)/Rating(s) STUDENT	Age - 24 Biennial Flight Review Current - N/A Months Since - N/A Aircraft Type - N/A	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Flight Time (Hours) Total - 15 Make/Model- 15 Instrument- 4 Multi-Eng - UNK/NR Last 24 Hrs - 2 Last 30 Days- UNK/NR Last 90 Days- 11 Rotorcraft - UNK/NR
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Instrument Rating(s) - NONE

-----Narrative-----

A CESSNA 172N LANDED ADJACENT TO RWY 28L. ACCORDING TO THE FAA THE SOLO STUDENT PLT WAS UNABLE TO CORRECT FOR A STRONG WIND AND LANDED IN A GRASS AREA SOUTH OF THE RUNWAY. THE WINDS WERE REPORTED FROM 360 DEG AT 17 KTS AT THE TIME OF THE ACCIDENT. THE PILOT'S OPERATING HANDBOOK FOR THE CESSNA 172N STATES, "THE MAXIMUM ALLOWABLE CROSSWIND VELOCITY IS DEPENDENT UPON PILOT CAPABILITY AS WELL AS AIRCRAFT LIMITATIONS. WITH THE AVERAGE PILOT TECHNIQUE, DIRECT CROSSWINDS OF 15 KNOTS CAN BE HANDLED WITH SAFETY. THE STUDENT PLT INDICATED ON HIS PILOT/OPERATOR ACCIDENT REPORT THAT HE HAD ACCUMULATED A TOTAL OF 15 HRS FLIGHT EXPERIENCE, 4.1 HRS OF WHICH AS PIC.

Brief of Accident (Continued)

File No. - 2145

10/03/86

HAYWARD, CA

A/C Reg. No. N6366D

Time (Lc1) - 1312 PDT

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. COMPENSATION FOR WIND CONDITIONS - NOT PERFORMED - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
4. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
5. GO-AROUND - NOT SELECTED - PILOT IN COMMAND
6. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND

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

Finding(s)

7. TERRAIN CONDITION - ROUGH/UNEVEN

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2188      10/07/86      RANCHO, CA      A/C Reg. No. N8159C      Time (Lcl) - 0730 PDT

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

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage  
SUBSTANTIAL

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

Type of Operation      -STOLEN A/C  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -LANDING

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

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

Make/Model      - PIPER PA-32R-301T  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 6500  
No. of Seats      - 6

Eng Make/Model      - LYCOMING IO-440-K1G5  
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-      UNK/NR  
Visibility      - 25.0      SM  
Lowest Sky/Clouds      -      CLEAR  
Lowest Ceiling      -      NONE  
Obstructions to Vision-      NONE  
Precipitation      -      NONE  
Condition of Light      -      DAYLIGHT

Itinerary

Last Departure Point  
UNK/NR  
Destination  
UNK/NR

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

BILLY JOE (PVT A/S)  
Runway Ident      - N/A  
Runway Lth/Wid      - N/A  
Runway Surface      - DIRT  
Runway Status      - DRY

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

Pilot-In-Command  
Certificate(s)/Rating(s)  
COMMERCIAL,FLT ENG  
SE LAND,ME LAND  
HELICOPTER

Age -      43  
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      - 4500      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,HELICOPTER

-----Narrative-----

A PIPER PA-32R-301T COLLIDED WITH THE GROUND AFTER A FORCED LANDING. A RENTER PILOT REPORTED THE AIRCRAFT WAS STOLEN. EXAMINATION OF THE AIRCRAFT REVEALED THAT THERE WAS NO FUEL PRESENT IN THE AIRCRAFT FUEL TANKS. IT WAS ALSO REPORTED THAT THE AIRCRAFT WAS TRANSPORTING 400 TO 500 POUNDS OF MARIJUANA.

Brief of Accident (Continued)

File No. - 2188

10/07/86

RANCHO, CA

A/C Reg. No. N8159C

Time (Lcl) - 0730 PDT

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

Finding(s)

1. FLUID,FUEL - EXHAUSTION
2. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
3. FUEL CONSUMPTION CALCULATIONS - IMPROPER - PILOT IN COMMAND
4. STOLEN AIRCRAFT/UNAUTHORIZED USE - IMPROPER USE OF - PILOT IN COMMAND
5. FLT WITH INADQT ENROUTE/DESTN FACILITIES - PERFORMED - PILOT IN COMMAND

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

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

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2051      11/27/86      CARMEL, CA      A/C Reg. No. N135RV      Time (Lcl) - 1233 PST

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

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

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

Make/Model	- MOORE-VAN RV-3	Eng Make/Model	- LYCOMING O-320-E2D	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 1200	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 1	Rated Power	- 150 HP		

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method	- N/A	CARMEL VALLEY, CA	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	
Wind Dir/Speed	- 130/004 KTS	ATC/Airspace	Runway Ident
Visibility	- 50.0 SM	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- 25000 FT THIN BKN	Type of Clearance	- N/A
Lowest Ceiling	- NONE	Type Apch/Lndg	- N/A
Obstructions to Vision	- NONE		
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 33	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current	Total	- 14300
SE LAND	Months Since	Make/Model	- UNK/NR
HELICOPTER	Aircraft Type	Instrument	- UNK/NR
		Multi-Eng	- UNK/NR
		Last 24 Hrs	- 5
		Last 30 Days	- 300
		Last 90 Days	- 950
		Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE EXPERIMENTAL HOMEBUILT ACFT WAS PERFORMING AEROBATICS CONSISTING OF LOOPS, ROLLS AND HIGH SPEED CLIMBS FROM PULL-OUTS. THE ACFT LIMITATIONS ALLOWED FOR THE PERFORMANCE OF AEROBATICS, WHICH INCLUDED THE MANEUVERS THE PLT WAS PERFORMING AT THE TIME OF THE ACCIDENT. WITNESSES OBSERVED THE ACFT PULL UP INTO A HIGH SPEED CLIMB AT THE CONCLUSION OF A SERIES OF ROLLS. THE WINGS SEPARATED FROM THE ACFT AT THE TOP OF THE CLIMB. DURING THE INVESTIGATION, NO PRE-EXISTING CONDITIONS OR MECHANICAL DEFECTS WERE IDENTIFIED. AS CALCULATED, THE ACFT WAS OVER MAX GROSS WEIGHT BY 7 LBS AND THE CENTER OF GRAVITY WAS AFT OF THE REAR LIMIT AT THE TIME OF THE ACCIDENT.



Brief of Accident (Continued)

File No. - 2051

11/27/86

CARMEL, CA

A/C Reg. No. N135RV

Time (Lc1) - 1233 PST

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

Finding(s)

1. WING - OVERLOAD
2. WING - SEPARATION
3. AIRCRAFT PERFORMANCE - EXCEEDED
4. AIRCRAFT WEIGHT AND BALANCE - IMPROPER - PILOT IN COMMAND
5. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
6. AEROBATICS - INTENTIONAL - PILOT IN COMMAND
7. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND

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

Finding(s)

8. REMEDIAL ACTION - NOT POSSIBLE - PILOT IN COMMAND

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2026

3/29/86

COLORADO SPRING, CO

A/C Reg. No. N96JH

Time (Lcl) - 1325 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	0

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

Fire  
NONE

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

Make/Model - ROLLADEN SCHNEIDER L53  
Landing Gear - HULL  
Max Gross Wt - 1500  
No. of Seats - 1

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

Basic Weather - VMC

Wind Dir/Speed- 270/003 KTS

Visibility - 65.0 SM

Lowest Sky/Clouds - 9000 FT

Lowest Ceiling - 9000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

BLACK FOREST GLIDER PORT

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

GLIDER

Age - 56

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - NO MEDICAL

Flight Time (Hours)

Total - 342 Last 24 Hrs - 2

Make/Model- 65 Last 30 Days- UNK/NR

Instrument- 0 Last 90 Days- 6

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS MAKING A LANDING DUE TO AN APPROACHING THUNDERSTORM. ON FINAL, THE GLIDER ENCOUNTERED MODERATE TO SEVERE TURBULENCE AND AT 300 FT AGL, THE GLIDER WAS FORCED ONTO THE GROUND BY A MICROBURST.

Brief of Accident (Continued)

File No. - 2026

3/29/86

COLORADO SPRING, CO

A/C Reg. No. N96JH

Time (Lc1) - 1325 MST

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

Finding(s)

1. WEATHER CONDITION - TURBULENCE
2. WEATHER CONDITION - WINDSHEAR

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

Finding(s)

3. CLIMB - NOT POSSIBLE - PILOT IN COMMAND
4. GO-AROUND - NOT POSSIBLE - PILOT IN COMMAND
5. DESCENT - UNCONTROLLED - PILOT IN COMMAND

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

Finding(s)

6. PLANNED APPROACH - NOT MAINTAINED - PILOT IN COMMAND
7. WEATHER EVALUATION - INADEQUATE - PILOT IN COMMAND

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2002      7/26/86      BLACK FOREST,CO      A/C Reg. No. N144SS      Time (Lcl) - 1330 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
DESTROYED  
Fire      NONE

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

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

Make/Model      - BURKHART GROB FLUGZEUGBA G-102      Eng Make/Model      - N/A  
Landing Gear      - HULL      Number Engines      - N/A  
Max Gross Wt      - 990      Engine Type      - N/A  
No. of Seats      - 1      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- 170/015 KTS  
Visibility      - 65.0      SM  
Lowest Sky/Clouds      - 9000 FT SCATTERED  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
BLACK FOREST,CO  
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      - DRY

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

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
GLIDER

Age - 49  
Biennial Flight Review  
Current      - YES  
Months Since      - UNK/NR  
Aircraft Type      - UNK/NR

Medical Certificate - NO MEDICAL  
Flight Time (Hours)

Total	- 289	Last 24 Hrs -	2
Make/Model-	54	Last 30 Days-	8
Instrument-	0	Last 90 Days-	10

Instrument Rating(s) - NONE

-----Narrative-----

THE GLIDER PLT, TOOK OFF AT 1155 AND WAS TOWED TO AN ALT OF 10,200 FT MSL AND RELEASED. THE PLT SAID THAT A RAPIDLY DEVELOPING THUNDERSTORM CUT OFF HIS ROUTE BACK TO THE GLIDER PORT AND HE WAS FORCED TO MAKE AN OFF AIRPORT LANDING AT ABOUT 1300. THE PLT SAID THAT DURING THE TURN TO FINAL APCH, "A WIND SHIFT PUT ME DOWN."

Brief of Accident (Continued)

File No. - 2002

7/26/86

BLACK FOREST, CO

A/C Reg. No. N144SS

Time (Lc1) - 1330 MDT

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

Finding(s)

1. WEATHER CONDITION - THUNDERSTORM
2. WEATHER CONDITION - LIGHTNING
3. WEATHER CONDITION - TURBULENCE (THUNDERSTORMS)
4. PREFLIGHT BRIEFING SERVICE - NOT OBTAINED - PILOT IN COMMAND
5. IMPROPER DECISION, DIVERTED ATTENTION - PILOT IN COMMAND
6. IN-FLIGHT PLANNING/DECISION - DELAYED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING  
Phase of Operation DESCENT - NORMAL

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

Finding(s)

7. WEATHER CONDITION - UNFAVORABLE WIND
8. PROPER ALIGNMENT - NOT SELECTED - PILOT IN COMMAND
9. COMPENSATION FOR WIND CONDITIONS - 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) 9

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,6,7,8

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2180      8/15/86      REDCLIFF, CO      A/C Reg. No. N9813C      Time (Lcl) - 1633 MDT

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

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

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

Make/Model - NORTH AMERICAN AT-6D	Eng Make/Model - P&W R1340-AN-1	ELT Installed/Activated - UNK/NR
Landing Gear - TAILWHEEL-RETRACTABLE MAINS	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 5300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 600 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	LEADVILLE, CO	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 340/010 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 40.0 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 - 56	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE, COMMERCIAL, CFI	Current - YES	Total - 3000
SE LAND, ME LAND	Months Since - 24	Make/Model- UNK/NR
HELICOPTER, GLIDER	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 53
		Rotorcraft - 102

Instrument Rating(s) - AIRPLANE

-----Narrative-----

A HUSBAND & WIFE RPRTD THAT THE ACFT FLEW NEAR THEIR HOUSE AT A VERY LOW ALT, THEN CLIMBED IN THE DIRECTION OF THE SUN TO CLEAR OVER A BRIDGE. MOMENTS LATER, THE ACFT COLLIDED WITH POWER LINES THAT WERE SUSPENDED BETWEEN 2 TOWERS. THE TOWERS WERE LOCATED ATOP ROCK FORMATIONS NEAR THE BRIDGE & WERE 1027' APART. IMPACT WITH THE LINES OCCURRED NEAR WHERE THEY DROOPEO TO THEIR LOWEST POINT ABOUT 250' AGL. AFTER HITTING THE POWER LINES, THE ACFT CONTD TO FLY, BUT THE PLT WAS UNABLE TO MAINTAIN ALT. THE ACFT SUBSEQUENTLY CRASHED INTO TREES ON MOUNTAINOUS TERRAIN.

Brief of Accident (Continued)

File No. - 2180

8/15/86

REDCLIFF, CO

A/C Reg. No. N9813C

Time (Lcl) - 1633 MDT

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
3. LIGHT CONDITION - SUNGLARE
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, VISUAL/AURAL DETECTION - PILOT IN COMMAND
5. OBJECT - WIRE, TRANSMISSION
6. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND

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

Finding(s)

7. OBJECT - TREE(S)

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

Finding(s)

8. TERRAIN CONDITION - MOUNTAINOUS/HILLY

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

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

Factor(s) relating to this accident is/are finding(s) 2,3,4,5,7,8

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2024      8/18/86      BROOMFIELD, CO      A/C Reg. No. N34043      Time (Lcl) - 1300 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Fire      Crew      0  
NONE      Pass      0

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

Make/Model      - CESSNA 177B  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 2500  
No. of Seats      - 4

Eng Make/Model      - LYCOMING IO-360-A1F6  
Number Engines      - 1  
Engine Type      - RECIP-FUEL INJECTED  
Rated Power      - 180 HP

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

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

Weather Data

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

Basic Weather      - VMC

Wind Dir/Speed- 090/012 KTS

Visibility      - 40.0 SM

Lowest Sky/Clouds      - 12000 FT SCATTERED

Lowest Ceiling      - NONE

Obstructions to Vision- NONE

Precipitation      - NONE

Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point

OGDEN, UT

Destination

BROOMFIELD, CO

Airport Proximity

ON AIRPORT

Airport Data

JEFFCO

Runway Ident      - 11L

Runway Lth/Wid      - 7498/ 100

Runway Surface      - ASPHALT

Runway Status      - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance      - NONE

Type Apch/Lndg      - TRAFFIC PATTERN

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 46

Biennial Flight Review

Current      - YES

Months Since      - 8

Aircraft Type - C-177B

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total      - 184

Make/Model- 184

Instrument- 0

Last 24 Hrs - 8

Last 30 Days- UNK/NR

Last 90 Days- 17

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT SAID THAT HE WAS ON A HIGH FINAL APPROACH FOR LANDING AND JUST PRIOR TO TOUCHDOWN, THE ACFT WAS HIT BY A STRONG GUST OF WIND. AFTER TOUCHDOWN, THE PLT LOST CONTROL OF THE ACFT AND IT WENT OFF THE LEFT SIDE OF THE RWY. THE ACFT SUSTAINED SUBSTANTIAL DAMAGE.



Brief of Accident (Continued)

File No. - 2024

8/18/86

BROOMFIELD, CO

A/C Reg. No. N34043

Time (Lc1) - 1300 MDT

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

Finding(s)

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

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

Finding(s)

3. TERRAIN CONDITION - ROUGH/UNEVEN
- 

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2181

9/15/86

BRIGHTON, CO

A/C Reg. No. N2030R

Time (Lcl) - 0440 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

Crew  
Pass

Fatal  
1  
0

Injuries

Serious  
0  
0

Minor  
0  
0

None  
0  
0

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

Make/Model - CESSNA 182G  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2800  
No. of Seats - 4

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - IMC  
Wind Dir/Speed- CALM  
Visibility - .750 SM  
Lowest Sky/Clouds - PART OBS  
Lowest Ceiling - OBSCURED  
Obstructions to Vision- FOG  
Precipitation - NONE  
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point  
ERIE, CO  
Destination  
ELIZABETHTOWN, 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)  
PRIVATE  
SE LAND

Age - 59

Biennial Flight Review

Current - NO  
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) - NONE

-----Narrative-----

AT APPROXIMATELY 0415 HOURS WHEN IT WAS STILL NIGHT TIME, THE NON INSTRUMENT RATED PRIVATE PLT TOOK OFF ON AN EXTENDED CROSS COUNTRY FLT TO KENTUCKY. ABOUT 15 MINUTES LATER HE WAS OBSERVED FLYING IN A LEFT TURN, AT AN ATTITUDE OF 50 TO 75 FEET IN HEAVY FOG WHEN THE ACFT IMPACTED THE GROUND. THE ACFT WAS DESTROYED AND THE PLT. RECEIVED FATAL INJURIES. THE PLTS FLT TIME WAS NOT REPORTED OR AVAILABLE.

Brief of Accident (Continued)

File No. - 2181

9/15/86

BRIGHTON, CO

A/C Reg. No. N2030R

Time (Lc1) - 0440 MDT

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

Finding(s)

1. WEATHER CONDITION - OBSCURATION
  2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
  3. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND
  4. LIGHT CONDITION - DARK NIGHT
  5. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
  6. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
- 

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

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2001 9/18/86 OVID,CO

A/C Reg. No. N735GN

Time (Lcl) - 1518 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

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

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

Fire Crew  
NONE Pass

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

Make/Model - CESSNA 182Q  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2950  
No. of Seats - 4

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

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

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

Weather Data

Wx Briefing - FSS  
Method - TELEPHONE  
Completeness - FULL  
Basic Weather - IMC

Wind Dir/Speed- 090/010 KTS  
Visibility - 1.000 SM  
Lowest Sky/Clouds - 300 FT  
Lowest Ceiling - 300 FT OBSCURED  
Obstructions to Vision- FOG  
Precipitation - DRIZZLE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
OGALLALA,NV  
Destination  
BOULDER,CO

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 - 33

Biennial Flight Review  
Current - YES  
Months Since - 2  
Aircraft Type - C-182Q

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total	- 210
Make/Model	- 163
Instrument	- 2
Last 24 Hrs	- UNK/NR
Last 30 Days	- 2
Last 90 Days	- 13

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT AND HIS PAX HAD FLOWN TO OGALLALA, NE, FOR BOATING AND WATER SKIING. THE NEXT DAY THE PLT CALLED HIS WIFE WHO REMINDED HIM OF AN ENGAGEMENT THAT EVENING. THE PLT CALLED THE FSS 5 DIFFERENT TIMES AND EACH TIME WAS TOLD VFR FLT WAS NOT RECOMMENDED. HE TOLD A FRIEND THAT HE WOULD FOLLOW THE INTERSTATE HIGHWAY BACK TO BOULDER, CO. IF HE COULDN'T MAKE IT, HE WOULD TURN AROUND AND COME BACK. HE SAID HE COULD ALWAYS LAND ON THE HIGHWAY IN AN EMERGENCY. THE PLT AND HIS PAX DEPARTED AT 1500 HRS. A WITNESS DESCRIBED THE WX AS LOW CEILING, REDUCED VISIBILITY, AND LIGHT DRIZZLE. THE WRECKAGE WAS DISCOVERED THE FOLLOWING MORNING 0.5 MI SOUTH OF INTERSTATE HIGHWAY AND 33 MI WEST OF OGALLALA. THE ACFT CRASHED ON A HEADING BACK TO OGALLALA. THE ACFT CLOCK HAD STOPPED AT 3:18 HRS.

Brief of Accident (Continued)

File No. - 2001

9/18/86

OVID,CO

A/C Reg. No. N735GN

Time (Lc1) - 1518 MDT

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

Finding(s)

1. WEATHER CONDITION - LOW CEILING
2. WEATHER CONDITION - OBSCURATION
3. WEATHER CONDITION - RAIN
4. PREFLIGHT BRIEFING SERVICE - DISREGARDED - PILOT IN COMMAND
5.      IMPROPER DECISION,PRESSURE INDUCED BY OTHERS - PILOT IN COMMAND
6. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND
7.      IMPROPER DECISION,SELF-INDUCED PRESSURE - PILOT IN COMMAND
8. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND

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

Finding(s)

9. TERRAIN CONDITION - RISING
10. TERRAIN CONDITION - GROUND
11. REMEDIAL ACTION - ATTEMPTED - PILOT IN COMMAND
12. ALTITUDE - INADEQUATE - PILOT IN COMMAND

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 6,8,12

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2179      11/04/86      ENGLEWOOD, CO      A/C Reg. No. N5057U      Time (Lcl) - 1441 MST

-----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      -TAKEOFF			0	0	0
					1
					0

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

Make/Model      - BELLANCA 7GCAA	Eng Make/Model - LYCOMING O-320-A2D	ELT Installed/Activated - YES/NO
Landing Gear      - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt      - 1650	Engine Type      - RECIPROCATING-CARBURETOR	
No. of Seats      - 3	Rated Power      - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing      - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method      - N/A	SAME AS ACC/INC	
Completeness      - N/A	Destination	Airport Data
Basic Weather      - VMC	LOCAL	CONTENNIAL
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident      - 34L
Visibility      - 5.0      SM	Type of Flight Plan - NONE	Runway Lth/Wid      - 5140/      75
Lowest Sky/Clouds      - SCATTERED	Type of Clearance      - NONE	Runway Surface      - ASPHALT
Lowest Ceiling      - NONE	Type Apch/Lndg      - TRAFFIC PATTERN	Runway Status      - DRY
Obstructions to Vision- NONE	TOUCH AND GO	
Precipitation      - NONE		
Condition of Light      - DAYLIGHT		

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

Pilot-In-Command	Age - 29	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current      - N/A	Total      - 27      Last 24 Hrs - UNK/NR
	Months Since      - N/A	Make/Model- 27      Last 30 Days- UNK/NR
	Aircraft Type - N/A	Instrument- 0      Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT LOST CONTROL ON TAKEOFF, DEPARTED THE RUNWAY TO THE LEFT AND COLLIDED WITH A SEWAGE POND.

Brief of Accident (Continued)

File No. - 2179

11/04/86

ENGLEWOOD,CO

A/C Reg. No. N5057U

Time (Lcl) - 1441 MST

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

Finding(s)

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

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

Finding(s)

3. TERRAIN CONDITION - WATER, GLASSY
- 

----Probable Cause----

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2020      11/15/86      PEYTON, CO      A/C Reg. No. N3004N      Time (Lcl) - 0720 MST

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

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

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

Make/Model - CESSNA 120	Eng Make/Model - CONTINENTAL C85-F12	ELT Installed/Activated - YES/NO
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 - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	PEYTON, CO	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	FALCON-MEADOW LAKE
Wind Dir/Speed- 270/024 KTS	ATC/Airspace	Runway Ident - 15
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4150/ 35
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 - 47	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 322
SE LAND	Months Since - 1	Last 24 Hrs - UNK/NR
	Aircraft Type - PA-28	Make/Model- 150
		Instrument- 4
		Last 30 Days- UNK/NR
		Last 90 Days- 11

Instrument Rating(s) - NONE

-----Narrative-----

NC3004N, REGISTERED TO THE PLT, GROUND LOOPED DURING TAKEOFF IN A RIGHT QUARTERING TAILWIND, WITH A CHECK PLT ABOARD. THE PLT SAID THAT UPON ROTATION HE ELECTED TO ABORT THE FLT. HE ABRUPTLY REDUCED THE POWER, THE ACFT SETTLED TO THE GROUND AND GROUND LOOPED. THE LEFT GEAR STRUCK A KNOLL AND COLLAPSED.



Brief of Accident (Continued)

File No. - 2020

11/15/86

PEYTON, CO

A/C Reg. No. N3004N

Time (Lcl) - 0720 MST

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

Finding(s)

1. WEATHER CONDITION - TAILWIND
2. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
3. WEATHER CONDITION - CROSSWIND
4. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
5. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND

Occurrence #2      GEAR COLLAPSED  
Phase of Operation      TAKEOFF

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

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

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. - 2178      12/14/86      ENGLEWOOD, CO      A/C Reg. No. N4597L      Time (Lcl) - 1355 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

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

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

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

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

ELT Installed/Activated - YES/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- 070/005 KTS  
Visibility        - 50.0 SM  
Lowest Sky/Clouds - 12000 FT SCATTERED  
Lowest Ceiling    - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light - DAYLIGHT

Itinerary

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

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

CONTENNIAL  
Runway Ident        - 16R  
Runway Lth/Wid     - 5140/ 75  
Runway Surface      - ASPHALT  
Runway Status       - DRY

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

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

Age - 44  
Biennial Flight Review  
Current            - N/A  
Months Since      - N/A  
Aircraft Type      - N/A

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

Total	-	55	Last 24 Hrs -	UNK/NR
Make/Model-	53	Last 30 Days-	UNK/NR	
Instrument-	0	Last 90 Days-	55	

Instrument Rating(s) - NONE

-----Narrative-----

DURING LANDING, DIRECTIONAL CONTROL WAS NOT MAINTAINED. THE ACFT VEERED LEFT, THE LANDING GEAR ENTERED A SNOWBANK, AND THE ACFT NOSED OVER.

Brief of Accident (Continued)

File No. - 2178

12/14/86

ENGLEWOOD, CO

A/C Reg. No. N4597L

Time (Lcl) - 1355 MST

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

Finding(s)

1. TERRAIN CONDITION - SNOWBANK
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, 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) 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. - 2074      3/30/86      SOMERS,CT      A/C Reg. No. N6599P      Time (Lcl) - 2030 EST

-----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  
ON GROUND

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

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

Make/Model      - PIPER PA-24-180  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 2500  
No. of Seats      - 4

Eng Make/Model      - LYCOMING O-360-A10  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 180 HP

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

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

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- 190/008 KTS  
Visibility      - 15.0 SM  
Lowest Sky/Clouds      - CLEAR  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - NIGHT(BRIGHT)

Itinerary

Last Departure Point  
HARTFORD,CT  
Destination  
ELLINGTON,CT

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

ELLINGTON  
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

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

Pilot-In-Command

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

Age - 26  
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	- 200	Last 24 Hrs - UNK/NR
Make/Model-	45	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, ON A NIGHT FLT, WAS SEEN FLYING ABOUT 1 MI WEST OF ELLINGTON ARPT. A WITNESS SAW THE ACFT FLYING NORTH AND JUST ABOVE THE 800 FT HIGH TERRAIN. THE ACFT WAS IN A GRADUAL DESCENT AND IT APPEARED THAT IT WOULD NOT CLEAR TERRAIN AHEAD. AFTERWARDS THE WITNESS SAW A GLOW EMITTING AND SMOKE RISING FROM THE ACCIDENT SITE. THE ACFT CAME TO REST AT AN ELEVATION OF 800 FT AND 2.2 MILES NORTHEAST OF THE ARPT. THE WRECKAGE WAS SCATTERED A DISTANCE OF ABOUT 300 FT AND ORIENTED ON A 335 DEGS MAG HDG. THE ARPT ELEV IS 235 FT MSL AND THE TRAFFIC PATTERN IS 1250 FT MSL. EXAMINATION OF THE ACFT DID NOT DISCLOSE EVIDENCE OF MALFUNCTION. THERE WAS NO EVIDENCE OF PILOT INCAPACITATION OR IMPAIRMENT.

Brief of Accident (Continued)

File No. - 2074

3/30/86

SOMERS,CT

A/C Reg. No. N6599P

Time (Lcl) - 2030 EST

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Occurrence #1            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation        APPROACH - VFR PATTERN - BASE TURN

Finding(s)

1. LIGHT CONDITION - NIGHT
  2. TERRAIN CONDITION - HIGH TERRAIN
  3. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2046      5/06/86      MADISON,CT      A/C Reg. No. N2841M      Time (Lcl) - 1415 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      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -LANDING

-----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-O4M  
Number Engines - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 180 HP

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

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

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- 045/003 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  
SAME AS ACC/INC  
Destination  
FARMINGDALE,NY

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

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 - 37  
Biennial Flight Review  
Current      - YES  
Months Since      - 5  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 403  
Last 24 Hrs - UNK/NR  
Make/Model- 88  
Last 30 Days- UNK/NR  
Instrument- 51  
Last 90 Days- 12

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT EXPERIENCED AN ENGINE FAILURE DURING TAKEOFF AND THE PLT MADE A FORCED LANDING IN A RIVER. POST ACCIDENT INSPECTION DID NOT DETERMINE CAUSE OF THE POWER LOSS. IT SHOULD BE NOTED THAT THE ACFT WAS UNDER WATER FOR SEVERAL HOURS PRIOR TO EXAMINATION.

Brief of Accident (Continued)

File No. - 2046

5/06/86

MADISON,CT

A/C Reg. No. N2841M

Time (Lc1) - 1415 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

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

Finding(s)  
2. TERRAIN CONDITION - WATER,ROUGH

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2200

8/30/86

DANBURY,CT

A/C Reg. No. N2292D

Time (Lcl) - 1600 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Fire NONE  
Crew  
Pass

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

Make/Model - CESSNA 170B  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 2050  
No. of Seats - 4

Eng Make/Model - CONTINENTAL C-145-2  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 145 HP

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

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

Weather Data

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

Itinerary

Last Departure Point  
MILLBROOK,NY  
Destination  
DANBURY,CT

Airport Proximity  
ON AIRPORT

Airport Data

DANBURY  
Runway Ident - 08  
Runway Lth/Wid - 4419/ 150  
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,SE SEA

Age - 41  
Biennial Flight Review  
Current - YES  
Months Since - 12  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 172  
Make/Model- 2  
Instrument- 0  
Last 24 Hrs - UNK/NR  
Last 30 Days- UNK/NR  
Last 90 Days- 11

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT BOUNCED ON TOUCHDOWN, BUT THEN SETTLED BACK TO THE RUNWAY WITH THE TAIL SWINGING TO THE LEFT. HARD LEFT BRAKE WAS APPLIED BUT THE PILOT COULD NOT MAINTAIN DIRECTION CONTROL AND THE AIRCRAFT RAN OFF THE RUNWAY INTO THE TURF STRIKING THE LEFT WING ON THE GROUND.



Brief of Accident (Continued)

File No. - 2200

8/30/86

DANBURY,CT

A/C Reg. No. N2292D

Time (Lc1) - 1600 EDT

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

Finding(s)

1. FLARE - MISJUDGED - PILOT IN COMMAND
2. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND

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

Finding(s)

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

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

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2198

8/31/86

WILLIMANTIC, CT

A/C Reg. No. N5088Q

Time (Lcl) - 1315 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 - CESSNA 152  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 1670  
No. of Seats - 2

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

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

-----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 - 30.0 SM

Lowest Sky/Clouds - 5500 FT SCATTERED

Lowest Ceiling -

Obstructions to Vision - NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

WESTFIELD, MA

Destination

BLOCK ISLAND, RI

Airport Proximity  
ON AIRPORT

Airport Data

WINDHAM

Runway Ident - 36

Runway Lth/Wid - 2800/ 150

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN

TOUCH AND GO

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - UNK/NR

Biennial Flight Review

Current - YES

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - UNK/NR

Flight Time (Hours)

Total - 112 Last 24 Hrs - 0

Make/Model - 11 Last 30 Days - UNK/NR

Instrument - 0 Last 90 Days - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT MADE AN APPROACH TO RUNWAY 36 TOO FAST AND LONG. AIRCRAFT TOUCHED DOWN HARD, THE PLT LOST CONTROL AND THE AIRCRAFT BOUNCED A FEW TIMES BEFORE NOSING OVER.

Brief of Accident (Continued)

File No. - 2198

8/31/86

WILLIMANTIC,CT

A/C Reg. No. N5088Q

Time (Lcl) - 1315 EDT

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

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND
2. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
3. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND

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

Occurrence #3      NOSE OVER  
Phase of Operation      LANDING - ROLL

----Probable Cause----

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2126      10/02/86      TALLAHASSEE, FL      A/C Reg. No. N217HM      Time (Lcl) - 1845 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

DESTROYED

Fire

NONE

Crew

Pass

Fatal

1

0

Injuries

Serious

0

0

Minor

0

0

None

0

0

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

Make/Model      - PIPER PA-60-600  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 5500  
No. of Seats      - 6

Eng Make/Model      - LYCOMING IO-540-K1F5  
Number Engines      - 2  
Engine Type      - RECIP-FUEL INJECTED  
Rated Power      - 290 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      - 6.0      SM  
Lowest Sky/Clouds      - CLEAR  
Lowest Ceiling      - NONE  
Obstructions to Vision- HAZE  
Precipitation      - NONE  
Condition of Light      - DUSK

Itinerary

Last Departure Point  
TAMPA, FL  
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

TALLAHASSEE COMMERCIAL  
Runway Ident      - 16  
Runway Lth/Wid      - 3000/      50  
Runway Surface      - ASPHALT  
Runway Status      - DRY

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

Pilot-In-Command

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

Age - 53

Biennial Flight Review

Current      - NO  
Months Since      - 26  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total      - 3500      Last 24 Hrs - UNK/NR  
Make/Model- UNK/NR      Last 30 Days- UNK/NR  
Instrument- UNK/NR      Last 90 Days- 200  
Multi-Eng - UNK/NR      Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WITNESSES STATED SEEING THE ACFT ENTER A LEFT DOWNWIND APCH TO RWY 16, TURN BASE TO FINAL NORMALLY THEN VEER TO THE LEFT OF THE RUNWAY IN A NOSE HIGH ATTITUDE & DISAPPEAR BEHIND A LINE OF TREES & CRASH APRX 500 FEET EAST OF RWY 16. POST CRASH EXAMINATION OF THE AIRCRAFT REVEALED THE LEFT ENGINE WAS NOT PRODUCING POWER AT THE TIME OF IMPACT. FURTHER EXAMINATION REVEALED THAT THE LEFT ENGINE FUEL SERVO FUEL MIXTURE AND IDLE SPEED SETTINGS WERE MISADJUSTED.

Brief of Accident (Continued)

File No. - 2126

10/02/86

TALLAHASSEE, FL

A/C Reg. No. N217HM

Time (Lcl) - 1845 EDT

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

Finding(s)

1. FUEL SYSTEM, FUEL CONTROL - OTHER

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

Finding(s)

2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #3      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) 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. - 2011      11/06/86      WOODVILLE, FL      A/C Reg. No. N49083      Time (Lc1) - 1820 EST

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

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

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

Make/Model - CESSNA 152	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 - 110 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	TALLAHASSEE, FL	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - IMC	CEDAR KEY, FL	Runway Ident - N/A
Wind Dir/Speed- 140/007 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 3000 FT SCATTERED	Type of Clearance - VFR FLIGHT FOLLOWING	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 27	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 63
SE LAND	Months Since - UNK/NR	Make/Model- 26
	Aircraft Type - C-152	Instrument- 3
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 26

Instrument Rating(s) - NONE

-----Narrative-----

THE NON-INSTRUMENT RATED PRIVATE PLT HAD RECEIVED HIS CERTIFICATE TWO DAYS PRIOR TO THE ACCIDENT. THE FLIGHT WAS RECEIVING STAGE THREE RADAR SERVICE WHEN IT ADVISED THAT IT WAS IN THE CLOUDS AND WAS TURNING AROUND. RADAR CONTACT WAS LOST MOMENTS LATER AND THE ACFT CRASHED INTO A HEAVILY WOODED AREA. WITNESSES IN THE AREA DESCRIBED THE NIGHT AS VERY DARK WITH CLOUDS AND FOG EXTENDING FROM THE TREE TOPS TO ABOUT 2000 FT AGL. THE WEATHER DATA LISTED ABOVE IS FROM AN OBSERVATION TAKEN AT TALLAHASSEE, FL, APRX 8 MILES NORTHWEST OF THE ACCIDENT SITE.

Brief of Accident (Continued)

File No. - 2011

11/06/86

WOODVILLE, FL

A/C Reg. No. N49083

Time (Lcl) - 1820 EST

Occurrence #1        IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation    CRUISE - NORMAL  
1. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND  
2. WEATHER CONDITION - FOG  
3. WEATHER CONDITION - CLOUDS  
4. LIGHT CONDITION - DARK NIGHT  
5. VFR FLIGHT INTO IMC - INADVERTENT - PILOT IN COMMAND

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

Finding(s)  
6. IMPROPER USE OF PROCEDURE, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND  
7. IMPROPER USE OF PROCEDURE, SPATIAL DISORIENTATION - PILOT IN COMMAND

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

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

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

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2013      11/22/86      WEST PALM BCH,FL      A/C Reg. No. N6194R      Time (Lcl) - 1635 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

DESTROYED

Fire

ON GROUND

Crew

Pass

Fatal

1

0

Injuries

Serious

0

0

Minor

0

0

None

0

0

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

Make/Model      - CESSNA T210F  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 3300  
No. of Seats      - 6

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

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

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

Weather Data

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

Basic Weather      - VMC

Wind Dir/Speed- 050/009 KTS

Visibility      - 10.0 SM

Lowest Sky/Clouds      - 2600 FT SCATTERED

Lowest Ceiling      - NONE

Obstructions to Vision- NONE

Precipitation      - NONE

Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

HOLLYWOOD,FL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

WEST PALM BEACH INT'L

Runway Ident      - 09

Runway Lth/Wid      - 7991/ 150

Runway Surface      - N/A

Runway Status      - N/A

ATC/Airspace

Type of Flight Plan      - NONE

Type of Clearance      - NONE

Type Apch/Lndg      - FORCED LANDING

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,CFI

SE LAND,ME LAND,SE SEA

Age      - 45

Biennial Flight Review

Current      - UNK/NR

Months Since      - UNK/NR

Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total      - 5850

Make/Model- UNK/NR

Instrument- UNK/NR

Multi-Eng      - UNK/NR

Last 24 Hrs      - UNK/NR

Last 30 Days- 15

Last 90 Days- 25

Rotorcraft      - UNK/NR

Instrument Rating(s)      - AIRPLANE

-----Narrative-----

THE ENG WAS REPORTED TO BE SPUTTERING DURING THE TAKEOFF ROLL. THE PLT CONTINUED THE TAKEOFF AND AFTER LIFTOFF DECLARED AN EMERGENCY. AS THE ACFT TURNED TO A DOWNWIND POSITION AT A LOW ALT WITH THE ENG STILL SPUTTERING IT STRUCK A TREE AND A BUILDING AT WHICH TIME A FIRE ERUPTED. POST CRASH EXAMINATION REVEALED BOTH FUEL CAPS TO HAVE DETERIORATED SEALS AND EVIDENCE OF THEM HAVING LEAKED WATER INTO THE FILLER NECKS. THE FUEL STRAINER AND FUEL FLOW DIVIDER HAD EVIDENCE OF CORROSION DAMAGE. WATER WAS FOUND IN A FUEL LINE FROM THE LEFT RESERVOIR TANK TO THE FUEL SELECTOR VALVE. THE ACFT HAD AN EMERGENCY 3 DAYS BEFORE THIS ACCIDENT WHEN ENGINE POWER WAS LOST AFTER TAKEOFF. SUBSTANTIAL AMOUNTS OF WATER WERE DRAINED FROM THE ACFT AFTER THIS INCIDENT. ACFT RECORDS REVEALED THE ACFT HAD ONLY FLOWN 2 HOURS IN THE PREVIOUS 8 MONTHS. 3 DAYS PRIOR TO THE ACCIDENT THE ACFT WAS FOUND TO ONLY HAVE 1/4 FULL FUEL TANKS AND WAS TOPPED OFF AT THIS TIME. THE ACFT HAD NOT HAD AN ANNUAL INSP FOR 2 YEARS.



Brief of Accident (Continued)

File No. - 2013

11/22/86

WEST PALM BCH, FL

A/C Reg. No. N6194R

Time (Lc1) - 1635 EST

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

Finding(s)

1. FUEL SYSTEM, CAP - LEAK
2. MAINTENANCE, ANNUAL INSPECTION - NOT PERFORMED -
3. FLUID, FUEL - WATER
4. AIRCRAFT PREFLIGHT - IMPROPER - PILOT IN COMMAND
5. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT
6. ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND

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

Finding(s)

7. OBJECT - TREE(S)
8. OBJECT - BUILDING(NONRESIDENTIAL)

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2076      11/27/86      FT. PIERCE, FL      A/C Reg. No. N2507T      Time (Lcl) - 1800 EST

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

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

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

Make/Model	- NAVION H	Eng Make/Model	- CONTINENTAL IO-520-B	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3233	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 5	Rated Power	- 185 HP		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		OFF AIRPORT/STRIP	
Method	- N/A	ST. PETERSBURG, FL			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	BOCA RATON, FL		Runway Ident	- N/A
Wind Dir/Speed	- CALM			Runway Lth/Wid	- N/A
Visibility	- 20.0 SM	ATC/Airspace		Runway Surface	- WATER
Lowest Sky/Clouds	- 3500 FT THIN BKN	Type of Flight Plan	- VFR	Runway Status	- WATER-CALM
Lowest Ceiling	- 30000 FT OVERCAST	Type of Clearance	- VFR		
Obstructions to Vision	- NONE	Type Apch/Lndg	- FORCED LANDING		
Precipitation	- NONE				
Condition of Light	- NIGHT(DARK)				

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

Pilot-In-Command	Age - 59	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 407	Last 24 Hrs - 2
SE LAND	Months Since - 4	Make/Model - 407	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 0	Last 90 Days - 14

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT WHILE EN ROUTE TO BOCA RATON, FL, HE EXPERIENCED COMPLETE ELECTRICAL FAILURE NEAR LABELLE, FL. HE CONTINUED INBOUND BUT WHEN IN THE BOCA RATON AREA, ENCOUNTERED OTHER TRAFFIC AND BECAUSE OF THE CONGESTION DECIDED TO FLY NORTH ALONG THE COAST BUT ENCOUNTERED MORE TRAFFIC IN THE WEST PALM BEACH AND STUART AREA. STILL HEADING NORTHBOUND HE TRIED SWITCH TANKS TO TRANSFER FUEL. THE ENGINE QUIT AND WOULD NOT RESTART BECAUSE THERE WAS NO ELECTRICAL POWER TO RUN THE BOOST PUMP, SO HE DITCHED THE AIRCRAFT IN THE INDIAN RIVER NEAR FT. PIERCE, FL. POST CRASH EXAMINATION OF THE ELECTRICAL SYSTEM REVEALED THAT THE VOLTAGE REGULATOR WAS INOPERATIVE WHICH RESULTED IN THE ELECTRICAL FAILURE EXPERIENCED BY THE PLT.

Brief of Accident (Continued)

File No. - 2076

11/27/86

FT. PIERCE, FL

A/C Reg. No. N2507T

Time (Lcl) - 1800 EST

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

Finding(s)

1. ELECTRICAL SYSTEM, VOLTAGE REGULATOR - INOPERATIVE
2. ELECTRICAL SYSTEM - FAILURE, TOTAL
3. FUEL SYSTEM, PUMP - INOPERATIVE

Occurrence #2      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      CRUISE

Finding(s)

4. FLUID, FUEL - STARVATION
5. JUDGEMENT - POOR - PILOT IN COMMAND
6. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND

Occurrence #3      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Occurrence #4      DITCHING  
Phase of Operation      LANDING

Finding(s)

7. TERRAIN CONDITION - WATER, GLASSY

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

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

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. - 2012      12/07/86      JACKSONVILLE, FL      A/C Reg. No. N1142J      Time (Lcl) - 1855 EST

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

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

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

Make/Model - NORTH AMERICAN ROCKWELL 112	Eng Make/Model - LYCOMING IO-360-C1D6	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2550	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 200 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	NEW PORT RICHEY, FL	
Completeness - PARTIAL, LMTD BY PILOT	Destination	Airport Data
Basic Weather - IMC	JACKSONVILLE, FL	CRAIG MUNICIPAL
Wind Dir/Speed- 010/006 KTS	ATC/Airspace	Runway Ident - 31
Visibility - 2.000 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4007/ 100
Lowest Sky/Clouds - 400 FT	Type of Clearance - SPECIAL VFR	Runway Surface - ASPHALT
Lowest Ceiling - 400 FT BROKEN	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 48	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 160
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 100
		Instrument- 0
		Last 30 Days- 35
		Last 90 Days- 35

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT, BEING FLOWN BY A NON-INSTRUMENT RATED PLT, APPEARED OVER THE ARPT WITHOUT MAKING CONTACT WITH THE TOWER WHILE THE ARPT WAS UNDER INSTRUMENT FLT CONDITIONS AND THE CONTROL ZONE WAS IN OPERATION. AFTER MAKING SEVERAL ERRATIC PASSES THE PLT CONTACTED THE TOWER AND REQUESTED A SPECIAL VFR CLEARANCE. THE PLT WAS CLEARED TO LAND ON RWY 31. THE PLT CALLED A SHORT TIME LATER AND STATED HE HAD MISSED THE RWY AND WAS AGAIN CLEARED TO LAND ON RWY 31. WITNESSES REPORTED SEEING THE ACFT ON DOWNWIND FOR RWY 31 AND AS IT TURNED BASE IT ENTERED THE CLOUDS. THE ACFT CAME OUT OF THE CLOUDS IN A NOSE DOWN, STEEP RIGHT BANK ATTITUDE AND STRUCK THE GROUND. THE PLT WAS INFORMED OF THE INSTRUMENT WEATHER CONDITIONS WHEN HE RECEIVED A WEATHER BRIEFING PRIOR TO DEPARTURE.

Brief of Accident (Continued)

File No. - 2012

12/07/86

JACKSONVILLE, FL

A/C Reg. No. N1142J

Time (Lcl) - 1855 EST

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

Finding(s)

1. WEATHER CONDITION - LOW CEILING
2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
4. LIGHT CONDITION - DARK NIGHT
5. VFR FLIGHT INTO IMC - INTENTIONAL - PILOT IN COMMAND
6. IMPROPER USE OF PROCEDURE, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND
7. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
8. PROPER DESCENT RATE - NOT MAINTAINED - PILOT IN COMMAND
9. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND

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

Finding(s)

10. OBJECT - TREE(S)

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

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2016      12/26/86      KEY WEST, FL      A/C Reg. No. N2197X      Time (Lcl) - 0906 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	1
Flight Conducted Under - 14 CFR 91	NONE	Pass	0	0	1
Accident Occurred During - LANDING					

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

Make/Model - PIPER PA-44	Eng Make/Model - LYCOMING O-360-E1A6D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 3800	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

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

<b>Weather Data</b>	<b>Itinerary</b>	<b>Airport Proximity</b>
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	KEY WEST, FL	
Completeness - WEATHER NOT PERTINENT	Destination	<b>Airport Data</b>
Basic Weather - VMC	SARASOTA, FL	KEY WEST INTERNATIONAL
Wind Dir/Speed- 020/009 KTS	ATC/Airspace	Runway Ident - 09
Visibility - 7.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 4800/ 150
Lowest Sky/Clouds - 7000 FT	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - 7000 FT BROKEN	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - RAIN		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 43	Medical Certificate - EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1423
SE LAND, ME LAND	Months Since - 16	Last 24 Hrs - 1
	Aircraft Type - PA-44	Make/Model- 749
		Instrument- 298
		Multi-Eng - 726
		Last 30 Days- UNK/NR
		Last 90 Days- 18

Instrument Rating(s) - AIRPLANE

-----Narrative-----

SHORTLY AFTER TAKEOFF ON AN IFR FLT, THE FLT LOST ALL ELECTRICAL POWER WHILE IN VFR CONDITIONS. THE FLT RETURNED TO THE ARPT AND THE PLT COMPLETED THE PRE-LANDING CHECKLIST PLACING THE GEAR HANDLE IN THE DOWN POSITION. THE GEAR, BEING ELECTRICALLY OPERATED, DID NOT EXTEND AND THE ACFT LANDED GEAR UP. THE PLT STATED THAT AT THE LAST MOMENT DURING THE FLARE, HE REMEMBERED THE GEAR WAS ELECTRICALLY DRIVEN AND ATTEMPTED TO EXTEND IT BY THE EMERGENCY METHOD, BUT WAS UNABLE TO DO SO IN TIME. AN EXAM OF THE BATTERY REVEALED THAT IT WAS IN A DISCHARGED CONDITION.

Brief of Accident (Continued)

File No. - 2016

12/26/86

KEY WEST, FL

A/C Reg. No. N2197X

Time (Lc1) - 0906 EST

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

Finding(s)

1. ELECTRICAL SYSTEM - LOSS, TOTAL
  2. ELECTRICAL SYSTEM, BATTERY - EXHAUSTION
  3. GEAR EXTENSION - NOT PERFORMED - PILOT IN COMMAND
  4. GEAR DOWN AND LOCKED - NOT OBTAINED - PILOT IN COMMAND
  5. EMERGENCY PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND
  6. WHEELS UP LANDING - INADVERTENT - PILOT IN COMMAND
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2015      12/30/86      WEST PALM BCH, FL      A/C Reg. No. N510      Time (Lcl) - 1525 EST

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

Type Operating Certificate	- AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage						
Name of Carrier	- PIEDMONT AVIATION INC.	MINOR						
Type of Operation	- SCHEDULED, DOMESTIC, PASSENGER	Fire	Crew	0	0	0	4	
Flight Conducted Under	- 14 CFR 121	NONE	Pass	0	1	0	74	
Accident Occurred During	- STANDING							

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

Make/Model	- FOKKER F28 MK4000	Eng Make/Model	- ROLLS ROYCE RB183MK555	ELT Installed/Activated	- UNK/NR
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 71000	Engine Type	- TURBOJET		
No. of Seats	- 85	Rated Power	- 9900 LBS THRUST		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- COMPANY	Last Departure Point		ON AIRPORT	
Method	- TELETYPE	SAME AS ACC/INC			
Completeness	- FULL	Destination		Airport Data	
Basic Weather	- VMC	ORLANDO, FL		WEST PALM BEACH INTERNATI	
Wind Dir/Speed	- 350/011 KTS	ATC/Airspace		Runway Ident	- UNK/NR
Visibility	- 8.0 SM	Type of Flight Plan	- IFR	Runway Lth/Wid	- UNK/NR
Lowest Sky/Clouds	- 8000 FT	Type of Clearance	- NONE	Runway Surface	- UNK/NR
Lowest Ceiling	- 8000 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 - 52	Medical Certificate	- UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - YES	Total - 10300	Last 24 Hrs - UNK/NR
ME LAND	Months Since - UNK/NR	Make/Model - 130	Last 30 Days - UNK/NR
	Aircraft Type - F-28	Instrument - UNK/NR	Last 90 Days - UNK/NR
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE A HANDICAPPED PASSENGER WAS BOARDING THE AIRCRAFT WITHOUT ASSISTANCE, HE PLACED HIS WEIGHT ON THE LEFT HANDRAIL WHICH IS PART OF THE AIRCRAFT'S AIRSTAIR SYSTEM. A SOLDERED JOINT AT THE HANDRAILS LOCKING MECHANISM ATTACH POINT SEPARATED DUE TO OVERSTRESS CAUSED BY THE PASSENGERS WEIGHT. THE HANDRAIL THEN UNLOCKED AND FOLDED UP. THE PASSENGER FELL TO THE RAMP SUFFERING SERIOUS INJURIES.



Brief of Accident (Continued)

File No. - 2015

12/30/86

WEST PALM BCH, FL

A/C Reg. No. N510

Time (Lc1) - 1525 EST

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

Finding(s)

1. MISC EQPT/FURNISHINGS - OVERLOAD
2. MISC EQPT/FURNISHINGS - 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. - 2009

8/13/86

TOCCOA,GA

A/C Reg. No. N1297R

Time (Lcl) - 1158 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

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

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

Fire NONE  
Crew  
Pass

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

Make/Model - BELLANCA 14-19-3A  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 3000  
No. of Seats - 4

Eng Make/Model - CONTINENTAL IO-470-F  
Number Engines - 1  
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 - ACFT RADIO  
Completeness - WEATHER NOT PERTINENT  
Basic Weather - VMC  
Wind Dir/Speed- 050/010 KTS  
Visibility - 15.0 SM  
Lowest Sky/Clouds - 1000 FT  
Lowest Ceiling - 1000 FT BROKEN  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
CHULUOTA,FL  
Destination  
KNOXVILLE,TN

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 - VOR/DME  
FORCED LANDING

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

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

Age - 28  
Biennial Flight Review  
Current - YES  
Months Since - 3  
Aircraft Type - 14193A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 545  
Make/Model- UNK/NR  
Instrument- 87  
Multi-Eng - 14  
Last 24 Hrs - UNK/NR  
Last 30 Days- UNK/NR  
Last 90 Days- UNK/NR  
Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT CHECKED ON THE ACFT THE DAY PRIOR TO THIS FLT AND STATED THAT HE DID NOT WANT IT REFUELED. ON THE DAY OF THE FLT HE WAS OBSERVED DRAINING FUEL FROM THE ACFT. HE AIR FILED AN IFR FLT PLAN AND STATED THAT HE HAD 3 HRS AND 45 MINS OF FUEL AND HIS EN ROUTE TIME WAS 2 HRS AND 10 MINS. ABOUT 2 HRS AND 11 MINS AFTER TAKEOFF THE ACFT CRASHED 1 MILE FROM AN ARPT LOCATED APRX 80 MILES SHORT OF THE INTENDED REFUELING LOCATION. THE PLT STATED TO A PERSON AT THE ARPT THAT HE WAS CONCERNED ABOUT THE GROSS TAKEOFF WEIGHT. HE DID NOT DECLARE AND EMERGENCY WHEN HE STARTED HAVING ENG PROBLEMS. IT WAS DETERMINED AFTER THE ACCIDENT THAT THE PLT HAD DRAINED APRX 8 GALLONS OF FUEL FROM THE ACFT PRIOR TO TAKEOFF. THE ACFT FLT MANUAL DOES NOT PROVIDE FUEL CONSUMPTION INFORMATION.

Brief of Accident (Continued)

File No. - 2009

8/13/86

TOCCOA,GA

A/C Reg. No. N1297R

Time (Lcl) - 1158 EDT

Occurrence #1      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      APPROACH - IAF TO FAF/OUTER MARKER (IFR)

Finding(s)

1. FLUID,FUEL - EXHAUSTION
2. FUEL SUPPLY - REDUCED - PILOT IN COMMAND
3. FUEL SUPPLY - MISJUDGED - PILOT IN COMMAND
4. AIRCRAFT/EQUIPMENT,INADEQUATE DESIGN(STANDARD/REQUIREMENT),AIRCRAFT MANUALS - AIRPORT PERSONNEL
5. INSUFFICIENT STANDARDS/REQUIREMENTS,MANUFACTURER - FAA(ORGANIZATION)
6. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Finding(s)

7. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND

Occurrence #3      IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

8. OBJECT - TREE(S)

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

Finding(s)

9. TERRAIN CONDITION - ROUGH/UNEVEN

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2081      10/28/86      LAWRENCEVILLE, GA      A/C Reg. No. N3285W      Time (Lcl) - 1303 EST

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

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

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

Make/Model - PIPER PA-32-260	Eng Make/Model - LYCOMING O-540-E4B5	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3400	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 6	Rated Power - 260 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	ELLIJAY, GA	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	PERRY, GA	GWINNETT CO
Wind Dir/Speed- 350/005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 11.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - VFR	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 29	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 102
SE LAND	Months Since - 7	Last 24 Hrs - 2
	Aircraft Type - C-152	Make/Model- 20
		Instrument- 5
		Last 30 Days- 15
		Last 90 Days- 20

Instrument Rating(s) - NONE

-----Narrative-----

ABOUT 20 MIN AFTER TAKEOFF, WHILE CRUISING AT 6500', THE ENG LOST POWER. RPRTDLY, THE ENG WENT TO EITHER IDLE OR A WIND-MILLING COND & THE FUEL PRESSURE DROPPED TO ZERO. THE PLT TRIED TO RESTART THE ENG BY USING EMERG PROCEDURES, BUT WAS UNABLE. HE INITIALLY TRIED TO CONTACT ATLANTA APCH CTL (SATELLITE RADAR-P POSITION/SAT-P) WHEN THE ACFT WAS APRX 12 MI NW OF GWINNETT CO ARPT; HOWEVER, HE HAD DIFFICULTY MAKING RDO CONTACT. AFTER CONTACT WAS MADE, HE DECLARED A "MAYDAY SITUATION," & 47 SEC LATER, HE WAS PROVIDED A VECTOR TO THE ARPT & WAS ADVISED IT WAS 7 MI AHEAD. SVRL SUBSEQUENTLY RDO CALLS WERE BLOCKED BY OTHER ACFT USING THE SAME FREQ. WHEN THE PLT WAS UNABLE TO GLIDE TO THE ARPT, HE STARTED A TURN TO LND ON A ROAD, BUT THE ACFT HIT A TREE, THEN CRASHED INTO A UTILITY POLE & HOUSE & BURNED. NEARBY PERSONS REMOVED THE OCCUPANTS FM THE ACFT, BUT THE ACFT, HOUSE & 2 CARS WERE BADLY BURNED. NO REASON WAS FND FOR LOSS OF FUEL PRESSURE & ENG POWER. DOWNING & MATHIS AIRSTRIPS WERE LOCATED APRX 15 & 12 MI NW OF GWINNETT CO ARPT, APRX 3 MI RGT OF ACFT'S FLT PATH.

Brief of Accident (Continued)

File No. - 2081

10/28/86

LAWRENCEVILLE,GA

A/C Reg. No. N3285W

Time (Lc1) - 1303 EST

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

Finding(s)

1. FLUID,FUEL - STARVATION
2.     UNDETERMINED

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Occurrence #3      IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
4.     IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
5. OBJECT - TREE(S)
6. OBJECT - UTILITY POLE
7. OBJECT - RESIDENCE

----Probable Cause----

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

Factor(s) relating to this accident is/are finding(s) 3,4,5,6,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2183      3/12/86      HANAKULI, HI      A/C Reg. No. N8467M      Time (Lcl) - 1550 HST

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

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

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

Make/Model - CESSNA A150K	Eng Make/Model - CONTINENTAL O-200	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - PATWAS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	BARBERS POINT, HI	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	LOCAL	NAS BARBERS P1
Wind Dir/Speed- 070/017 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 2500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - WATER
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - WATER - CHOPPY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 24	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 121
SE LAND	Months Since - 3	Make/Model- 38
	Aircraft Type - UNK/NR	Instrument- 26
		Multi-Eng - 1
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 121

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS DITCHED IN PACIFIC OCEAN AFTER THE ENG QUIT. RECOVERED INBOARD PORTION OF LEFT WING SHOWED GAS TANK CAP MISSING. THE DITCHING OCCURRED 1 MILE FROM SHORE AND THE OCCUPANTS WERE PICKED UP UNHARMED AFTER 20 MINUTES IN THE WATER. THE PLT SAID THE ENG MADE A SOUND "LIKE A RUSH OF AIR, A SLIGHT COUGH AND THEN SILENCE."

Brief of Accident (Continued)

File No. - 2183

3/12/86

HANAKULI, HI

A/C Reg. No. N8467M

Time (Lc1) - 1550 HST

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

Finding(s)

1. FUEL SYSTEM, CAP - UNLOCKED
  2. AIRCRAFT PREFLIGHT - POOR - PILOT IN COMMAND
  3. FLUID, FUEL - STARVATION
- 

Occurrence #2            FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

-----

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

Finding(s)

4. TERRAIN CONDITION - WATER, ROUGH
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2141      3/29/86      KAILUA KONA, HI      A/C Reg. No. N7384G      Time (Lcl) - 1130 HST

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing      - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method      - N/A	KAILUA KONA, HI	
Completeness      - N/A	Destination	Airport Data
Basic Weather      - VMC	LOCAL	Runway Ident      - N/A
Wind Dir/Speed- 220/010 KTS	ATC/Airspace	Runway Lth/Wid      - N/A
Visibility      - 15.0 SM	Type of Flight Plan - NONE	Runway Surface      - WATER
Lowest Sky/Clouds      - 2500 FT SCATTERED	Type of Clearance      - NONE	Runway Status      - WATER - CHOPPY
Lowest Ceiling      - NONE	Type Apch/Lndg      - NONE	
Obstructions to Vision- NONE		
Precipitation      - NONE		
Condition of Light      - DAYLIGHT		

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

Pilot-In-Command	Age - 38	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current      - N/A	Total      - 36
	Months Since      - N/A	Last 24 Hrs - 1
	Aircraft Type - N/A	Make/Model- 36
		Last 30 Days- 5
		Instrument- 0
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

GROUND WITNESSES OBSERVED THE ACFT SPIRAL INTO THE PACIFIC OCEAN. NEITHER THE PLT NOR THE ACFT HAVE BEEN RECOVERED.



Brief of Accident (Continued)

File No. - 2141

3/29/86

KAILUA KONA, HI

A/C Reg. No. N7384G

Time (Lc1) - 1130 HST

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

Finding(s)

1. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
- 

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

Finding(s)

2. TERRAIN CONDITION - WATER, ROUGH
  3. STALL/SPIN - NOT CORRECTED - PILOT IN COMMAND
- 

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2128      8/16/86      WATERLOO, IA      A/C Reg. No. N49RW      Time (Lcl) - 1942 CDT

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

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

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

Make/Model - ROGER WARNELL KR-1	Eng Make/Model - VOLKSWAGEN 60E	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-RETRACTABLE MAINS	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - UNK/NR	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 60 HP	

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 240/005 KTS</p> <p>Visibility - 15.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point EAU CLAIRE, WI</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 - FORCED LANDING</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data WATERLOO</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 - UNK/NR</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - UNK/NR</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - UNK/NR</p> <p>Flight Time (Hours)</p> <p>Total - UNK/NR</p> <p>Make/Model- UNK/NR</p> <p>Instrument- 0</p> <p>Multi-eng - 0</p> <p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- UNK/NR</p> <p>Rotorcraft - 0</p>
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Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT HE HAD CARBURETOR PROBLEMS. THE ENGINE QUIT AND THE PILOT MADE A FORCED LANDING ABOUT ONE MILE FROM AIRPORT. THIS WAS THE PILOTS FIRST FLIGHT IN THIS AIRCRAFT.

Brief of Accident (Continued)

File No. - 2128

8/16/86

WATERLOO, IA

A/C Reg. No. N49RW

Time (Lc1) - 1942 CDT

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

Finding(s)

1. FUEL SYSTEM, CARBURETOR - INOPERATIVE

Occurrence #2      FORCED LANDING  
Phase of Operation      APPROACH

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

Finding(s)

2. TERRAIN CONDITION - GROUND
3. PROPER DESCENT RATE - EXCEEDED - PILOT IN COMMAND

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2067

8/27/86

ELK CITY, ID

A/C Reg. No. N354BQ

Time (Lcl) - 1800 MDT

-----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 -EXECUTIVE/CORPORATE

Flight Conducted Under -14 CFR 91

Fire  
NONE

Crew  
Pass

Accident Occurred During -LANDING

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

Make/Model - BEECHCRAFT A-36

Eng Make/Model - CONTINENTAL IO-520-BA

ELT Installed/Activated - YES/YES

Landing Gear - TRICYCLE-RETRACTABLE

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 3600

Engine Type - RECIP-FUEL INJECTED

No. of Seats - 6

Rated Power - 285 HP

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

Weather Data

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 - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

COUER D'ALENE, ID

Destination

ELK CITY, ID

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FULL STOP

Airport Proximity

ON AIRPORT

Airport Data

ELK CITY

Runway Ident - UNK/NR

Runway Lth/Wid - 2800/ 150

Runway Surface - GRAVEL

Runway Status - DRY

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

Pilot-In-Command

Age - 44

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Certificate(s)/Rating(s)

Biennial Flight Review

Flight Time (Hours)

ATP

Current - YES

Total - 7685 Last 24 Hrs - 5

SE LAND, ME LAND

Months Since - 16

Make/Model- 12 Last 30 Days- UNK/NR

HELICOPTER

Aircraft Type - UNK/NR

Instrument- 980 Last 90 Days- 47

Multi-Eng - 4405 Rotorcraft - 2050

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING LANDING ROLL A LOSS OF BRAKING OCCURRED DUE TO EXCESSIVELY WORN BRAKE PADS AND A BENT SHAFT IN THE LEFT MASTER CYLINDER. NEAR THE END OF THE RUNWAY THE PILOT ELECTED TO GROUND LOOP THE AIRCRAFT IN ORDER TO AVOID TREES AT THE DEPARTURE END OF THE RUNWAY.

Brief of Accident (Continued)

File No. - 2067

8/27/86

ELK CITY, ID

A/C Reg. No. N354BQ

Time (Lc1) - 1800 MDT

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

Finding(s)

1. LANDING GEAR, NORMAL BRAKE SYSTEM - WORN
  2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
  3. LANDING GEAR, NORMAL BRAKE SYSTEM - BENT
- 

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

Finding(s)

4. TERRAIN CONDITION - TREE(S)
  5. GROUND LOOP/SWERVE - INTENTIONAL - PILOT IN COMMAND
- 

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2160 10/12/86 EMMETT,ID

A/C Reg. No. N25468

Time (Lcl) - 1345 PDT

-----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 -TAKEOFF

Fire  
NONE

Crew  
Pass

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

Make/Model - CESSNA 165  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 2350  
No. of Seats - 4

Eng Make/Model - WARNER 50  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 145 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 - 70.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
EMMETT,ID  
Destination  
SEATTLE,WA

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

EMMETT MUNICIPAL  
Runway Ident - 28  
Runway Lth/Wid - 2400/ 50  
Runway Surface - ASPHALT  
Runway Status - DRY

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

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

Age - 46  
Biennial Flight Review  
Current - YES  
Months Since - 18  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 420  
Last 24 Hrs - 6  
Make/Model- 2  
Instrument- 56  
Last 30 Days- UNK/NR  
Last 90 Days- 35

Instrument Rating(s) - NONE

-----Narrative-----

DIRECTIONAL CONTROL WAS LOST DURING TAKEOFF ROLL AND A GROUNDLOOP OCCURRED. THIS WAS THE PILOTS FIRST FLIGHT IN A TAIL WHEEL AIRCRAFT.

Brief of Accident (Continued)

File No. - 2160

10/12/86

EMMETT, ID

A/C Reg. No. N25468

Time (Lc1) - 1345 PDT

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

Finding(s)

1. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
  2. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
- 

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

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2173      10/13/86      MOUNTAIN HOME, ID      A/C Reg. No. N94529      Time (Lcl) - 2100 MDT

-----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      0  
Pass      0

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

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

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

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

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

Weather Data

Wx Briefing      - UNK/NR  
Method      - UNK/NR  
Completeness      - UNK/NR  
Basic Weather      - VMC  
Wind Dir/Speed- 240/004 KTS  
Visibility      - 40.0 SM  
Lowest Sky/Clouds      - CLEAR  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - NIGHT(DARK)

Itinerary

Last Departure Point  
PROVO,UT  
Destination  
MOUNTAIN HOME, ID

Airport Proximity  
ON AIRPORT

Airport Data

MOUNTAIN HOME  
Runway Ident      - UNK/NR  
Runway Lth/Wid      - UNK/NR  
Runway Surface      - UNK/NR  
Runway Status      - UNK/NR

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      - 34  
Biennial Flight Review  
Current      - YES  
Months Since      - 14  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 826  
Make/Model- UNK/NR  
Instrument- UNK/NR  
Multi-Eng - UNK/NR  
Last 24 Hrs - UNK/NR  
Last 30 Days- UNK/NR  
Last 90 Days- 30  
Rotorcraft - UNK/NR

Instrument Rating(s)      - NONE

-----Narrative-----

ON SHORT FINAL THE ENGINE BEGAN RUNNING ROUGH. THE PILOT ELECTED AT THAT TIME TO PLACE THE CARBURETOR HEAT IN THE ON POSITION. THE ENGINE THEN CEASED OPERATING. THE PILOT LANDED THE AIRCRAFT SHORT OF THE RUNWAY AND STRUCK A CHAIN LINK FENCE DURING THE LANDING ROLL. NO REASON FOR THE ENGINE FAILURE COULD BE DETERMINED BY THE MECHANICS WHO INSPECTED THE AIRCRAFT. HOWEVER, WHEN THE CARBURETOR HEAT CONTROL WAS IN THE FULL OFF POSITION IT WAS DISCOVERED THAT THE CARBURETOR HEAT WAS OPEN 1/3 OF THE WAY.



Brief of Accident (Continued)

File No. - 2173

10/13/86

MOUNTAIN HOME, ID

A/C Reg. No. N94529

Time (Lcl) - 2100 MDT

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

Finding(s)

1. UNDETERMINED  
-----

Occurrence #2      FORCED LANDING  
Phase of Operation      LANDING  
-----

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2075      11/20/86      MOOSE CREEK, ID      A/C Reg. No. N7311Q      Time (Lcl) - 1112 PST

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

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

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

Make/Model	- CESSNA U206F	Eng Make/Model	- CONTINENTAL IO-520-F	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3600	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	MOOSE CREEK, ID	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	GRANGEVILLE, ID	
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 - UNK/NR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - OVERCAST	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision - FOG		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 33	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 9150	Last 24 Hrs - 2
SE LAND	Months Since - 5	Make/Model - 1010	Last 30 Days - UNK/NR
	Aircraft Type - C-180	Instrument - 110	Last 90 Days - 123
		Multi-Eng - 10	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER DEPARTURE AND DURING THE INITIAL CRUISE CLIMB THE PLT AND PAX HEARD A METALLIC CLICKING DESCRIBED AS SOUNDING LIKE A "VALVE TAP" IN AN AUTOMOBILE AND COMING FROM THE ENG AREA. THE PLT EXECUTED AN IMMEDIATE COURSE REVERSAL BACK TO THE AIRSTRIP WHILE STILL WITHIN THE NARROW GORGE OF THE SELWAY RIVER. THE IMMEDIACY OF THE REVERSE TURN WAS BROUGHT ABOUT BY THE PLT'S EXPECTATION OF IMPENDING MECH PROBLEM WITH THE ACFT AS WELL AS ANXIETY OF THE SITUATION AT SUCH A CRITICAL TIME DURING THE FLT. THE TURN AT A RELATIVELY LOW ALT WITHIN THE GORGE NECESSITATED A TIGHT TURN RADIUS AND THUS REDUCED THE RATE OF CLIMB IN AN ALREADY HEAVILY LOADED ACFT. THIS EVENT PLACED THE ACFT IN A POSITION WHEREBY CLEARANCE WITH THE HEAVILY WOODED UPSLOPING SIDES OF THE GORGE WAS NOT POSSIBLE. DISASSEMBLY, INSPECTION AND TESTING (WHERE POSSIBLE) OF THE ENG, PROP AND ASSOCIATED COMPONENTS REVEALED NO EVIDENCE OF ANY PREIMPACT MALFUNCTION WHICH WOULD HAVE RESULTED IN A POWER LOSS, NOR ANY EXPLANATION FOR THE CLICKING NOISE.

Brief of Accident (Continued)

File No. - 2075

11/20/86

MOOSE CREEK, ID

A/C Reg. No. N7311Q

Time (Lcl) - 1112 PST

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Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - PREMATURE - PILOT IN COMMAND
  2. IMPROPER DECISION, EXPECTANCY - PILOT IN COMMAND
  3. IMPROPER DECISION, ANXIETY/APPREHENSION - PILOT IN COMMAND
  4. CLEARANCE - NOT POSSIBLE - PILOT IN COMMAND
  5. TERRAIN CONDITION - MOUNTAINOUS/HILLY
  6. OBJECT - TREE(S)
- 

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

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

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. - 2174      11/20/86      WARREN, ID      A/C Reg. No. N756WZ      Time (Lcl) - 0900 MST

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

Type Operating Certificate-ON-DEMAND AIR TAXI

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

Aircraft Damage  
SUBSTANTIAL  
Fire      NONE

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

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

Make/Model      - CESSNA T-206  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 3500  
No. of Seats      - 6

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

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

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

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- 320/005 KTS  
Visibility      - 30.0 SM  
Lowest Sky/Clouds      -  
Lowest Ceiling      - 1400 FT BROKEN  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAWN

Itinerary

Last Departure Point  
MCCALL, ID  
Destination  
WARREN, ID

ATC/Airspace

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

Airport Proximity  
ON AIRSTRIP

Airport Data

WARREN  
Runway Ident      - 29  
Runway Lth/Wid      - 3000/ 75  
Runway Surface      - GRAVEL  
Runway Status      - SNOW - CRUSTED

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

Pilot-In-Command

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

Age - 31

Biennial Flight Review  
Current      - YES  
Months Since      - 3  
Aircraft Type      - UNK/NR

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

Total	- 3990	Last 24 Hrs	- 2
Make/Model-	2820	Last 30 Days-	UNK/NR
Instrument-	77	Last 90 Days-	219
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT WAS ATTEMPTING TO LAND ON A SNOW COVERED US FORREST SERVICE AIRSTRIP AT DAWN. THE AIRCRAFTS RIGHT MAIN GEAR CAUGHT ON UNEVEN TERRAIN TO THE SIDE OF THE AIRSTRIP, VEERED TO THE RIGHT, AND THEN NOSED OVER INVERTED.

Brief of Accident (Continued)

File No. - 2174

11/20/86

WARREN, ID

A/C Reg. No. N756WZ

Time (Lcl) - 0900 MST

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

Finding(s)

1. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
  2. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOW COVERED
- 

Occurrence #2      NOSE OVER  
Phase of Operation      LANDING - ROLL

---

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2062      12/06/86      MURTAUGH, ID      A/C Reg. No. N37561      Time (Lcl) - 1900 MST

-----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      NONE

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

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

Make/Model      - CESSNA 414A  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 6350  
No. of Seats      - 6

Eng Make/Model      - CONTINENTAL TS10-520-N  
Number Engines      - 2  
Engine Type      - RECIP-FUEL INJECTED  
Rated Power      - 310 HP

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

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

Weather Data

Wx Briefing      - FSS  
Method      - UNK/NR  
Completeness      - FULL  
Basic Weather      - IMC  
Wind Dir/Speed- 240/005 KTS  
Visibility      - 4.000 SM  
Lowest Sky/Clouds      - PART OBS  
Lowest Ceiling      - 400 FT OVERCAST  
Obstructions to Vision- FOG  
Precipitation      - NONE  
Condition of Light      - NIGHT(DARK)

Itinerary

Last Departure Point  
VAN NUYS, CA  
Destination  
SUN VALLEY, ID

ATC/Airspace

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

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

JOSLIN FIELD  
Runway Ident      - 25  
Runway Lth/Wid      - 8703/ 150  
Runway Surface      - ASPHALT  
Runway Status      - DRY

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

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

Age - 56  
Biennial Flight Review  
Current      - YES  
Months Since      - 23  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 3680      Last 24 Hrs - 4  
Make/Model- 618      Last 30 Days- UNK/NR  
Instrument- 228      Last 90 Days- 56  
Multi-Eng - 3128

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING THE TRANSITION FROM A DME ARC TO THE ILS FINAL APCH COURSE, THE PLT ALLOWED THE ACFT TO PREMATURELY DESCEND INTO THE GROUND. THE REASON FOR THE DESCENT COULD NOT BE DETERMINED. HOWEVER, NO PRE-IMPACT MECHANICAL MALFUNCTION WITH THE ACFT WAS FOUND NOR WAS THERE ANY EVIDENCE SUPPORTING PLT INCAPACITATION. DARK NIGHT CONDITIONS IN FOG AND LOW CEILINGS PREVAILED DURING THE APCH.

Brief of Accident (Continued)

File No. - 2062

12/06/86

MURTAUGH, ID

A/C Reg. No. N37561

Time (Lc1) - 1900 MST

Occurrence #1      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      APPROACH - IAF TO FAF/OUTER MARKER (IFR)

Finding(s)

1. UNDETERMINED
2. DESCENT - PREMATURE - PILOT IN COMMAND
3. LIGHT CONDITION - DARK NIGHT
4. WEATHER CONDITION - FOG
5. WEATHER CONDITION - LOW CEILING

-----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. - 2099      4/27/86      MIDLOTHIAN, IL      A/C Reg. No. N33822      Time (Lcl) - 1000 CST

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

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

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

Make/Model      - PIPER PA-28-140	Eng Make/Model      - LYCOMING O-320-E32	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      - 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	SAME AS ACC/INC	
Completeness      - N/A	Destination	Airport Data
Basic Weather      - VMC	MIDLOTHIAN, IL	HOWELL
Wind Dir/Speed- 200/011 KTS	ATC/Airspace	Runway Ident      - 18
Visibility      - 15.0      SM	Type of Flight Plan      - NONE	Runway Lth/Wid      - 2577/      30
Lowest Sky/Clouds      -	Type of Clearance      - NONE	Runway Surface      - ASPHALT
Lowest Ceiling      - 12000 FT BROKEN	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      - 41	Medical Certificate      - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current      - YES	Total      - 823
SE LAND, ME LAND	Months Since      - 1	Make/Model- 155
	Aircraft Type      - UNK/NR	Instrument- 142
		Multi-Eng      - 489
		Last 24 Hrs      - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 87
		Rotorcraft      - UNK/NR

Instrument Rating(s)      - AIRPLANE

-----Narrative-----

THE ACFT WAS BEING OPERATED ON A STUDENT INSTRUCTIONAL FLT. ON INITIAL RUN UP THE CFI STATED HE HAD AN EXCESSIVE MAG DROP THAT CLEARED UP. THE ACFT WAS FLOWN TO AN ADJACENT FIELD TO MAKE TWO TOUCH AND GO LANDINGS. DURING THE LAST TAKEOFF THE CFI SUSPECTED A POWER HESITATION. THE ACFT WAS FLOWN BACK TO IT'S HOME BASE WHERE A MAG CHECK WAS PERFORMED. THE CHECK WAS ALRIGHT AND TAKEOFF WAS INITIATED TO REMAIN IN THE TRAFFIC PATTERN. ON DOWNWIND CARBURETOR HEAT WAS APPLIED AND THEN REMOVED. THE STUDENT PILOT WAS GIVEN A SIMULATED ENG OUT AT THE APCH END OF THE RWY. ON FINAL APCH THE THROTTLE WAS ADVANCED WITH NO RESPONSE FROM THE ENG AND THE ACFT WAS LANDED SHORT OF THE RWY. INSPECTION FAILED TO REVEAL ANY FAILURE/MALFUNCTION.



Brief of Accident (Continued)

File No. - 2099

4/27/86

MIDLOTHIAN, IL

A/C Reg. No. N33822

Time (Lcl) - 1000 CST

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

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

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY  
-----

Occurrence #3      UNDERSHOOT  
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. - 2101      4/05/86      BLOOMINGTON, IN      A/C Reg. No. N3213R      Time (Lcl) - 1530 EST

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

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

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

Make/Model      - CESSNA 411	Eng Make/Model - CONTINENTAL GTS10-520-C	ELT Installed/Activated - YES/NO
Landing Gear      - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt      - 6500	Engine Type      - RECIP-FUEL INJECTED	
No. of Seats      - 8	Rated Power      - 340 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing      - UNK/NR	Last Departure Point	ON AIRPORT
Method      - UNK/NR	NASHVILLE, TN	
Completeness      - UNK/NR	Destination	Airport Data
Basic Weather      - IMC	SAME AS ACC/INC	BLOOMINGTON
Wind Dir/Speed- 240/010 KTS	ATC/Airspace	Runway Ident      - 35
Visibility      - 2.500 SM	Type of Flight Plan - NONE	Runway Lth/Wid      - 5202/ 150
Lowest Sky/Clouds      - 700 FT SCATTERED	Type of Clearance      - IFR	Runway Surface      - ASPHALT
Lowest Ceiling      - 1500 FT OVERCAST	Type Apch/Lndg      - ILS-LOCALIZER	Runway Status      - WET
Obstructions to Vision- UNK/NR	FULL STOP	
Precipitation      - RAIN		
Condition of Light      - DAYLIGHT		

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

Pilot-In-Command	Age - 47	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current      - YES	Total      - 889
ME LAND	Months Since      - 17	Make/Model- 63
	Aircraft Type - UNK/NR	Instrument- 71
		Multi-Eng - 362
		Last 24 Hrs - 5
		Last 30 Days- UNK/NR
		Last 90 Days- 25

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT RPRTD THAT WHILE WHILE ON FINAL APCH TO RWY 35, THE ACFT ENCOUNTERED "EXTREME WIND-SHIFT" & WAS BLOWN ABOUT 550' RGT OF COURSE WITH A 30 KT LOSS OF AIRSPEED (FM 130 TO 100 KTS). HE STATED THE ACFT LOST ABOUT 300', THEN WAS BLOWN BACK ON COURSE WITH AN ADDITIONAL LOSS OF ALTITUDE. SUSEQUENTLY, THE ACFT TOUCHED DOWN HARD ON THE APCH END OF THE RWY. DURING TOUCHDOWN, THE RGT MAIN TIRE BLEW OUT, THE RGT PROP STRUCK THE RWY 9 TIMES & THE RGT WING WAS DAMAGED. THE SURFACE WIND WAS RPRTD TO BE FROM 240 DEG AT 10 KTS WITH NO GUSTS.

Brief of Accident (Continued)

File No. - 2101

4/05/86

BLOOMINGTON, IN

A/C Reg. No. N3213R

Time (Lcl) - 1530 EST

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. WEATHER CONDITION - TAILWIND
3. WEATHER CONDITION - WINDSHEAR
4. WEATHER CONDITION - UNFAVORABLE WIND
5.    COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
6. FLARE - NOT ATTAINED -

-----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. - 2098      4/27/86      GRIFFITH, IN      A/C Reg. No. N3321A      Time (Lcl) - 1356 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	2

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

Make/Model - PIPER PA-22	Eng Make/Model - LYCOMING O-290-D2	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1850	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 135 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	GIFFITH, IN	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	GIFFITH
Wind Dir/Speed- 190/010 KTS	ATC/Airspace	Runway Ident - 26
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4000/ 50
Lowest Sky/Clouds - 25000 FT THIN BKN	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling -	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 63	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 436
SE LAND	Months Since - 19	Make/Model- 136
	Aircraft Type - UNK/NR	Instrument- 4
		Multi-Eng - UNK/NR
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 13
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

AFTER TAKEOFF AND WHILE CLIMBING THROUGH 60 FT AGL THE PLT COULD NOT MOVE THE AILERON TO RECOVER FROM A 15 DEG LEFT BANK. THE PLT REDUCED POWER AND LANDED THE ACFT IN A LEFT WING LOW ATTITUDE. THE ACFT SLID AND STRUCK A CREEK BANK WITH THE RIGHT WING. POST ACCIDENT INSPECTION REVEALED THE RUDDER PEDALS WERE JAMMED IN THE FULL LEFT POSITION. THE AILERON AND RUDDER CONTROLS ARE INTERCONNECTED ON THIS ACFT.

Brief of Accident (Continued)

File No. - 2098

4/27/86

GRIFFITH, IN

A/C Reg. No. N3321A

Time (Lcl) - 1356 EST

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

Finding(s)

1. FLIGHT CONTROL,AILERON - BINDING(MECHANICAL)
2. FLIGHT CONTROL,ELEVATOR - BINDING(MECHANICAL)
3. FLIGHT CONTROL,AILERON - INOPERATIVE
4. FLIGHT CONTROL,ELEVATOR - INOPERATIVE

Occurrence #2 FORCED LANDING  
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

5. TERRAIN CONDITION - DIRT BANK

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2093      5/01/86      INDIANAPOLIS, IN      A/C Reg. No. N21139      Time (Lcl) - 0845 EDT

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

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

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

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

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

<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	INDIANAPOLIS, IN	
Completeness - N/A	Destination	<b>Airport Data</b>
Basic Weather - IMC	CHICAGO, IL	EAGLE BROOK
Wind Dir/Speed- 330/013 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 12.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 15000 FT	Type of Clearance - VFR	Runway Surface - GRASS/TURF
Lowest Ceiling - 15000 FT BROKEN	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

<b>Pilot-In-Command</b>	Age - 52	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1271
SE LAND, ME LAND	Months Since - 9	Make/Model- 1053
	Aircraft Type - UNK/NR	Instrument- 188
		Multi-Eng - 91
		Last 24 Hrs - 0
		Last 30 Days- UNK/NR
		Last 90 Days- 13

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT HAD SAT IDLE FOR FOUR DAYS IN HEAVY RAINS PRIOR TO THIS FLT. A LOSS OF POWER WAS EXPERIENCED DURING TAKEOFF. THE PLT ATTEMPTED A 180 DEG TURN BACK TO THE ARPT DURING WHICH THE ACFT STALLED AND DESCENDED TO GROUND IMPACT. APRX 2.5 OUNCES OF WATER WERE FOUND IN THE CARBURETOR. WATER WAS ALSO FOUND IN THE RIGHT FUEL TANK. THE LEFT TANK HAD RUPTURED DURING THE ACCIDENT. THE FUEL CAPS AND CHAINS WERE FOUND TO BE RUSTED.

Brief of Accident (Continued)

File No. - 2093

5/01/86

INDIANAPOLIS, IN

A/C Reg. No. N21139

Time (Lc1) - 0845 EDT

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

Finding(s)

1. FUEL SYSTEM,CARBURETOR - WATER
  2. FUEL SYSTEM,TANK - WATER
  3. AIRCRAFT PREFLIGHT - POOR - PILOT IN COMMAND
- 

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

Finding(s)

4. MANEUVER - IMPROPER - PILOT IN COMMAND
  5. AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND
  6. IMPROPER USE OF PROCEDURE,OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
  7. STALL - UNCONTROLLED - PILOT IN COMMAND
- 

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) 1,2,3,4,5

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. - 2097      5/20/86      EATON, IN      A/C Reg. No. N960V      Time (Lcl) - 0910 EST

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

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

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

Make/Model	- BEECH BE-F90	Eng Make/Model	- P&W PT6A	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 10950	Engine Type	- TURBOPROP		
No. of Seats	- 7	Rated Power	- 750 LBS THRUST		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	OFF AIRPORT/STRIP
Method	MUNCIE, IN	
Completeness	Destination	Airport Data
Basic Weather	WASHINGTON, DC	Runway Ident
Wind Dir/Speed	ATC/Airspace	- N/A
310/008 KTS	Type of Flight Plan	- N/A
Visibility	- IFR	Runway Lth/Wid
- 7.0 SM	Type of Clearance	- N/A
Lowest Sky/Clouds	- IFR	Runway Surface
- UNK/NR	Type Apch/Lndg	- N/A
Lowest Ceiling	- NONE	Runway Status
- 2500 FT OVERCAST		
Obstructions to Vision		
- FOG		
Precipitation		
- NONE		
Condition of Light		
- DAYLIGHT		

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

Pilot-In-Command	Age - 65	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 8438
SE LAND, ME LAND	Months Since - 25	Make/Model - 8438
	Aircraft Type - UNK/NR	Instrument - 3650
		Multi-Eng - 5631
		Last 24 Hrs - UNK/NR
		Last 30 Days - UNK/NR
		Last 90 Days - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT HAD MADE A STOP AT MUNCIE TO PICK UP A FOURTH PASSENGER. AFTER BOARDING, THE PASSENGER CLOSED THE CABIN DOOR. AFTER DEPARTURE AND CLIMBING THRU 6,000 FT THE AIRSTAIR SEPARATED FROM THE AIRCRAFT AND STRUCK THE VERTICAL STABILIZER.



Brief of Accident (Continued)

File No. - 2097

5/20/86

EATON, IN

A/C Reg. No. N960V

Time (Lc1) - 0910 EST

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

Finding(s)

1. DOOR, ENTRANCE STAIR - DEPLOYED INADVERTENTLY
2. SUPERVISION - 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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2104      6/15/86      INDIANAPOLIS, IN      A/C Reg. No. N5370H      Time (Lcl) - 1505 EST

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

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

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

Make/Model      - PIPER PA-16	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      - 4	Rated Power      - 115 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing      - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method      - N/A	INDIANAPOLIS, IN	
Completeness      - N/A	Destination	Airport Data
Basic Weather      - VMC	LOCAL	SPEEDWAY
Wind Dir/Speed- 220/011 KTS	ATC/Airspace	Runway Ident      - 24
Visibility      - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid      - 2820/ 36
Lowest Sky/Clouds      - 4000 FT SCATTERED	Type of Clearance      - NONE	Runway Surface      - ASPHALT
Lowest Ceiling      - 10000 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 - 33	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current      - UNK/NR	Total      - 109
SE LAND	Months Since      - UNK/NR	Last 24 Hrs      - 1
	Aircraft Type      - UNK/NR	Make/Model- 3
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 34

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WITH ONE HR PIC TIME IN THE TAIL WHEEL ACFT BEGAN TO VEER TO THE LEFT DURING T.O. ROLL. HE APPLIED LEFT BRAKE INSTEAD OF RT RUDDER RAN OFF THE RWY AND STRUCK A DITCH.

Brief of Accident (Continued)

File No. - 2104

6/15/86

INDIANAPOLIS, IN

A/C Reg. No. N5370H

Time (Lcl) - 1505 EST

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

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2.      IMPROPER USE OF PROCEDURE, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
3. BRAKES(NORMAL) - INADVERTENT USE - PILOT IN COMMAND
4. BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND
5. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

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

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) 1,4,5

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2102      6/16/86      GRIFFITH, IN      A/C Reg. No. N2295U      Time (Lcl) - 1930 CDT

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

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

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

Make/Model - BRANTLEY B-2B	Eng Make/Model - LYCOMING IO-360-A1A	ELT Installed/Activated - YES/NO
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2000	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 2	Rated Power - 210 HP	

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

<b>Weather Data</b>	<b>Itinerary</b>	<b>Airport Proximity</b>
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - ACFT RADIO	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	<b>Airport Data</b>
Basic Weather - VMC	LOCAL	GRIFFITH
Wind Dir/Speed- 060/012 KTS	ATC/Airspace	Runway Ident - 08
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2760/ 50
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 28	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 2648
SE LAND	Months Since - 1	Make/Model- 33
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 104
		Multi-Eng - 11
		Last 24 Hrs - 15
		Last 30 Days- UNK/NR
		Last 90 Days- 259
		Rotorcraft - 1545

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

THE STUDENT PLT & INSTRUCTOR (CFI) WERE ON A DUAL INSTRUCTIONAL FLT, PRACTICING LANDINGS. DURING AN APCH TO RWY 8, THE STUDENT BEGAN TO UNDERSHOOT ON FINAL APCH. AS THE HELICOPTER WAS APCHG A FENCE NEAR THE APCH END OF THE RWY, HE BECAME ALARMED & APPLIED AFT CYCLIC (INSTEAD OF COLLECTIVE). THE HELICOPTER BEGAN TO SPIN TO THE RGT. THE CFI TOOK CONTROL & STOPPED THE SPIN, BUT THE HELICOPTER TOUCHED DOWN IN SOFT SAND & ROLLED OVER.

Brief of Accident (Continued)

File No. - 2102

6/16/86

GRIFFITH,IN

A/C Reg. No. N2295U

Time (Lc1) - 1930 CDT

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

Finding(s)

1. PLANNED APPROACH - MISJUDGED - DUAL STUDENT

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

Finding(s)

2. ROTORCRAFT FLIGHT CONTROLS - IMPROPER USE OF - DUAL STUDENT
3.       IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - DUAL STUDENT
4. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND(CFI)

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

Occurrence #4       ROLL OVER  
Phase of Operation   APPROACH

Finding(s)

5. TERRAIN CONDITION - SOFT
6. TERRAIN CONDITION - LOOSE GRAVEL/SANDY

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2084      6/28/86      TERRE HAUTE, IN      A/C Reg. No. N29CP      Time (Lcl) - 1000 EST

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

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage  
SUBSTANTIAL

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

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

Fire  
NONE

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

Make/Model - BEECHCRAFT 58  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 5400  
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-520-C-5  
Number Engines - 2  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 285 HP

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

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

Weather Data

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

Wind Dir/Speed- 010/010 KTS

Visibility - 6.0 SM

Lowest Sky/Clouds - 3000 FT SCATTERED

Lowest Ceiling - 25000 FT BROKEN

Obstructions to Vision- HAZE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

TERRE HAUTE, IN

Destination

TERRE HAUTE, IN

Airport Proximity  
ON AIRPORT

Airport Data

SKY KING

Runway Ident - 26

Runway Lth/Wid - 3200/ 50

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND, ME LAND

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 - 1300

Make/Model- 55

Instrument- 200

Multi-Eng - 575

Last 24 Hrs - 6

Last 30 Days- UNK/NR

Last 90 Days- 250

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED HIS LEFT BRAKE FAILED DURING LANDING ROLL ON THE 3,200 FT LONG RWY. THE LANDING WAS MADE WITH A 20 DEG RIGHT QUARTERING 10 KNOT TAILWIND. TO PREVENT RUNNING OFF THE DEPARTURE END OF THE RWY IN TO A 50 FT DROPOFF, THE PLT GROUND LOOPED THE ACFT TO THE RIGHT RESULTING IN A COLLAPSE OF THE LEFT LANDING GEAR. POST ACCIDENT EXAMINATION OF THE MAIN GEAR BRAKING SYSTEM FOUND NO DEFECTS.

Brief of Accident (Continued)

File No. - 2084

6/28/86

TERRE HAUTE, IN

A/C Reg. No. N29CP

Time (Lcl) - 1000 EST

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

Finding(s)  
1. ALL AVAILABLE RUNWAY - NOT USED - PILOT IN COMMAND  
2. WRONG RUNWAY - SELECTED - PILOT IN COMMAND  
3. WIND INFORMATION - MISJUDGED - PILOT IN COMMAND  
4. WEATHER CONDITION - TAILWIND  
-----

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) 1,2,3,5

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2014      6/25/86      WATHENA,KS      A/C Reg. No. CGSMS      Time (Lcl) - 2245 CDT

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	GRAND FORKS,ND	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	ST.JOSEPH,MO	Runway Ident - N/A
Wind Dir/Speed- 180/008 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - VFR	Runway Surface - GRASS/TURF
Lowest Sky/Clouds - CLEAR	Type of Clearance - VFR	Runway Status - HIGH VEGETATION
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 22	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 133
SE LAND	Months Since - 1	Last 24 Hrs - 3
	Aircraft Type - C-150	Make/Model- 12
		Instrument- 3
		Last 30 Days- UNK/NR
		Last 90 Days- 133

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT ACCORDING TO THE ACFT MANUAL, HE HAD ENOUGH FUEL TO FLY TO HIS DESTINATION IN THE USA. AS SUCH, HE FELT THAT NO REFUELING WAS NECESSARY WHEN HE LANDED AT HIS DESIGNATED AIRPORT-OF-ENTRY TO CLEAR CUSTOMS. THE ACFT RAN OUT OF FUEL TWO MILES SHORT OF HIS DESTINATION ARPT. ACCORDING TO THE ACFT FLT MANUAL, THE DESTINATION ARPT WOULD BE IN RANGE IF COMPUTATIONS WERE BASED ON: I.S.A. , 18,000 FT CRUISE ALT, NO WIND, THE MIXTURE LEANED FOR 25 DEGREES ON THE RICH SIDE OF PEAK E.G.T., AND 65% TURBOCHARGED CRUISE POWER. THE PLT STATED THAT HE FLEW THE TRIP AT 3,000 FT WITH NO REGARD TO E.G.T READINGS.



Brief of Accident (Continued)

File No. - 2014

6/25/86

WATHENA,KS

A/C Reg. No. CGSMS

Time (Lcl) - 2245 CDT

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. FLUID,FUEL - EXHAUSTION
3. FUEL CONSUMPTION CALCULATIONS - MISJUDGED - PILOT IN COMMAND
4. IMPROPER DECISION,LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
5. REFUELING - NOT PERFORMED - PILOT IN COMMAND
6. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

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

Finding(s)

7. TERRAIN CONDITION - MOUNTAINOUS/HILLY

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2028

8/31/86

ELKHART,KS

A/C Reg. No. N4233J

Time (Lcl) - 0850 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

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

Type of Operation -INSTRUCTIONAL

Flight Conducted Under -14 CFR 91

Fire  
ON GROUND

Accident Occurred During -DESCENT

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

Make/Model - PIPER PA-28-140

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 2150

No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E2

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 140 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- CALM

Visibility - 2.000 SM

Lowest Sky/Clouds - 400 FT

Lowest Ceiling - 400 FT OVERCAST

Obstructions to Vision- FOG

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LIBERAL,KS

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

ELKHART

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)

STUDENT

Age - 38

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 - 100

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) - NONE

-----Narrative-----

THE STUDENT PLT INTENDED TO FLY FROM HIS HOME ARPT TO A NEARBY ARPT WHERE HE WAS RECEIVING FLT INSTRUCTION. NO RECORD OF A WX BRIEFING WAS FOUND. LOCAL AUTHORITIES SAID THERE WERE LOW CLOUDS AND FOG IN THE AREA AT THE TIME OF THE ACCIDENT. NO ONE SAW THE ACFT TAKEOFF BUT THE PLT WAS SEEN IN LOCAL RESTAURANT A SHORT TIME BEFORE THE ACCIDENT. THE ACFT CRASHED ON THE MUNICIPAL GOLF COURSE ABOUT 100 FT FROM TWO RESIDENCES. AN OCCUPANT OF ONE OF THE RESIDENCES SAW THE ACFT CRASH AND SAID IT WAS DESCENDING NEARLY VERTICAL JUST BEFORE IMPACT. HE ALSO SAID THE ENG NOISE INCREASED JUST BEFORE IMPACT.

Brief of Accident (Continued)

File No. - 2028

8/31/86

ELKHART,KS

A/C Reg. No. N4233J

Time (Lcl) - 0850 CDT

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

Finding(s)

1. WEATHER CONDITION - LOW CEILING
  2. WEATHER CONDITION - FOG
  3. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
  4. IMPROPER DECISION, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND
  5. VFR FLIGHT INTO IMC - INITIATED - PILOT IN COMMAND
- 

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

Finding(s)

6. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
  7. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - PILOT IN COMMAND
- 

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

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2155      10/19/86      HARPER,KS      A/C Reg. No. N3241N      Time (Lcl) - 1330 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

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

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

Make/Model - JAMES OLIVIER QUICKIE  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 485  
No. of Seats - 1

Eng Make/Model - KONIG D570  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 28 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- 190/012 KTS  
Visibility - 15.0 SM  
Lowest Sky/Clouds - SCATTERED  
Lowest Ceiling - UNK/NR  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
PRATT,KS  
Destination  
HARPER,KS

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

HARPER MUNI  
Runway Ident - 17  
Runway Lth/Wid - 2200/ 75  
Runway Surface - ASPHALT  
Runway Status - DRY

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

Pilot-In-Command

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

Age - 43

Biennial Flight Review  
Current - YES  
Months Since - 2  
Aircraft Type - 24A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total - 468	Last 24 Hrs - UNK/NR
Make/Model- 88	Last 30 Days- UNK/NR
Instrument- 4	Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

A WITNESS STATED THAT HE OBSERVED THE AIRCRAFT IN SLOW LEVEL FLIGHT AT A LOW ALTITUDE. THE A/C THEN PULLED UP IN A STEEP RIGHT TURN, THEN IT DESCENDED TO THE GROUND. EXAMINATION OF THE WRECKAGE FOUND NO PRE-IMPACT PROBLEMS WITH ENGINE OR CONTROLS.

Brief of Accident (Continued)

File No. - 2155

10/19/86

HARPER,KS

A/C Reg. No. N3241N

Time (Lc1) - 1330 CDT

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

Finding(s)

1. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
  2. 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) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2010      9/06/86      HARRODSBURG,KY      A/C Reg. No. N3150T      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	0	0	3

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

Make/Model      - CESSNA 177  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 2275  
No. of Seats      - 4

Eng Make/Model      - LYCOMING O-360-A2F  
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- 250/005 KTS  
Visibility      - 10.0 SM  
Lowest Sky/Clouds      - 25000 FT SCATTERED  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
HARRODSBURG,KY  
Destination  
FRANKFORT,KY

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

HARRODSBURG MERCER CO.  
Runway Ident      - N/A  
Runway Lth/Wid      - N/A  
Runway Surface      - DIRT  
Runway Status      - DRY

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

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

Age - 25  
Biennial Flight Review  
Current      - YES  
Months Since      - 3  
Aircraft Type - C-177B

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

Total	- 116	Last 24 Hrs	- 2
Make/Model-	16	Last 30 Days-	UNK/NR
Instrument-	2	Last 90 Days-	57
		Rotorcraft	- 20

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED EXPERIENCING A LOSS OF POWER AT AN ALT OF APRX 100 FT AGL SHORTLY AFTER TAKEOFF. A FORCED LANDING WAS MADE INTO A SMALL FIELD DURING WHICH THE NOSE GEAR COLLAPSED. CAUSE OF THE POWER LOSS WAS NOT DETERMINED.

Brief of Accident (Continued)

File No. - 2010

9/06/86

HARRODSBURG, KY

A/C Reg. No. N3150T

Time (Lcl) - 1345 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

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

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

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

Finding(s)  
3. 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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2004      9/12/86      LOUISVILLE, KY      A/C Reg. No. N6171X      Time (Lcl) - 1200 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      -CRUISE

Fire      Crew      Pass  
IN FLIGHT

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

Make/Model      - CESSNA T310R  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 5200  
No. of Seats      - 5

Eng Make/Model      - CONTINENTAL TS10-520-B  
Number Engines      - 2  
Engine Type      - RECIP-FUEL INJECTED  
Rated Power      - 285 HP

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

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

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- 320/010 KTS  
Visibility      - 7.0 SM  
Lowest Sky/Clouds      - 3000 FT  
Lowest Ceiling      - 3000 FT OVERCAST  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
MINOCQUAWOODRUF, WI  
Destination  
POMPANO BEACH, FL

Airport Proximity  
ON AIRPORT

Airport Data

BOWMAN FIELD  
Runway Ident      - UNK/NR  
Runway Lth/Wid      - UNK/NR  
Runway Surface      - ASPHALT  
Runway Status      - DRY

ATC/Airspace

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

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

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

Age - 64  
Biennial Flight Review  
Current      - YES  
Months Since      - 5  
Aircraft Type      - C-172

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 4160      Last 24 Hrs - 3  
Make/Model- 1160      Last 30 Days- UNK/NR  
Instrument- UNK/NR      Last 90 Days- 100  
Multi-Eng - UNK/NR      Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS ON A VFR CROSS COUNTRY FLT WHEN THE LEFT ENG BEGAN TO RUN ROUGH. HE DIVERTED TO BOWMAN FIELD AND MADE A PRECAUTIONARY LANDING WHERE HE LEFT THE AIRCRAFT WITH A FBO TO BE REPAIRED. EXAMINATION SHOWED THAT THE OVERBOARD DUMP PART OF THE EXHAUST SYSTEM FOR THE NUMBER ONE ENG WAS MISSING. THERE WAS SUBSTANTIAL DAMAGE TO THE AREA INSIDE THE COWLING AND TO THE BOTTOM OF THE WING.



Brief of Accident (Continued)

File No. - 2004

9/12/86

LOUISVILLE, KY

A/C Reg. No. N6171X

Time (Lcl) - 1200 EDT

---

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

Finding(s)

1. EXHAUST SYSTEM, STACK - BURNED
  2. EXHAUST SYSTEM, STACK - SEPARATION
  3. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
  4. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
- 

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2047

9/13/86

COVINGTON,KY

A/C Reg. No. N10539

Time (Lcl) - 1815 EDT

-----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 - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - TAKEOFF

Fire  
NONE

-----Aircraft Information-----

Make/Model - CESSNA 150L  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 1600  
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200-A  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 100 HP

ELT Installed/Activated - 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- 300/004 KTS  
Visibility - 15.0 SM  
Lowest Sky/Clouds - 1500 FT SCATTERED  
Lowest Ceiling - 1500 FT  
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)  
STUDENT

Age - 44  
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  
Make/Model- 36  
Instrument- 0  
Last 24 Hrs - 1  
Last 30 Days- UNK/NR  
Last 90 Days- 4

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT LANDED AT THE AIRSTRIIP ON HIS FATHERS FARM AS THE THIRD STOP OF THE DAY. HE REPORTED THAT DURING THE ATTEMPTED TAKEOFF HE HIT A TREE AND STALLED THE ACFT. HIS STUDENT PILOT CERTIFICATE HAD BEEN SIGNED OFF FOR HIS FIRST X-COUNTRY FLT THE DAY PRIOR TO THE ACCIDENT. WHEN THE ACFT WAS EXAMINED AFTER THE ACCIDENT THE RIGHT YOKE WAS NOT INSTALLED. THERE WAS DAMAGE TO THE RUDDER PEDALS ON THE RIGHT SIDE OF THE ACFT. THERE WERE REPORTS OF MORE THAN ONE PERSON IN THE ACFT AT THE TIME OF THE ACCIDENT.

Brief of Accident (Continued)

File No. - 2047

9/13/86

COVINGTON, KY

A/C Reg. No. N10539

Time (Lc1) - 1815 EDT

Occurrence #1      IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. OBJECT - TREE(S)
2. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

3. STALL/MUSH - NOT CORRECTED - PILOT IN COMMAND

Occurrence #3      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2092      10/26/86      DANVILLE,KY      A/C Reg. No. N9372F      Time (Lcl) - 1650 EST

-----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      - HUGHES 269-B  
Landing Gear      - SKID  
Max Gross Wt      - 1670  
No. of Seats      - 2

Eng Make/Model - LYCOMING HIO-360-A1A  
Number Engines - 1  
Engine Type      - RECIP-FUEL INJECTED  
Rated Power      - 180 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- 220/006 KTS  
Visibility      - 10.0 SM  
Lowest Sky/Clouds      - 2000 FT SCATTERED  
Lowest Ceiling      - 7500 FT BROKEN  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
NICHOLASVILLE,KY  
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  
HELICOPTER

Age - 34  
Biennial Flight Review  
Current      - YES  
Months Since      - 19  
Aircraft Type - 269

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 179  
Make/Model- 81  
Instrument- 0  
Last 24 Hrs - 1  
Last 30 Days- UNK/NR  
Last 90 Days- 10  
Rotorcraft - 143

Instrument Rating(s) - NONE

-----Narrative-----

DURING A LOCAL PLEASURE FLIGHT TO FILM THE COLOR CHANGE OF AUTUMN LEAVES, THE LOW FUEL WARNING LIGHT ILLUMINATED. APRX 2 MINUTES LATER THE ENGINE LOST POWER AND THE PILOT EXECUTED AN EMERGENCY LANDING IN A FIELD. THE HELICOPTER LOST MAIN ROTOR RPM PRIOR TO TOUCHDOWN, LANDED HARD AND ROLLED OVER RESULTING IN SUBSTANTIAL DAMAGE.

Brief of Accident (Continued)

File No. - 2092

10/26/86

DANVILLE, KY

A/C Reg. No. N9372F

Time (Lcl) - 1650 EST

Occurrence #1      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      CRUISE

Finding(s)

1. FLUID, FUEL - EXHAUSTION
2. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
3. 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. AUTOROTATION - MISJUDGED - PILOT IN COMMAND
5. ROTOR RPM - NOT MAINTAINED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2078      12/14/86      BOWLING GREEN, KY      A/C Reg. No. N7416F      Time (Lc1) - 1148 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under - 14 CFR 91	NONE	Pass 0	0	0	1
Accident Occurred During - HOVER					

-----Aircraft Information-----

Make/Model - HUGHES 269C	Eng Make/Model - LYCOMING HIO-560-DIA	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2200	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 2	Rated Power - 120 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	WARREN COUNTY
Wind Dir/Speed- 220/011 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 11.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - 25000 FT	Type of Clearance - NONE	Runway Surface - CONCRETE
Lowest Ceiling - 25000 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 - 58	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 8740
SE LAND, ME LAND	Months Since - 13	Make/Model- 107
HELICOPTER	Aircraft Type - HUGHES	Instrument- 1073
		Multi-Eng - 7856
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 15
		Rotorcraft - 107

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE HOVERING IN A GRASSY AREA NEAR THE HANGAR FACILITY, THE PILOT EXPERIENCED A COMPLETE LOSS OF FLIGHT CONTROL. THE HELICOPTER STRUCK THE GROUND AND SUSTAINED SUBSTANTIAL DAMAGE. THE HELICOPTER COMPONENT EXAMINATION FAILED TO DISCLOSE ANY SYSTEM MALFUNCTION OR FAILURE. THE FRACTURE FACE EXAMINATION OF BROKEN FLIGHT CONTROL COMPONENTS DISCLOSED ONLY OVERSTRESS FAILURES.

Brief of Accident (Continued)

File No. - 2078

12/14/86

BOWLING GREEN, KY

A/C Reg. No. N7416F

Time (Lcl) - 1148 EST

-----  
Occurrence #1        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    HOVER

Finding(s)

1. ROTOR SYSTEM - FAILURE, TOTAL
  2. ROTOR SYSTEM - OVERLOAD
  3. ROTORCRAFT FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
- 

Occurrence #2        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    DESCENT - UNCONTROLLED

Finding(s)

4. TERRAIN CONDITION - DITCH
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2127      11/19/86      HOLDEN, LA      A/C Reg. No. N1245F      Time (Lcl) - 0840 CST

-----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	-DESCENT		Pass 0	0	0	0

-----Aircraft Information-----

Make/Model	- BARNES FIREFLY 7	Eng Make/Model	- N/A	ELT Installed/Activated	- NO -N/A
Landing Gear	- N/A	Number Engines	- N/A	Stall Warning System	- NO
Max Gross Wt	- UNK/NR	Engine Type	- N/A		
No. of Seats	- UNK/NR	Rated Power	- N/A		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method	- N/A	UNK/NR	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	UNK/NR	Runway Ident
Wind Dir/Speed	- 090/003 KTS		- N/A
Visibility	- 5.0 SM	ATC/Airspace	Runway Lth/Wid
Lowest Sky/Clouds	- 2500 FT THIN OVC	Type of Flight Plan	- N/A
Lowest Ceiling	- NONE	Type of Clearance	- GRASS/TURF
Obstructions to Vision	- NONE	Type Apch/Lndg	- DRY
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 39	Medical Certificate	- NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 625	Last 24 Hrs - UNK/NR
	Months Since - 15	Make/Model- 625	Last 30 Days- UNK/NR
FREE BALLOON	Aircraft Type - UNK/NR	Instrument- UNK/NR	Last 90 Days- 50
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

A COMMERCIALLY RATED PILOT ON AN INSTRUCTIONAL FLIGHT WAS ATTEMPTING A TOUCH AND GO LANDING IN THE MEDIAN OF HIWAY I-12 1 MILE EAST OF HOLDEN, LA. THE PILOT FAILED TO SEE AND AVOID SOME POWER LINES SUBSTANTIALLY DAMAGING THE BALLOON. THE PILOT AND STUDENT PILOT WERE NOT INJURED.



Brief of Accident (Continued)

File No. - 2127

11/19/86

HOLDEN, LA

A/C Reg. No. N1245F

Time (Lc1) - 0840 CST

-----  
Occurrence #1        IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    LANDING

Finding(s)

1. OBJECT - WIRE, TRANSMISSION
  2. VISUAL LOOKOUT - POOR - PILOT IN COMMAND
  3. JUDGEMENT - POOR - PILOT IN COMMAND
- 

Occurrence #2        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2030      11/19/86      NEW ORLEANS, LA      A/C Reg. No. N879SA      Time (Lcl) - 2205 CST

-----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	1	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 337	Eng Make/Model - CONTINENTAL IO-360-C	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 4630	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 210 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	RALEIGH DURHAM, NC	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	NEW ORLEANS, LA	NEW ORLEANS
Wind Dir/Speed- 120/005 KTS	ATC/Airspace	Runway Ident - 18R
Visibility - 3.000 SM	Type of Flight Plan - VFR/IFR	Runway Lth/Wid - 6700/ 150
Lowest Sky/Clouds - 700 FT	Type of Clearance - VFR	Runway Surface - CONCRETE
Lowest Ceiling - 700 FT BROKEN	Type Apch/Lndg - ILS-COMPLETE	Runway Status - WET
Obstructions to Vision- FOG	FORCED LANDING	
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 56	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - 3000
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
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE ON AN ILS APPROACH TO LAKEFRONT ARPT, NEW ORLEANS, LA, FOLLOWING A 5.7 HR FLIGHT, THE PILOT REPORTED LOSING THE REAR ENG. A MISSED APCH WAS INITIATED AND THE PLT REPORTED LOSING BOTH ENGS. DURING THE FORCED LANDING THE ACFT RECEIVED SUBSTANTIAL DAMAGE. ONLY 6 CUPS OF FUEL REMAINED IN THE ACFT TANKS. NO FUEL WAS FOUND IN THE REAR ENGINE STRAINER OR IN THE FRONT ENGINE FUEL LINES.

Brief of Accident (Continued)

File No. - 2030

11/19/86

NEW ORLEANS, LA

A/C Reg. No. N879SA

Time (Lcl) - 2205 CST

Occurrence #1      LOSS OF POWER(PARTIAL) - NON-MECHANICAL  
Phase of Operation      APPROACH - IAF TO FAF/OUTER MARKER (IFR)

Finding(s)

1. FLUID, FUEL - EXHAUSTION
2. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
3. MISSED APPROACH - ATTEMPTED - PILOT IN COMMAND

Occurrence #2      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      APPROACH - MISSED APPROACH (IFR)

Finding(s)

4. FLUID, FUEL - EXHAUSTION
5. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
6. FUEL CONSUMPTION CALCULATIONS - INADEQUATE - PILOT IN COMMAND

Occurrence #3      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Occurrence #4      IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      LANDING

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4

Factor(s) relating to this accident is/are finding(s) 3,5,6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2122      12/27/86      LOREAUVILLE, LA      A/C Reg. No. N5788E      Time (Lcl) - 1414 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Fire	Crew	0	0	0	1
NONE	Pass	0	0	0	1

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -LANDING

-----Aircraft Information-----

Make/Model      - CESSNA 150  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 1500  
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      - COMMERCIAL WX SERVICE  
Method      - ACFT RADIO  
Completeness      - WEATHER NOT PERTINENT  
Basic Weather      - VMC  
Wind Dir/Speed- 350/009 KTS  
Visibility      - 7.0 SM  
Lowest Sky/Clouds      - CLEAR  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
LOREAUVILLE, LA  
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

LOREAUVILLE  
Runway Ident      - N/A  
Runway Lth/Wid      - N/A  
Runway Surface      - DIRT  
Runway Status      - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 40

Biennial Flight Review

Current      - UNK/NR  
Months Since      - UNK/NR  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 106	Last 24 Hrs	- UNK/NR
Make/Model-	106	Last 30 Days-	UNK/NR
Instrument-	1	Last 90 Days-	44
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

A PRIVATE PILOT SUBSTANTIALLY DAMAGED HIS AIRCRAFT WHILE ATTEMPTING A LANDING IN A FIELD FOLLOWING A ENGINE FAILURE DUE TO WATER CONTAMINATION IN THE FUEL SYSTEM.

Brief of Accident (Continued)

File No. - 2122

12/27/86

LOREAUVILLE, LA

A/C Reg. No. N5788E

Time (Lcl) - 1414 CST

-----  
Occurrence #1        LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation    DESCENT - NORMAL

Finding(s)

1. FLUID,FUEL - CONTAMINATION
  2. AIRCRAFT PREFLIGHT - POOR - PILOT IN COMMAND
  3. FLUID,FUEL - WATER
- 

Occurrence #2        FORCED LANDING  
Phase of Operation    DESCENT - EMERGENCY

-----  
Occurrence #3        ON GROUND COLLISION WITH TERRAIN  
Phase of Operation    LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - OPEN FIELD
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2034      5/05/86      PLYMOUTH,MA      A/C Reg. No. N624SK      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      Crew      Pass

-----Aircraft Information-----

Make/Model      - BEECH BE-19  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 2250  
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- 215/010 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  
FALL RIVER MUNI  
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

PLYMOUTH MUNI.  
Runway Ident      - 24  
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 - 37  
Biennial Flight Review  
Current      - NO  
Months Since      - UNK/NR  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 3057  
Last 24 Hrs      - 3  
Make/Model- UNK/NR  
Last 30 Days- UNK/NR  
Instrument- UNK/NR  
Last 90 Days- 10  
Multi-Eng      - 15  
Rotorcraft      - UNK/NR

Instrument Rating(s)      - UNK/NR

-----Narrative-----

THE ACFT TOUCHED DOWN ON A GRASS LANDING AREA AND THE NOSE GEAR COLLAPSED. THE ACFT APPEARED TO HAVE TOUCHED DOWN BETWEEN A CROSSING RUNWAY AND TAXIWAY, BOTH OF WHICH ARE ASPHALT. THERE IS A DEPRESSION, APRX 18-24 INCHES DEEP, THAT THE ACFT CROSSED. WRINKLES WERE FOUND ON THE TOP OF BOTH WINGS WHERE THE LANDING GEAR ATTACHES TO THE WINGS.

Brief of Accident (Continued)

File No. - 2034

5/05/86

PLYMOUTH, MA

A/C Reg. No. N624SK

Time (Lcl) - 1530 EDT

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Occurrence #1 NOSE GEAR COLLAPSED

Phase of Operation LANDING - ROLL

Finding(s)

1. LANDING GEAR, MAIN GEAR ATTACHMENT - SEPARATION
  2. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
  3. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
  4. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2033      11/03/86      HAVERHILL, MA      A/C Reg. No. N49427      Time (Lcl) - 1440 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Fire	Crew	0	0	1	0
NONE	Pass	0	0	0	0

Type of Operation - INSTRUCTIONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - DESCENT

-----Aircraft Information-----

Make/Model - CESSNA 152  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 1670  
No. of Seats - 2

Eng Make/Model - LYCOMING O-235  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 115 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 - UNK/NR  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
PORTLAND, ME  
Destination  
PLUM ISLAND, MA

ATC/Airspace

Type of Flight Plan - VFR  
Type of Clearance - NONE  
Type Apch/Lndg - GO AROUND

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

HAVERHILL  
Runway Ident - 24  
Runway Lth/Wid - 1620/ 40  
Runway Surface - ASPHALT  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
STUDENT

Age - 59  
Biennial Flight Review  
Current - N/A  
Months Since - N/A  
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total - 43	Last 24 Hrs - 3
Make/Model- 43	Last 30 Days- UNK/NR
Instrument- 43	Last 90 Days- 8

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT WAS ON AN APPROVED SOLO X-COUNRTY FLT WHEN HE BECAME LOST. HE ATTEMPTED A LANDING AT AN ARPT 10 SM AWAY FROM HIS ARPT OF INTENDED LANDING. REALIZING HE WAS HIGH ON HIS FIRST APCH, HE MADE A GO-AROUND. WHILE MAKING A 360 DEG TURN WITH FULL POWER AND PARTIAL FLAPS, THE ACFT SETTLED INTO THE RIVER. THE ACFT SANK IN THE RIVER. A WITNESS SAID THE ACFT LOOKED LIKE IT STALLED INTO THE RIVER. WHEN THE ACFT WAS RECOVERED THE THROTTLE WAS FOUND IN THE FULL OPEN POSITION, MIXTURE WAS RICH AND THE CARB HEAT WAS OFF. THE EXAMINATION FAILED TO REVEAL ANY MECHANICAL FAILURE/MALFUNCTION.



Brief of Accident (Continued)

File No. - 2033

11/03/86

HAVERHILL,MA

A/C Reg. No. N49427

Time (Lcl) - 1440 EST

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Occurrence #1            LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      APPROACH - GO-AROUND (VFR)

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
  2. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
  3. GO-AROUND - ATTEMPTED - PILOT IN COMMAND
  4. GO-AROUND - MISJUDGED - PILOT IN COMMAND
  5. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
  6. STALL/MUSH - 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) 2,4,5,6

Factor(s) relating to this accident is/are finding(s) 1,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2042      8/31/86      BALTIMORE, MD      A/C Reg. No. N9853Y      Time (Lcl) - 1845 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL					
Type of Operation      -PERSONAL	Fire	Crew	Fatal	Injuries		
Flight Conducted Under      -14 CFR 91	NONE	Pass	0	Serious	Minor	None
Accident Occurred During      -LANDING			0	0	0	1
			0	0	0	0

-----Aircraft Information-----

Make/Model      - CHAMPION 7FC	Eng Make/Model      - CONTINENTAL C90-12F	ELT Installed/Activated      - YES/NO
Landing Gear      - TRICYCLE-FIXED	Number Engines      - 1	Stall Warning System      - NO
Max Gross Wt      - 1500	Engine Type      - RECIPROCATING-CARBURETOR	
No. of Seats      - 2	Rated Power      - 90 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	ESSEX SKYPARK
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident      - 15
Visibility      - 12.0      SM	Type of Flight Plan      - NONE	Runway Lth/Wid      - 2100/ 150
Lowest Sky/Clouds      - CLEAR	Type of Clearance      - NONE	Runway Surface      - GRASS/TURF
Lowest Ceiling      - NONE	Type Apch/Lndg      - TRAFFIC PATTERN	Runway Status      - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation      - NONE		
Condition of Light      - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age      - 55	Medical Certificate      - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current      - YES	Total      - 1103
SE LAND	Months Since      - 12	Make/Model-      70
	Aircraft Type      - 108-3	Instrument-      0
		Last 24 Hrs      - UNK/NR
		Last 30 Days-      UNK/NR
		Last 90 Days-      20

Instrument Rating(s)      - NONE

-----Narrative-----

THE ACFT WAS OBSERVED TO TOUCH DOWN HARD ON THE SOD RWY, BOUNCE INTO THE AIR, AND COME BACK DOWN ON THE LEFT MAIN AND NOSE WHEEL. THE NOSE WHEEL FORK BROKE AND THE NOSE WHEEL DEPARTED THE ACFT. THE ACFT CONTINUED TO SLIDE FOR APRX 24 FT AFTER WHICH TIME IT NOSED OVER ONTO ITS BACK. THE PLT STATED THAT THE ACCIDENT MAY HAVE BEEN PREVENTED BY USING A HIGHER APCH SPEED AND BY NOT DRAGGING THE BRAKES UPON TOUCHDOWN.

Brief of Accident (Continued)

File No. - 2042

8/31/86

BALTIMORE, MD

A/C Reg. No. N9853Y

Time (Lcl) - 1845 EDT

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Occurrence #1           HARD LANDING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
  2. FLARE - INACCURATE - PILOT IN COMMAND
  3. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
- 

Occurrence #2           NOSE GEAR COLLAPSED  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

4. BRAKES(NORMAL) - EXCESSIVE - PILOT IN COMMAND
  5. LANDING GEAR, NOSE GEAR ASSEMBLY - OVERLOAD
- 

Occurrence #3           NOSE OVER  
Phase of Operation      LANDING - ROLL

-----  
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2158      11/22/86      EASTON, MD      A/C Reg. No. N7538R      Time (Lcl) - 1035 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage		Injuries		
	NONE				
Type of Operation - INSTRUCTIONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under - 14 CFR 91	NONE	Pass	0	0	1
Accident Occurred During - APPROACH			0	0	0
					None
					0

-----Aircraft Information-----

Make/Model - PIPER PA-28-140	Eng Make/Model - LYCOMING O-320	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 - 150 HP	

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - TELEPHONE</p> <p>Completeness - UNK/NR</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 330/015 KTS</p> <p>Visibility - 20.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling -</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">ANNAPOLIS, MD</p> <p>Destination</p> <p style="padding-left: 20px;">EASTON, MD</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;">EASTON</p> <p>Runway Ident - 33</p> <p>Runway Lth/Wid - 4000/ 150</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">STUDENT</p>	<p>Age - 28</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - N/A</p> <p style="padding-left: 20px;">Months Since - N/A</p> <p style="padding-left: 20px;">Aircraft Type - N/A</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p style="padding-left: 20px;">Total - 20</p> <p style="padding-left: 20px;">Make/Model- UNK/NR</p> <p style="padding-left: 20px;">Instrument- UNK/NR</p> <p style="padding-left: 20px;">Multi-Eng - UNK/NR</p> <p style="padding-left: 20px;">Last 24 Hrs - UNK/NR</p> <p style="padding-left: 20px;">Last 30 Days- UNK/NR</p> <p style="padding-left: 20px;">Last 90 Days- UNK/NR</p> <p style="padding-left: 20px;">Rotorcraft - UNK/NR</p>
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Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT STATED THAT THE LANDING APPROACH WAS NORMAL UNTIL THE ACFT WAS OVER THE RWY THRESHOLD; AT A HEIGHT OF 35 FT. HE ENCOUNTERED MODERATE TO STRONG TURBULENCE AND AFTERWARDS THE ACFT PITCHED UP TEN DEGREES AND ENTERED INTO A MODERATELY STEEP LEFT BANK. THE PLT APPLIED FULL POWER AND ATTEMPTED TO DO A GO-AROUND; HOWEVER, THE ACFT HIT THE LEFT EDGE OF THE RWY ABOUT 500 FT FROM THE APPROACH END OF THE RWY. THE ACFT SPUN AROUND AND CAME TO REST IN A GRASS/MUD AREA ABOUT 150 FT LEFT OF THE RWY.

Brief of Accident (Continued)

File No. - 2158

11/22/86

EASTON, MD

A/C Reg. No. N7538R

Time (Lc1) - 1035 EST

Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      LANDING

Finding(s)

1. WEATHER CONDITION - TURBULENCE
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. STALL - UNCONTROLLED - PILOT IN COMMAND
4. GO-AROUND - ATTEMPTED - PILOT IN COMMAND
5. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
6. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

Occurrence #2      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      APPROACH - GO-AROUND (VFR)

Finding(s)

7. TERRAIN CONDITION - RUNWAY

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1,6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2100      4/27/86      PICKNEY,MI      A/C Reg. No. N298CB      Time (Lcl) - 2015 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	NONE					
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	1	0	1

-----Aircraft Information-----

Make/Model - CAMERON 0-65	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 - 800	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 - UNK/NR	DEXTER,MI	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 110/009 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 12.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 25000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DUSK		

-----Personnel Information-----

Pilot-In-Command	Age - 44	Medical Certificate - NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 172
	Months Since - 19	Last 24 Hrs - 1
FREE BALLOON	Aircraft Type - CAMERON	Make/Model- 172
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 2

Instrument Rating(s) - NONE

-----Narrative-----

THE BALLOONEST HAD BRIEFED AND POSITIONED HIS TWO PAX FOR A ANTICIPATED HARD/Drag LANDING IN A 9 KT WIND. HE STATED THE BALLOON TOUCHED AND BOUNCED THEN TOUCHED AND BOUNCED AGAIN BEFORE IT ENTERED THE DRAG SEQUENCE OF THE LANDING. THE FEMALE PAX SUFFERED A FRACTURE OF THE TIBIA DURING THE SECOND BOUNCE.

Brief of Accident (Continued)

File No. - 2100

4/27/86

PICKNEY,MI

A/C Reg. No. N298CB

Time (Lcl) - 2015 EDT

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Occurrence #1        HARD LANDING  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)  
1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND  
2. WEATHER CONDITION - UNFAVORABLE WIND  
-----

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2094      5/01/86      MARQUETTE,MI

A/C Reg. No. N313R

Time (Lcl) - 1131 EDT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Type of Operation            -PERSONAL  
Flight Conducted Under      -14 CFR 91D  
Accident Occurred During    -LANDING

Aircraft Damage

SUBSTANTIAL

Fire

NONE

Crew

Pass

Fatal

0

0

Injuries

Serious

0

0

Minor

0

0

None

2

1

-----Aircraft Information-----

Make/Model      - CESSNA 404  
Landing Gear    - TRICYCLE-RETRACTABLE  
Max Gross Wt    - 6500  
No. of Seats     - 10

Eng Make/Model - CONTINENTAL GTS10-520-M  
Number Engines - 2  
Engine Type    - RECIP-FUEL INJECTED  
Rated Power    - 375 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- 320/020 KTS

Visibility       - 2.000 SM

Lowest Sky/Clouds - 500 FT

Lowest Ceiling   - 500 FT OVERCAST

Obstructions to Vision- FOG

Precipitation    - SNOW

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

IRON MOUNTAIN,MI

Destination

MARQUETTE,MI

ATC/Airspace

Type of Flight Plan - IFR

Type of Clearance   - IFR

Type Apch/Lndg      - ILS-BACKCOURSE

Airport Proximity

ON AIRPORT

Airport Data

MARQUETTE

Runway Ident      - 26

Runway Lth/Wid   - 6500/ 150

Runway Surface    - ASPHALT

Runway Status     - SNOW - WET

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,ATP,CFI

SE LAND,ME LAND

Age - 29

Biennial Flight Review

Current - YES

Months Since - 4

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 7087

Make/Model- 2734

Instrument- 710

Multi-Eng - 4562

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 265

Rotorcraft - 100

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS LANDED ON SNOW COVERED RWY 26 WITH WINDS FROM 300 DEGS AT 20 KTS GUSTING TO 30 KTS. DIRECTIONAL CONTROL OF THE ACFT WAS LOST DURING THE FIRST THIRD OF THE LANDING ROLL AND IT TRAVELED OFF THE LEFT SIDE OF THE RWY. THE ACFT ENTERED SOFT TERRAIN AND THE NOSE GEAR COLLAPSED.



Brief of Accident (Continued)

File No. - 2094

5/01/86

MARQUETTE,MI

A/C Reg. No. N313R

Time (Lc1) - 1131 EDT

-----  
Occurrence #1      LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - CROSSWIND
  2. TERRAIN CONDITION - SNOW COVERED
  3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
- 

Occurrence #2      OVERRUN  
Phase of Operation      LANDING - ROLL

Finding(s)

4. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4

Factor(s) relating to this accident is/are finding(s) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2087      5/31/86      HOUGHTON LAKE, MI      A/C Reg. No. N4155V      Time (Lcl) - 2018 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 170	Eng Make/Model - CONTINENTAL C-145	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2200	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 145 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point HOUGHTON LAKE, MI	
Method - N/A	Destination SAME AS ACC/INC	Airport Data ROSCOMMON COUNTY
Completeness - N/A		Runway Ident - 18
Basic Weather - VMC	ATC/Airspace	Runway Lth/Wid - 2025/ 80
Wind Dir/Speed- 170/005 KTS	Type of Flight Plan - NONE	Runway Surface - GRASS/TURF
Visibility - 5.0 SM	Type of Clearance - NONE	Runway Status - DRY
Lowest Sky/Clouds - 7000 FT SCATTERED	Type Apch/Lndg - TRAFFIC PATTERN FULL STOP	
Lowest Ceiling - NONE		
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 30	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 21
	Months Since - N/A	Make/Model- 14
	Aircraft Type - N/A	Instrument- 0
		Last 24 Hrs - 1
		Last 30 Days- 10
		Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

THIS STUDENT PILOT ON HIS INITIAL SOLO FLIGHT BOUNCED THE ACFT DURING LANDING. ON THE SECOND BOUNCE, THE PILOT INADVERTENTLY APPLIED THE TOE BRAKED AND AIRCRAFT NOSED OVER.

Brief of Accident (Continued)

File No. - 2087

5/31/86

HOUGHTON LAKE, MI

A/C Reg. No. N4155V

Time (Lc1) - 2018 EST

-----  
Occurrence #1        HARD LANDING  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - MISJUDGED - PILOT IN COMMAND
  2. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
- 

Occurrence #2        NOSE OVER  
Phase of Operation    LANDING - ROLL

Finding(s)

3. BRAKES(NORMAL) - INADVERTENT USE - PILOT IN COMMAND
  4.        IMPROPER USE OF PROCEDURE, ANXIETY/APPREHENSION - PILOT IN COMMAND
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4

Factor(s) relating to this accident is/are finding(s) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2105      6/10/86      BELLEVILLE,MI      A/C Reg. No. N5369F      Time (Lcl) - 1820 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	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 - 2550	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	ANN ARBOR,MI	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	BELLEVILLE,MI	LARSON
Wind Dir/Speed- 160/003 KTS	ATC/Airspace	Runway Ident - 18
Visibility - 9.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 1750/ 180
Lowest Sky/Clouds -	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - 2300 FT BROKEN	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - WET
Obstructions to Vision- NONE		
Precipitation - RAIN		
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 - 211
SE LAND	Months Since - 15	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 15
		Last 30 Days- UNK/NR
		Instrument- 11
		Last 90 Days- 7

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT AWARE SHE WAS LD ON A 1750' WET GRASS STRIP ELECTED TO LD OVER HIGH TENSION LINES IN CALM WIND. PILOT MADE TWO APPROACHES AND LD ON THIRD. PILOT AWARE OF POOR BRAKING ACTION TURNED OFF IGNITION. ACFT RAN OFF END OF RWY AND STRUCK A DITCH.

Brief of Accident (Continued)

File No. - 2105

6/10/86

BELLEVILLE,MI

A/C Reg. No. N5369F

Time (Lc1) - 1820 EDT

Occurrence #1            OVERRUN  
Phase of Operation      LANDING - ROLL

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
3.        IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
4. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
5.        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)

6. TERRAIN CONDITION - WET
7. TERRAIN CONDITION - DITCH

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2031      6/20/86      NUNICA, MI      A/C Reg. No. N46074      Time (Lcl) - 1920 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

		Injuries			
		Fatal	Serious	Minor	None
DESTROYED					
Fire	Crew	1	0	0	0
NONE	Pass	1	0	0	0

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - DESCENT

-----Aircraft Information-----

Make/Model - CESSNA 172I  
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 - VMC  
Wind Dir/Speed- 100/007 KTS  
Visibility - 20.0 SM  
Lowest Sky/Clouds - SCATTERED  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
HOLLAND, MI  
Destination  
LOCAL

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

MUSKEGON CO.  
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 - 28  
Biennial Flight Review  
Current - YES  
Months Since - 8  
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 183  
Make/Model- 104  
Instrument- 1  
Last 24 Hrs - 0  
Last 30 Days- 0  
Last 90 Days- 3

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS SEEN FLYING OVER THE WATER AT AN ALT OF APRX 150-200 FT AGL PRIOR TO HITTING WIRES. THE ACFT WAS FLYING INTO THE SUN AT THE TIME OF THE WIRE STRIKE.

Brief of Accident (Continued)

File No. - 2031

6/20/86

NUNICA,MI

A/C Reg. No. N46074

Time (Lcl) - 1920 EDT

Occurrence #1      IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      MANEUVERING

Finding(s)

1. OBJECT - WIRE,TRANSMISSION
2. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
3. LIGHT CONDITION - SUNGLARE
4. LOW PASS - PERFORMED - PILOT IN COMMAND
5. VISUAL LOOKOUT - REDUCED -

Occurrence #2      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      DESCENT - UNCONTROLLED

Finding(s)

6. AIRCRAFT HANDLING - NOT POSSIBLE - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

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. - 2085      6/21/86      MACKINAC ISLAND, MI      A/C Reg. No. N18393      Time (Lcl) - 1050 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

Crew

Pass

Fatal

0

0

Serious

0

0

Minor

0

0

None

1

3

-----Aircraft Information-----

Make/Model      - BEECH V35B  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 3400  
No. of Seats      - 5

Eng Make/Model - CONTINENTAL IO-520-BA  
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      - UNK/NR  
Method      - UNK/NR  
Completeness      - UNK/NR

Basic Weather      - VMC

Wind Dir/Speed- 180/011 KTS

Visibility      - 15.0 SM

Lowest Sky/Clouds      - SCATTERED

Lowest Ceiling      - 25000 FT OVERCAST

Obstructions to Vision- NONE

Precipitation      - NONE

Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point

MILWAUKEE, WI

Destination

SAME AS ACC/INC

Airport Proximity

ON AIRPORT

Airport Data

MACKINAC ISLAND

Runway Ident      - 26

Runway Lth/Wid      - 3510/ 75

Runway Surface      - ASPHALT

Runway Status      - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance      - NONE

Type Apch/Lndg      - TRAFFIC PATTERN

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND, ME LAND

Age - 21

Biennial Flight Review

Current      - YES

Months Since      - 9

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total      - 860

Make/Model- 510

Instrument- 183

Multi-Eng - 240

Last 24 Hrs - 4

Last 30 Days- UNK/NR

Last 90 Days- 85

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER MAKING TWO GO-AROUNDS THE AIRCRAFT'S LANDING GEAR COLLAPSED AS THE AIRCRAFT PORPOISED ON THE RUNWAY DURING THE THIRD LANDING ATTEMPT.



Brief of Accident (Continued)

File No. - 2085

6/21/86

MACKINAC ISLAND, MI

A/C Reg. No. N18393

Time (Lcl) - 1050 EDT

Occurrence #1      HARD LANDING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

1. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
2. FLARE - INADEQUATE - PILOT IN COMMAND

Occurrence #2      LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING - ROLL

Finding(s)

3. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
4. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND

Occurrence #3      COMPLETE GEAR COLLAPSED  
Phase of Operation      LANDING - ROLL

Finding(s)

5. LANDING GEAR, NOSE GEAR - OVERLOAD
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) 1,2,3,4

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. - 2086

7/04/86

IONIA, MI

A/C Reg. No. N4811Y

Time (Lcl) - 1817 EDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
Crew 0	0	1	0
Pass 0	0	0	0

Type of Operation -BANNER TOW

Flight Conducted Under -14 CFR 91

Accident Occurred During -DESCENT

Fire  
NONE

-----Aircraft Information-----

Make/Model - PIPER PA-25-235

Landing Gear - TAILWHEEL-ALL FIXED

Max Gross Wt - 2900

No. of Seats - 1

Eng Make/Model - LYCOMING O-540-B2B5

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 235 HP

ELT Installed/Activated - NO -N/A

Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 230/015 KTS

Visibility - 5.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- HAZE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

IONIA, MI

Destination

SAME AS ACC/INC

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

IONIA COUNTY

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 - 19

Biennial Flight Review

Current - YES

Months Since - 1

Aircraft Type - PA-23

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 809	Last 24 Hrs - 3
-------------	-----------------

Make/Model- 28	Last 30 Days- UNK/NR
----------------	----------------------

Instrument- 81	Last 90 Days- 28
----------------	------------------

Multi-Eng - 8

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING INITIAL BANNER PICK-UP OF A BANNER TOWING OPERATION THE TOW CABLE FOULED THE RUDDER CONTROL MECHANISM. THE RUDDER WAS JAMMED AND THE BANNER RELEASE MECHANISM FAILED TO OPERATE. THE AIRCRAFT IMPACTED THE GROUND LEFT WING FIRST AND WAS SUBSTANTIALLY DAMAGED.

Brief of Accident (Continued)

File No. - 2086

7/04/86

IONIA,MI

A/C Reg. No. N4811Y

Time (Lc1) - 1817 EDT

-----  
Occurrence #1            LOSS OF CONTROL - IN FLIGHT  
Phase of Operation       MANEUVERING

Finding(s)

1. FLIGHT CONTROL, RUDDER - JAMMED
  2. SIGN TOWING EQUIPMENT - BINDING(MECHANICAL)
  3. AIRCRAFT HANDLING - 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) 1,2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2103      6/17/86      GRAND RAPIDS,MN      A/C Reg. No. N52565      Time (Lcl) - 1811 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

Crew

Pass

Fatal

0

0

Injuries

Serious

0

0

Minor

2

0

None

0

0

-----Aircraft Information-----

Make/Model      - CESSNA 172P  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 24000  
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/YES

Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - FSS  
Method      - UNK/NR  
Completeness      - UNK/NR

Basic Weather      - VMC

Wind Dir/Speed- 250/005 KTS

Visibility      - 15.0 SM

Lowest Sky/Clouds      - SCATTERED

Lowest Ceiling      - NONE

Obstructions to Vision- NONE

Precipitation      - NONE

Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point

GRAND RAPIDS,MN

Destination

GRAND RAPIDS,MN

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

ITASCA COUNTY

Runway Ident      - N/A

Runway Lth/Wid      - N/A

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 - 25

Biennial Flight Review

Current      - YES

Months Since      - 12

Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total      - 1120

Make/Model- 708

Instrument- 101

Multi-Eng - 21

Last 24 Hrs - 1

Last 30 Days- UNK/NR

Last 90 Days- 238

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE CFI AND SP WERE RETURNING FROM A TRANSITION. ENROUTE THE #3 EXHAUST VALVE PUSH ROD FAILED. WHEN THE CFI SMELLED "SOMETHING BURNING" SHE SHUT DOWN THE ENGINE. DURING THE DESCENT STRUCK POWER LINES. ACFT LD IN SWAMPY TERRAIN AND NOSED OVER INVERTED.

Brief of Accident (Continued)

File No. - 2103

6/17/86

GRAND RAPIDS, MN

A/C Reg. No. N52565

Time (Lcl) - 1811 CDT

Occurrence #1      LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF  
Phase of Operation      CRUISE - NORMAL

Finding(s)

1. ENGINE ASSEMBLY, PUSH ROD - FAILURE, TOTAL

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Occurrence #3      IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      DESCENT - EMERGENCY

Finding(s)

2. OBJECT - WIRE, TRANSMISSION

Occurrence #4      NOSE OVER  
Phase of Operation      LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - SOFT

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2041      6/27/86      LAKE OZARK, MO      A/C Reg. No. N9571C      Time (Lcl) - 1400 CDT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI  
  
Type of Operation      -EXECUTIVE/CORPORATE  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -TAXI

Aircraft Damage			Injuries			
SUBSTANTIAL			Fatal	Serious	Minor	None
Fire	Crew	0	0	0	0	1
NONE	Pass	0	0	0	0	2

-----Aircraft Information-----

Make/Model      - CESSNA T303	Eng Make/Model      - CONTINENTAL L/TSIO-520-AE	ELT Installed/Activated      - YES/NO
Landing Gear      - TRICYCLE-RETRACTABLE	Number Engines      - 2	Stall Warning System      - YES
Max Gross Wt      - 2100	Engine Type      - RECIP-FUEL INJECTED	
No. of Seats      - 4	Rated Power      - 250 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing      - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method      - N/A	ST. LOUIS, MO	
Completeness      - N/A	Destination	Airport Data
Basic Weather      - VMC	LAKE OZARK, MO	LEE C. FINE MEMORIAL
Wind Dir/Speed      - 180/008 KTS	ATC/Airspace	Runway Ident      - UNK/NR
Visibility      - 12.0 SM	Type of Flight Plan      - NONE	Runway Lth/Wid      - UNK/NR
Lowest Sky/Clouds      - 3000 FT SCATTERED	Type of Clearance      - NONE	Runway Surface      - UNK/NR
Lowest Ceiling      - NONE	Type Apch/Lndg      - NONE	Runway Status      - UNK/NR
Obstructions to Vision      - NONE		
Precipitation      - NONE		
Condition of Light      - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age      - 36	Medical Certificate      - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current      - YES	Total      - 403
SE LAND, ME LAND	Months Since      - 0	Make/Model      - 78
	Aircraft Type      - T303	Instrument      - 17
		Multi-Eng      - 58
		Last 24 Hrs      - 1
		Last 30 Days      - UNK/NR
		Last 90 Days      - 67

Instrument Rating(s)      - NONE

-----Narrative-----

THE PLT STATED THAT THE FLT WAS UNEVENTFUL UNTIL AFTER LANDING WHEN SOMEBODY INSTRUCTED HIM, OVER THE COMMON TRAFFIC ADVISORY FREQUENCY ON HIS VHF RADIO, TO PARK THE ACFT AT A NEW PARKING AREA, AND HE COMPLIED. THIS PARKING AREA WAS CONGESTED WITH EXTRA ACFT FLOWN IN BY VISITING PLTS FOR THE UPCOMING HOLIDAY WEEKEND. AS HE BEGAN TO TURN HIS ACFT INTO A PARKING POSITION, WITHOUT THE AID OF GROUND PERSONNEL. THE OUTBOARD SECTION OF THE RIGHT WING STRUCK THE LIGHT POLE, ACCORDING TO THE PLT. HE FURTHER STATES THAT NEITHER HE OR HIS PASSENGERS EVER SAW THE LIGHT POLE.

Brief of Accident (Continued)

File No. - 2041

6/27/86

LAKE OZARK,MO

A/C Reg. No. N9571C

Time (Lc1) - 1400 CDT

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Occurrence #1      ON GROUND COLLISION WITH OBJECT

Phase of Operation      TAXI - FROM LANDING

Finding(s)

1. AIRPORT FACILITIES,RAMP FACILITIES - CONGESTED
  2. AIRPORT OPERATIONS - IMPROPER - AIRPORT PERSONNEL
  3. IMPROPER USE OF EQUIPMENT/AIRCRAFT,INFORMATION - AIRPORT PERSONNEL
  4. PROPER ASSISTANCE - NOT USED - PILOT IN COMMAND
  5. FACILITY,INADEQUATE DESIGN(STANDARD/REQUIREMENT),VISUAL RESTRICTION BY EQUIP/STRUCT - PILOT IN COMMAND
  6. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 6

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. - 2077      11/11/86      COLUMBUS, MS

A/C Reg. No. N21188

Time (Lcl) - 1845 CST

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage

DESTROYED

Injuries			
Fatal	Serious	Minor	None
1	0	0	0
0	0	0	0

Type of Operation -POSITIONING

Fire

Crew

Flight Conducted Under -14 CFR 91

NONE

Pass

Accident Occurred During -DESCENT

-----Aircraft Information-----

Make/Model - PIPER PA-32RT-300

Eng Make/Model - LYCOMING IO-540-K1G5D

ELT Installed/Activated - YES/YES

Landing Gear - TRICYCLE-RETRACTABLE

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 3600

Engine Type - RECIP-FUEL INJECTED

No. of Seats - 7

Rated Power - 300 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 360/008 KTS

Visibility - 7.0 SM

Lowest Sky/Clouds - 700 FT

Lowest Ceiling - 700 FT OVERCAST

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

MERIDIAN, MS

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

Age - 59

Biennial Flight Review

Current - YES

Months Since - 9

Aircraft Type - PA-32RT

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 5300

Make/Model- 300

Instrument- 40

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 112

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT DEPARTED COLUMBUS, MS, EN ROUTE TO MERIDIAN, MS, TO PICK UP CARGO FOR A RETURN FLT TO COLUMBUS. THE ACFT DID NOT ARRIVE AT ITS DESTINATION AND WAS LATER FOUND IN AN OPEN FIELD ABOUT 2 MILES SOUTHWEST OF THE GOLDEN TRIANGLE REGIONAL AIRPORT IN COLUMBUS, MS. NO EVIDENCE WAS FOUND DURING THE EXAMINATION OF THE ACFT OR ENGINE THAT WOULD SUGGEST A FAILURE OR MALFUNCTION.



Brief of Accident (Continued)

File No. - 2077

11/11/86

COLUMBUS,MS

A/C Reg. No. N21188

Time (Lcl) - 1845 CST

-----  
Occurrence #1        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    CLIMB

Finding(s)  
1. UNDETERMINED

-----  
Occurrence #2        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    DESCENT - UNCONTROLLED

Finding(s)  
2. TERRAIN CONDITION - GROUND

-----  
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident  
is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2080      12/22/86      TUNICA, MS      A/C Reg. No. N6907F      Time (Lc1) - 1100 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries			
Type of Operation      -PERSONAL	Fire	Crew	Fatal	Serious	Minor	None
Flight Conducted Under      -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During      -LANDING			0	0	0	0

-----Aircraft Information-----

Make/Model      - CESSNA 150F	Eng Make/Model - CONTINENTAL O-200	ELT Installed/Activated - YES/NO
Landing Gear      - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt      - 1600	Engine Type      - RECIPROCATING-CARBURETOR	
No. of Seats      - 2	Rated Power      - 100 HP	

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing      - NO RECORD OF BRIEFING</p> <p>Method           - N/A</p> <p>Completeness    - N/A</p> <p>Basic Weather    - VMC</p> <p>Wind Dir/Speed- 080/012 KTS</p> <p>Visibility        - 10.0    SM</p> <p>Lowest Sky/Clouds - 10000 FT SCATTERED</p> <p>Lowest Ceiling    - 25000 FT BROKEN</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation     - NONE</p> <p>Condition of Light      - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point WALLS, MS</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 TOUCH AND GO</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data</p> <p>TUNICA MUNICIPAL</p> <p>Runway Ident      - 18</p> <p>Runway Lth/Wid    - 3200/    60</p> <p>Runway Surface    - ASPHALT</p> <p>Runway Status     - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s) STUDENT</p>	<p>Age - 20</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            - 18</p> <p>Make/Model-      18</p> <p>Instrument-       0</p> <p>Last 24 Hrs - 1</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 2</p>
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Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT DURING LANDING ROLL HE LOST CONTROL OF THE ACFT AND IT SWERVED OFF THE RIGHT SIDE OF THE RWY. THE ACFT TRAVELED INTO A PLOWED FIELD AND THE NOSE GEAR COLLAPSED.

Brief of Accident (Continued)

File No. - 2080

12/22/86

TUNICA,MS

A/C Reg. No. N6907F

Time (Lcl) - 1100 CST

-----  
Occurrence #1        LOSS OF CONTROL - ON GROUND  
Phase of Operation    LANDING - ROLL

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  2. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
- 

Occurrence #2        ON GROUND COLLISION WITH TERRAIN  
Phase of Operation    LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - GROUND
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2023      6/28/86      TOWNSEND, MT

A/C Reg. No. N100WX

Time (Lcl) - 2345 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

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

DESTROYED  
Fire  
NONE

Crew  
Pass

-----Aircraft Information-----

Make/Model      - PIPER PA-28-236  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 3000  
No. of Seats      - 4

Eng Make/Model - LYCOMING O-540-J3A5D  
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      - FSS  
Method      - TELEPHONE  
Completeness      - UNK/NR  
Basic Weather      - VMC  
Wind Dir/Speed- 190/005 KTS  
Visibility      - 15.0 SM  
Lowest Sky/Clouds      - UNK/NR  
Lowest Ceiling      - OVERCAST  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - NIGHT(DARK)

Itinerary

Last Departure Point  
POWELL, WY  
Destination  
HELENA, MT

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 - 54  
Biennial Flight Review  
Current      - YES  
Months Since      - 23  
Aircraft Type - PA-28

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)

Total	- 280	Last 24 Hrs	- UNK/NR
Make/Model-	141	Last 30 Days-	3
Instrument-	3	Last 90 Days-	13

Instrument Rating(s) - NONE

-----Narrative-----

ON 6/26/86, THE PLT & HIS WIFE HAD FLOWN FROM HELENA, MT. TO POWELL, WY, TO VISIT FAMILY & RELATIVES. ON THE DAY OF THE ACDNT, HE HAD CONSUMED ALCOHOLIC BEVERAGES. DESPITE PLEAS FM HIS WIFE NOT TO RETURN TO HELENA THAT EVENING, HE ELECTED TO FLY BACK. WHILE EN ROUTE, THERE WAS A CATASTROPHIC FAILURE OF THE ACFT; THE WRECKAGE WAS SCATTERED OVER A 1460' AREA. THE RGT WING & BOTH STABILATORS WERE FOUND APRX 750' FM THE MAIN WRECKAGE WITH EVIDENCE OF OVERLOAD FAILURE. THERE WAS EVIDENCE OF UPWARD DEFORMATION/FAILURE OF WINGS & DOWNWARD FAILURE OF THE STABILATORS. CAMPERS NEAR THE CRASH SITE RPTD A MOONLESS, CLOUDY NGT WITH THUNDER & LIGHTNING IN THE AREA, BUT NO RAIN. APRX 60 MI WEST AT HELENA, THE 2350 MDT WX WAS, IN PART: 6500' OVERCAST, VIS 15 MI. ELEV OF THE CRASH SITE WAS APRX 6000'; ELEV OF THE WX STN WAS 3873'. THE PLT HAD ONLY 6 HRS OF NGT FLYING TIME (LAST NGT FLT WAS LOGGED ON 6/29/83) & ONLY 2.8 HRS OF INSTRUMENT TIME (LAST LOGGED ON 7/16/82). A CHECK OF THE PLT'S BLOOD SHOWED AN ALCOHOL LVL OF 0.115%.

Brief of Accident (Continued)

File No. - 2023

6/28/86

TOWNSEND, MT

A/C Reg. No. N100WX

Time (Lc1) - 2345 MDT

Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      CRUISE - NORMAL

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
2. PHYSICAL IMPAIRMENT(ALCOHOL) - PILOT IN COMMAND
3. LIGHT CONDITION - DARK NIGHT
4. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - PILOT IN COMMAND
6. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
7. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
8. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF RECENT EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND

Occurrence #2      AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation      DESCENT - UNCONTROLLED

Finding(s)

9. WING, SPAR - OVERLOAD
10. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - 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) 1,2,4,5,10

Factor(s) relating to this accident is/are finding(s) 3,6,7,8

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2118      11/02/86      SHELBY, MT      A/C Reg. No. N255NK      Time (Lcl) - 1500 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries			
	Fire	Crew	0	Serious	Minor	None
Type of Operation -PERSONAL	NONE	Pass	0	0	0	1
Flight Conducted Under -14 CFR 91			0	0	0	0
Accident Occurred During -DESCENT						

-----Aircraft Information-----

Make/Model - PITTS S-1D	Eng Make/Model - LYCOMING O-360	ELT Installed/Activated - NO	N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - 900	Engine Type - RECIP-FUEL INJECTED		
No. of Seats - 1	Rated Power - 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	SAME AS ACC/INC	Runway Ident - N/A
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 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 - 34	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - NO	Total - 2030
SE LAND	Months Since - UNK/NR	Make/Model- 1
	Aircraft Type - UNK/NR	Instrument- 10
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 0
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT TOOK OFF WITH LITTLE OR NO WARMUP, PUSHED THE ACFT TO MAX PERFORMANCE AT 10 FT, PERFORMED A MAX PERFORMANCE CLIMB TO 300 TO 400 FT AND REDUCED THROTTLE TO IDLE. AS THE ACFT REACHED STALL SPEED, THE PLT DIVED AT A 45 DEGREE ANGLE AND IMPACTED THE GROUND DURING THE ATTEMPTED LEVEL OFF.

Brief of Accident (Continued)

File No. - 2118

11/02/86

SHELBY, MT

A/C Reg. No. N255NK

Time (Lcl) - 1500 MST

Occurrence #1      ABRUPT MANEUVER  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. AIRCRAFT PERFORMANCE, CLIMB CAPABILITY - EXCEEDED
2. PROCEDURES/DIRECTIVES - DISREGARDED - PILOT IN COMMAND
3. AEROBATICS - INITIATED - PILOT IN COMMAND
4. PROPER CLIMB RATE - EXCEEDED - PILOT IN COMMAND

Occurrence #2      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      DESCENT - UNCONTROLLED

Finding(s)

5. AIRCRAFT PERFORMANCE, LANDING CAPABILITY - EXCEEDED
6. PROPER DESCENT RATE - EXCEEDED - PILOT IN COMMAND
7. IMPROPER USE OF PROCEDURE, OSTENTATIOUS DISPLAY - PILOT IN COMMAND
8. PULL-UP - 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) 2,7,8

Factor(s) relating to this accident is/are finding(s) 1,3,4,5,6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2018      12/15/86      OPHEIM,MT      A/C Reg. No. N78588      Time (Lc1) - 1200 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -TAKEOFF					

-----Aircraft Information-----

Make/Model - PIPER PA-12	Eng Make/Model - LYCOMING O-320-E2D	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1625	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SCOBAY,MT	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 180/005 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 40.0 SM	Type of Flight Plan - NONE	Runway Surface - GRASS/TURF
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - SNOW - COMPACTED
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 34	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 4150
SE LAND	Months Since - 10	Last 24 Hrs - 2
	Aircraft Type - C-P210N	Make/Model- 200
		Last 30 Days- UNK/NR
		Instrument- 270
		Last 90 Days- 70
		Rotorcraft - 10

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT ELECTED TO TAKE OFF DOWNHILL BECAUSE HE SAID THE HILL WAS TOO STEEP TO TRY A TAKEOFF UPHILL EVEN INTO THE WIND. HE SAID THAT JUST PRIOR TO LIFT OFF, HE HIT A SNOWBANK WHICH SLOWED THE ACFT DOWN. DEEPER SNOW WAS THEN CONTACTED AND THE ACFT FLIPPED OVER.



Brief of Accident (Continued)

File No. - 2018

12/15/86

OPHEIM, MT

A/C Reg. No. N78588

Time (Lcl) - 1200 MST

Occurrence #1      ON GROUND COLLISION WITH TERRAIN  
Phase of Operation      TAKEOFF - GROUND RUN

Finding(s)

1. TERRAIN CONDITION - SNOWBANK
2. TERRAIN CONDITION - DOWNHILL
3.    UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
4. WEATHER CONDITION - TAILWIND
5.    PLANNING-DECISION - IMPROPER - PILOT IN COMMAND

Occurrence #2      NOSE OVER  
Phase of Operation      TAKEOFF - GROUND RUN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,5

Factor(s) relating to this accident is/are finding(s) 2,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2157      9/26/86      APEX, NC      A/C Reg. No. N27047      Time (Lcl) - 1645 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	1	0	0	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model      - PIPER TG8-J3C-65  
Landing Gear      - TAILWHEEL-ALL FIXED  
Max Gross Wt      - 1100  
No. of Seats      - 2

Eng Make/Model      - CONTINENTAL A-65-8  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 65 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- 240/007 KTS  
Visibility      - 5.0 SM  
Lowest Sky/Clouds      - 5000 FT SCATTERED  
Lowest Ceiling      -  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
SAME AS ACC/INC

Airport Proximity  
ON AIRSTRIP

Airport Data

DECK AIRPARK  
Runway Ident      - 22  
Runway Lth/Wid      - 1850/ 100  
Runway Surface      - DIRT  
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 - 36

Biennial Flight Review

Current      - UNK/NR  
Months Since      - UNK/NR  
Aircraft Type      - UNK/NR

Medical Certificate - EXPIRED

Flight Time (Hours)

Total	- UNK/NR	Last 24 Hrs	- UNK/NR
Make/Model-	UNK/NR	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	UNK/NR
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS PRACTICING TAKEOFFS AND LANDINGS IN HIS NEWLY ACQUIRED J3 AT A PRIVATE AIRSTRIP WHEN THE ENG SPUTTERED AND THEN QUIT. THE PLT LOST CONTROL OF THE ACFT AND HIT A "T" HANGER PRIOR TO HITTING THE GROUND. THE ACFT CAUGHT FIRE AND WAS DESTROYED, DAMAGING THE HANGER IN THE PROCESS. A WITNESS TO EARLIER PORTIONS OF THE FLT STATED THAT THE PLT WAS MAKING AN APPROACH IN ONE DIRECTION AND A TAKEOFF IN THE OPPOSITE DIRECTION. WEATHER CONDITIONS WERE SUCH THAT CARBURETOR ICE COULD FORM EASILY DURING THE LOW POWER PHASE OF EACH FLIGHT. THE PLTS FLT TIME WAS NOT REPORTED OR AVAILABLE.

Brief of Accident (Continued)

File No. - 2157

9/26/86

APEX, NC

A/C Reg. No. N27047

Time (Lc1) - 1645 EDT

Occurrence #1      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      DESCENT - EMERGENCY

Finding(s)

1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS

Occurrence #2      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

2. REMEDIAL ACTION - NOT PERFORMED - PILOT IN COMMAND
3. STALL/SPIN - UNCONTROLLED - PILOT IN COMMAND

Occurrence #3      IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      DESCENT - UNCONTROLLED

Finding(s)

4. OBJECT - BUILDING(NONRESIDENTIAL)
5. TERRAIN CONDITION - GROUND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2107      10/05/86      GOLDSBORO, NC      A/C Reg. No. N70414      Time (Lcl) - 1135 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		DESTROYED	Fatal	Serious	Minor	None
Type of Operation	- INSTRUCTIONAL	Fire	Crew 2	0	0	0
Flight Conducted Under	- 14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During	- DESCENT		Other 1	0	0	0

-----Aircraft Information-----

Make/Model	- PIPER J3-65C	Eng Make/Model	- CONTINENTAL A65-8	ELT Installed/Activated	- YES/YES
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 1170	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 65 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method	- N/A	GOLDSBORO, NC	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	GOLDSBORO
Wind Dir/Speed	- 290/007 KTS	ATC/Airspace	Runway Ident
Visibility	- 7.0 SM	Type of Flight Plan	- 22
Lowest Sky/Clouds	- 10000 FT SCATTERED	- NONE	Runway Lth/Wid
Lowest Ceiling	- 25000 FT BROKEN	- NONE	- 3700/ 75
Obstructions to Vision	- NONE	Type of Clearance	- ASPHALT
Precipitation	- NONE	Type Apch/Lndg	- DRY
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)	
COMMERCIAL	Current - YES	Total - 2675	Last 24 Hrs - UNK/NR
SE LAND	Months Since - 21	Make/Model - 200	Last 30 Days - UNK/NR
	Aircraft Type - C-150	Instrument - 220	Last 90 Days - UNK/NR
		Multi-Eng - 50	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE J-3 CUB HAD BEEN PRACTICING TOUCH AND GO LANDINGS AT THE UNCONTROLLED AIRPORT WHEN THE CESSNA 182 WAS RETURNING FROM A CROSS-COUNTRY FLIGHT. THE PILOT OF THE CESSNA HAD RECEIVED UNICOM AIRPORT ADVISORIES THAT INDICATED RWY 22 WAS THE ACTIVE RUNWAY. THE CUB WAS NOT EQUIPPED WITH A RADIO. LOCAL AIRPORT TRAFFIC POSITIONS WERE REPORTEDLY NOT DISCUSSED. AN EYEWITNESS REPORTED THAT THE CUB WAS ON A DOWNWIND POSITION FOR A LANDING ON RWY 22 WHEN HE NOTICED THE CESSNA ENTER A CROSSWIND FOR RWY 22. THE WITNESS STATED THAT THE DISTANCE BETWEEN THE ACFT CONTINUED TO DECREASE. ON FINAL APPROACH TO RWY 22, THE CESSNA WAS BEHIND THE CUB WHEN THE ACFT COLLIDED AND FELL TO THE GROUND.

Brief of Accident (Continued)

File No. - 2107

10/05/86

GOLDSBORO, NC

A/C Reg. No. N70414

Time (Lc1) - 1135 EDT

-----  
Occurrence #1            MIDAIR COLLISION  
Phase of Operation      APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. VISUAL LOOKOUT - POOR - PILOT IN COMMAND
  2. TRAFFIC ADVISORY - NOT ATTAINED - PILOT IN COMMAND
  3. TRAFFIC ADVISORY - NOT ISSUED - AIRPORT PERSONNEL
- 

Occurrence #2            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      DESCENT - UNCONTROLLED

Finding(s)

4. TERRAIN CONDITION - GROUND
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2107      10/05/86      GOLDSBORO,NC      A/C Reg. No. N9384X      Time (Lcl) - 1135 EDT

-----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
Other	2	0	0	0

-----Aircraft Information-----

Make/Model        - CESSNA 182R  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 3100  
No. of Seats       - 4

Eng Make/Model - CONTINENTAL O-470U-11  
Number Engines - 1  
Engine Type    - RECIPROCATING-CARBURETOR  
Rated Power    - 230 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing        - NO RECORD OF BRIEFING  
Method            - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- 290/007 KTS  
Visibility        - 7.0 SM  
Lowest Sky/Clouds - 10000 FT SCATTERED  
Lowest Ceiling    - 25000 FT BROKEN  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
ASHEVILLE,NC  
Destination  
GOLDSBORO,NC

Airport Proximity  
ON AIRPORT

Airport Data

GOLDSBORO  
Runway Ident       - 22  
Runway Lth/Wid    - 3700/ 75  
Runway Surface    - ASPHALT  
Runway Status     - DRY

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance   - NONE  
Type Apch/Lndg      - TRAFFIC PATTERN

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
COMMERCIAL,CFI  
SE LAND,ME LAND

Age - 45

Biennial Flight Review

Current            - YES  
Months Since      - 6  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 8335	Last 24 Hrs	- 3
Make/Model	- UNK/NR	Last 30 Days	- 68
Instrument	- 1522	Last 90 Days	- 166
Multi-Eng	- 3392		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE J-3 CUB HAD BEEN PRACTICING TOUCH AND GO LANDINGS AT THE UNCONTROLLED AIRPORT WHEN THE CESSNA 182 WAS RETURNING FROM A CROSS-COUNTRY FLIGHT. THE PILOT OF THE CESSNA HAD RECEIVED UNICOM AIRPORT ADVISORIES THAT INDICATED RWY 22 WAS THE ACTIVE RUNWAY. THE CUB WAS NOT EQUIPPED WITH A RADIO. LOCAL AIRPORT TRAFFIC POSITIONS WERE REPORTEDLY NOT DISCUSSED. AN EYEWITNESS REPORTED THAT THE CUB WAS ON A DOWNWIND POSITION FOR A LANDING ON RWY 22 WHEN HE NOTICED THE CESSNA ENTER A CROSSWIND FOR RWY 22. THE WITNESS STATED THAT THE DISTANCE BETWEEN THE ACFT CONTINUED TO DECREASE. ON FINAL APPROACH TO RWY 22, THE CESSNA WAS BEHIND THE CUB WHEN THE ACFT COLLIDED AND FELL TO THE GROUND.

Brief of Accident (Continued)

File No. - 2107

10/05/86

GOLDSBORO, NC

A/C Reg. No. N9384X

Time (Lc1) - 1135 EDT

-----  
Occurrence #1            MIDAIR COLLISION  
Phase of Operation      APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)  
1. VISUAL LOOKOUT - POOR - PILOT IN COMMAND  
2. TRAFFIC ADVISORY - NOT ATTAINED - PILOT IN COMMAND  
3. TRAFFIC ADVISORY - NOT ISSUED - AIRPORT PERSONNEL  
-----

Occurrence #2            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      DESCENT - UNCONTROLLED

Finding(s)  
4. TERRAIN CONDITION - GROUND  
-----

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3

Brief of Accident

File No. - 2114      11/09/86      LEXINGTON, NC      A/C Reg. No. N6617L      Time (Lcl) - 1430 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

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 -DESCENT

Fire

Crew

Pass

NONE

-----Aircraft Information-----

Make/Model - CESSNA 152  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 1670  
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 108 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- 300/015 KTS  
Visibility - 20.0 SM  
Lowest Sky/Clouds - 3500 FT THIN BKN  
Lowest Ceiling - 25000 FT BROKEN  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
LEXINGTON, NC  
Destination  
LOCAL

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A  
Runway Lth/Wid - N/A  
Runway Surface - N/A  
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
COMMERCIAL, CFI  
SE LAND, ME LAND

Age - 25  
Biennial Flight Review  
Current - YES  
Months Since - UNK/NR  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 580  
Make/Model- 250  
Instrument- 79  
Multi-Eng - 19  
Last 24 Hrs - 3  
Last 30 Days- UNK/NR  
Last 90 Days- 200

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A LOCAL INSTRUCTIONAL FLIGHT, THE CFI WAS DEMONSTRATING A SIMULATED EMERGENCY LANDING TO A FIELD TO A 5 HOUR PRE-SOLO STUDENT PILOT. DURING RECOVERY THE AIRCRAFT WAS REPORTEDLY AFFECTED BY A DOWNDRAFT AND COLLIDED WITH A WIRE. THE ACFT BEGAN LOSING POWER AND WAS FORCED TO THE COLLIDE WITH THE GROUND. LOCAL SURFACE WINDS AT THE TIME WERE RECORDED TO BE 15 KNOTS WITH 28 KNOT GUSTS. THERE WERE NO PRE-IMPACT MECHANICAL OR STRUCTURAL DESCREPANCIES WITH THE AIRCRAFT.



Brief of Accident (Continued)

File No. - 2114

11/09/86

LEXINGTON, NC

A/C Reg. No. N6617L

Time (Lcl) - 1430 EST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation CLIMB

Finding(s)

1. WEATHER CONDITION - GUSTS
2. WEATHER EVALUATION - POOR - PILOT IN COMMAND(CFI)
3. WEATHER CONDITION - DOWNDRAFT
4. COMPENSATION FOR WIND CONDITIONS - POOR - PILOT IN COMMAND(CFI)

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation DESCENT - EMERGENCY

Finding(s)

5. OBJECT - WIRE, STATIC
6. OBJECT - TREE(S)

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

7. TERRAIN CONDITION - GROUND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s)

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. - 2055      11/26/86      WINSTON-SALEM,NC      A/C Reg. No. N9592Y      Time (Lcl) - 1750 EST

-----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

ON GROUND

Crew

Pass

Fatal

2

2

Injuries

Serious

0

0

Minor

0

0

None

0

0

-----Aircraft Information-----

Make/Model      - BEECH 35-B33  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 3300  
No. of Seats      - 4

Eng Make/Model      - CONTINENTAL IO-470-K  
Number Engines      - 1  
Engine Type      - RECIP-FUEL INJECTED  
Rated Power      - 225 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- 280/007 KTS

Visibility      - .500 SM

Lowest Sky/Clouds      - 200 FT

Lowest Ceiling      - 200 FT OBSCURED

Obstructions to Vision- FOG

Precipitation      - NONE

Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point

ROCHESTER,NY

Destination

SAME AS ACC/INC

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

SIMTH REYNOLDS

Runway Ident      - 33

Runway Lth/Wid      - 6655/ 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)

PRIVATE

SE LAND

Age - 46

Biennial Flight Review

Current      - YES

Months Since      - 4

Aircraft Type      - BE-33

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total      - 2432      Last 24 Hrs - UNK/NR

Make/Model- 43      Last 30 Days- UNK/NR

Instrument- 678      Last 90 Days- 28

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE FLT DEPARTED ROCHESTER, NY, AND RECEIVED AND IFR CLEARANCE. THE FLT AND ATC HANDLING WERE NORMAL. THE PLT WAS CLEARED FOR THE ILS RWY 33 APCH TO WINSTON-SALEM, NC. THE FLT WAS ESTABLISHED ON THE FINAL APCH BUT COLLIDED WITH TREES ABOUT 2 MILES SOUTHEAST OF THE ARPT. THE WRECKAGE EXAMINATION FAILED TO DISCLOSE ANY ACFT FAILURES OR MALFUNCTIONS. BOTH THE ACFT AND CREW WRE PROPERLY CERTIFIED AND CURRENT FOR THIS FLT. THE REPORTED WX MINIMUMS FOR THIS APCH ARE 200 FT CEILING AND 1/2 MILE VIS. THE WX WAS AT MINIMUMS. THE APCH FACILITIES WERE OPERATING NORMALLY. THE PLT FAILED TO MAINTAIN THE GLIDE SLOPE PROFILE THROUGHOUT THE APCH.

Brief of Accident (Continued)

File No. - 2055

11/26/86

WINSTON-SALEM,NC

A/C Reg. No. N9592Y

Time (Lcl) - 1750 EST

-----  
Occurrence #1            IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

1. FLIGHT TO ALTERNATE DESTINATION - NOT FOLLOWED - PILOT IN COMMAND
  2. PLANNED APPROACH - INADEQUATE - PILOT IN COMMAND
  3. DECISION HEIGHT - EXCEEDED - PILOT IN COMMAND
  4. LIGHT CONDITION - DUSK
  5. OBJECT - TREE(S)
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 4,5

Brief of Accident

File No. - 2029

9/24/86

HARVARD, NE

A/C Reg. No. N7744N

Time (Lcl) - 0030 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	-BUSINESS	1	0	0	0
Flight Conducted Under	-14 CFR 91	1	0	0	0
Accident Occurred During	-DESCENT				

Type of Operation -BUSINESS  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -DESCENT

Fire NONE  
Crew  
Pass

-----Aircraft Information-----

Make/Model - PIPER PA-28-180  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2450  
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A4A  
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 - FSS  
Method - TELEPHONE  
Completeness - UNK/NR  
Basic Weather - VMC  
Wind Dir/Speed- 180/006 KTS  
Visibility - 10.0 SM  
Lowest Sky/Clouds - 1000 FT  
Lowest Ceiling - 1000 FT BROKEN  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
OGALLALA, NE

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 - 31

Biennial Flight Review

Current - YES  
Months Since - 2  
Aircraft Type - C-152

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 65	Last 24 Hrs	- UNK/NR
Make/Model-	15	Last 30 Days-	10
Instrument-	2	Last 90 Days-	40

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT RECEIVED A WX BRIEFING FOR A NIGHT, BUSINESS FLT. AT THE TIME OF THE BRIEFING A REPORTING STATION 22 NM NW OF THE ACFT SITE HAD A BROKEN CEILING AT 2300 FT WITH GOOD VIS. THE ACFT OCCURRED ABOUT 2 HRS AFTER THE BRIEFING LESS THAN 2 MI FROM THE DEPARTURE AIRPORT. AT THAT TIME THE REPORTING STATION HAD A BROKEN CEILING AT 1000 FT. THERE WERE NO WITNESSES TO THE ACFT BUT RESIDENTS OF THE NEARBY TOWN SAID IT WAS A DARK, CLOUDY NIGHT WITH GOOD VIS. THE INVESTIGATION REVEALED THAT THE ACFT CRASHED IN A STEEP LEFT BANK, NOSE LOW ATTITUDE. EXAM OF THE WRECKAGE DID NOT REVEAL EVIDENCE OF A MECHANICAL FAILURE. THE INVESTIGATION DID REVEAL THAT THE PLT AND PASSENGER HAD WORKED A NORMAL DAY AT THEIR HEARING AID BUSINESS AND ATTENDED A CHURCH MEETING UNTIL ABOUT 2300. THEY ALSO HAD A BUSINESS MEETING SCHEDULED IN OGALLALA THE NEXT MORNING.

Brief of Accident (Continued)

File No. - 2029

9/24/86

HARVARD,NE

A/C Reg. No. N7744N

Time (Lcl) - 0030 CDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. WEATHER CONDITION - CLOUDS
3. WEATHER EVALUATION - IMPROPER - PILOT IN COMMAND
4. IMPROPER DECISION,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
5. IMPROPER DECISION,OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
6. IMPROPER DECISION,SELF-INDUCED PRESSURE - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT  
Phase of Operation CLIMB - TO CRUISE

Finding(s)

7. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
8. IMPROPER USE OF EQUIPMENT/AIRCRAFT,SPATIAL DISORIENTATION - PILOT IN COMMAND
9. 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)

10. TERRAIN CONDITION - CROP

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,5,6,7,8,9

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. - 2035      5/10/86      SALEM, NH

A/C Reg. No. N16576

Time (Lcl) - 1000 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Fatal

Injuries  
Serious

Minor

None

Type of Operation -GLIDER TOW

Flight Conducted Under -14 CFR 91

Accident Occurred During -TAKEOFF

Fire  
NONE

Crew  
Pass

0  
0

0  
0

0  
0

1  
0

-----Aircraft Information-----

Make/Model - CESSNA 305A

Landing Gear - TAILWHEEL-ALL FIXED

Max Gross Wt - 2100

No. of Seats - 2

Eng Make/Model - CONTINENTAL O-470-11

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 225 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- VARIABLE/005 KTS

Visibility - 20.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - STRAIGHT-IN

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

NORTHEAST GLIDER FORT

Runway Ident - 29

Runway Lth/Wid - 2000

Runway Surface - MACADAM

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND, SE SEA

GLIDER

Age - 46

Biennial Flight Review

Current - YES

Months Since - 7

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 1060

Make/Model- 45

Instrument- 46

Last 24 Hrs - 1

Last 30 Days- UNK/NR

Last 90 Days- 1

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE CESSNA 305, BEING USED A TOW PLANE FOR GLIDER OPERATIONS, RAN THROUGH A FENCE AT THE DEPARTURE END OF THE RWY DURING TAKEOFF. THE PLT STATED HE EXPERIENCED A WIND SHIFT DURING TAKEOFF. HE DID NOT HAVE A PRE-DECIDED POINT AT WHICH TO EITHER RELEASE THE GLIDER OR ABORT THE LANDING IF NOT AIRBORNE DURING THE TAKEOFF. HE KEPT THE GLIDER ATTACHED UNTIL INSUFFICIENT DISTANCE REMAINED FOR HIM TO CLEAR THE FENCE. THE GLIDER STOPPED ON THE RWY WITH NO DAMAGE TO THE ACFT OR INJURIES TO THE PLT.

Brief of Accident (Continued)

File No. - 2035

5/10/86

SALEM,NH

A/C Reg. No. N16576

Time (Lcl) - 1000 EDT

-----  
Occurrence #1        ON GROUND COLLISION WITH OBJECT  
Phase of Operation    TAKEOFF - GROUND RUN

Finding(s)

1. OBJECT - FENCE
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, COMPLACENCY - PILOT IN COMMAND
4. 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) 2,4

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. - 2036      5/18/86      NORTH HAMPTON, NH      A/C Reg. No. N5744G      Time (Lcl) - 1330 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries				
Fatal	Serious	Minor	None	
Crew 0	0	2	0	
Pass 0	0	0	0	

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - APPROACH

Fire  
NONE

Crew  
Pass

-----Aircraft Information-----

Make/Model - CESSNA 150K  
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/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- 360/015 KTS  
Visibility - 25.0 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

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

NORTH HAMPTON  
Runway Ident - 18  
Runway Lth/Wid - 2200  
Runway Surface - GRASS/TURF  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 51

Biennial Flight Review

Current - YES  
Months Since - 5  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 475	Last 24 Hrs - 1
Make/Model- 373	Last 30 Days- UNK/NR
Instrument- 0	Last 90 Days- 33

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT SETTLED INTO TREES DURING A LANDING APCH. THE PLT REPORTED THAT HE ADDED FULL POWER WITH THE CARBURETOR HEAT OFF AND WAS STILL UNABLE TO STOP THE DESCENT. WHEN FLT CHECKED BY THE FAA, THE PLTS SLOW FLT AND STALL RECOVERY PROCEDURES WERE FOUND TO BE IN NEED OF IMPROVEMENT.



Brief of Accident (Continued)

File No. - 2036

5/18/86

NORTH HAMPTON, NH

A/C Reg. No. N5744G

Time (Lcl) - 1330 EDT

-----  
Occurrence #1            IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. OBJECT - TREE(S)
2. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
3. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
4. 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) 2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2083      7/01/86      LAKEHURST,NJ      A/C Reg. No. N1897Z      Time (Lcl) - 1900 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -EXPERIMENTAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -TAXI

Aircraft Damage  
DESTROYED  
Fire  
ON GROUND

	Fatal	Serious	Minor	None
Crew	1	3	1	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model      - PIASECKI HELISTAT 97-34J  
Landing Gear      - HULL  
Max Gross Wt      - 111917  
No. of Seats      - 8

Eng Make/Model      - WRIGHT R-1820-84C  
Number Engines      - 4  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 1525 HP

ELT Installed/Activated - NO -N/A  
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - FSS  
Method      - TELEPHONE  
Completeness      - FULL

Basic Weather      - VMC  
Wind Dir/Speed- 140/006 KTS  
Visibility      - 7.0 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  
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

LAKEHURST NAEC  
Runway Ident      - UNK/NR  
Runway Lth/Wid      - UNK/NR  
Runway Surface      - ASPHALT  
Runway Status      - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

ATP,CFI  
SE LAND  
HELICOPTER

Age - 58

Biennial Flight Review

Current      - YES  
Months Since      - 7  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 20500	Last 24 Hrs	- UNK/NR
Make/Model-	1	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	UNK/NR
Multi-Eng	- UNK/NR	Rotorcraft	- 20000

Instrument Rating(s) - NONE

-----Narrative-----

THE HELISTAT, A HYBRID A/C WITH 4 H-34 MAIN FUSELAGES ATTACHED TO A FRAME ALONG WITH A ZPG-2 HELIUM FILLED ENVELOPE HAD JUST COMPLETED IT FIRST HOVER TEST FLT SUCCESSFULLY AND LANDED. A PWR LOSS WAS NOTED ON THE NO. 3 HELICOPTER AND THE TEST WAS TERMINATED AND THE MOORING MAST CALLED FOR. PRIOR TO RE-MOORING A WIND SHIFT CAUSED AN UNCOMMANDED LEFT TURN WHICH THE PILOT COULD NOT CONTROL WITH THE FLT CONTROLS. WITH A TAILWIND, NO WHEEL BRAKES OR GND STEERING A TAKEOFF WAS ATTEMPTED. THE 4 MAIN LANDING GEAR WHICH HAD NO SHIMMY DAMPNERS STARTED TO SHIMMY. THE FOUR HELICOPTERS STARTED TO REACT TO THE SHIMMY WITH GROUND RESONANCE. AS THE HELISTAT FINALLY LIFTED OFF, THE FOUR INDIVIDUAL HELICOPTERS BROKE OFF AND FELL TO THE GROUND. ONE PILOT RECEIVED FATAL INJURIES, 3 RECEIVED SERIOUS INJURIES AND ONE MINOR INJURIES. THE HELISTAT WAS DESTROYED. THE PRW LOSS ON THE NO. 3 HELICOPTER WAS TRACED TO A MISSING THROTTLE LINKAGE CORRELATION PIN. WHY THE PIN WAS MISSING WAS NOT DETERMINED.

Brief of Accident (Continued)

File No. - 2083

7/01/86

LAKEHURST,NJ

A/C Reg. No. N1897Z

Time (Lcl) - 1900 EST

Occurrence #1      LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF  
Phase of Operation      TAXI - FROM LANDING

Finding(s)

1. THROTTLE/POWER LEVER, LINKAGE - DISCONNECTED
2. OBJECT - AIRCRAFT MOVING ON GROUND

Occurrence #2      LOSS OF CONTROL - ON GROUND  
Phase of Operation      TAXI - FROM LANDING

Finding(s)

3. ROTORCRAFT FLIGHT CONTROL - INADEQUATE
4.      AIRCRAFT/EQUIPMENT, INADEQUATE DESIGN - MANUFACTURER
5. LANDING GEAR, NORMAL BRAKE SYSTEM - LACK OF
6.      AIRCRAFT/EQUIPMENT, INADEQUATE DESIGN(STANDARD/REQUIREMENT), ACFT HANDLING/PERF CAPABILITIES - MANUFACTURER
7. LANDING GEAR, NOSEWHEEL STEERING - LACK OF
8. WEATHER CONDITION - TAILWIND

Occurrence #3      AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

9. LANDING GEAR, MAIN GEAR - VIBRATION
10.      RUNNING TAKEOFF - ATTEMPTED - PILOT IN COMMAND
11. ROTOR SYSTEM - VIBRATION

-----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) 5,7,9,11

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2199      8/24/86      LAKEWOOD, NJ      A/C Reg. No. N5238X      Time (Lcl) - 1330 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-OTHER WORK USE	Fire	Crew	0	0	0
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During	-TAKEOFF					

-----Aircraft Information-----

Make/Model	- CHAMPION 7ECA	Eng Make/Model	- LYCOMING O-235-C1	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 1650	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 3	Rated Power	- 115 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 310/010 KTS</p> <p>Visibility - 7.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling -</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point LAKEWOOD, NJ</p> <p>Destination SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data LAKEWOOD</p> <p>Runway Ident - 24</p> <p>Runway Lth/Wid - 3300/ 50</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL,CFI</p> <p>SE LAND,ME LAND</p> <p>HELICOPTER</p>	<p>Age - 67</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 3</p> <p>Aircraft Type - 240/340</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 14007</p> <p>Make/Model- 496</p> <p>Instrument- 1533</p> <p>Multi-Eng - 3399</p> <p>Last 24 Hrs - 6</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 36</p> <p>Rotorcraft - 3551</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE FLIGHT ENCOUNTERED A STRONG GUST OF CROSSWIND WHILE TAKING OFF. THE PILOT WAS UNABLE TO CORRECT AND LOST CONTROL OF THE AIRCRAFT AT WHICH TIME THE AIRCRAFT RAN OFF THE RWY AND NOSED OVER.

Brief of Accident (Continued)

File No. - 2199

8/24/86

LAKEWOOD,NJ

A/C Reg. No. N5238X

Time (Lcl) - 1330 EDT

-----  
Occurrence #1        LOSS OF CONTROL - ON GROUND  
Phase of Operation    TAKEOFF - GROUND RUN

Finding(s)

1. WEATHER CONDITION - CROSSWIND
  2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  3. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
- 

Occurrence #2        NOSE OVER  
Phase of Operation    TAKEOFF - GROUND RUN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2019      9/09/86      CUBA,NM      A/C Reg. No. N2688W      Time (Lcl) - UNK/NR

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	DESTROYED					
Type of Operation -PERSONAL	Fire	Crew	Fatal	Injuries	Minor	None
Flight Conducted Under -14 CFR 91	UNK/NR	Pass	1	0	0	0
Accident Occurred During -UNKNOWN			1	0	0	0

-----Aircraft Information-----

Make/Model - MOONEY M20F	Eng Make/Model - LYCOMING IO-360-A1A	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2575	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 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	CUBA,NM	
Completeness - N/A	Destination	Airport Data
Basic Weather - IMC	TAOS,NM	
Wind Dir/Speed- 150/009 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 3000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 4000 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- UNK/NR		
Precipitation - UNK/NR		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 48	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - 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 ACFT DEPARTED A PRIVATE AIRSTRIIP IN CUBA, NM, FOR THE PURPOSE OF VIEWING REAL ESTATE PROPERTY BEFORE CONTINUING TO TAOS. STATE AUTHORITIES WERE NOTIFIED THE FOLLOWING DAY WHEN THE PLT FAILED TO ARRIVE AT WORK. A SEARCH FOR THE ACFT WAS CONDUCTED UNTIL 9-15-86 AT WHICH TIME IT WAS SUSPENDED. THE PLT AND PASSENGER ARE PRESUMED TO HAVE SUSTAINED FATAL INJURIES.

Brief of Accident (Continued)

File No. - 2019

9/09/86

CUBA,NM

A/C Reg. No. N2688W

Time (Lcl) - UNK/NR

-----  
Occurrence #1        MISSING AIRCRAFT  
Phase of Operation    UNKNOWN

Finding(s)

1. UNDETERMINED

-----  
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2152      10/29/86      LEYBA,NM      A/C Reg. No. N8323P      Time (Lc1) - UNK/NR

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -CRUISE

Aircraft Damage  
SUBSTANTIAL  
Fire      NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model      - PIPER PA-24-250  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 2900  
No. of Seats      - 4

Eng Make/Model      - LYCOMING O-540-C1B5  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 250 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A

Basic Weather      - UNK/NR

Wind Dir/Speed- UNK/NR

Visibility      - 60.0      SM

Lowest Sky/Clouds      - UNK/NR

Lowest Ceiling      - UNK/NR

Obstructions to Vision- UNK/NR

Precipitation      - UNK/NR

Condition of Light      - UNK/NR

Itinerary

Last Departure Point

UNK/NR

Destination

UNK/NR

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 - 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      - 1700

Make/Model- 500

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 ALBUQUERQUE ON OCTOBER 29, 1986, IN HIS ACFT FOR AN UNKNOWN DESTINATION. WHEN HE FAILED TO RETURN TO HIS HOME, RELATIVES NOTIFIED LOCAL AUTHORITIES. A SEARCH WAS BEGUN AND ON JANUARY 23, 1987, THE WRECKAGE WAS FOUND. THE PILOT WAS DECEASED AND 250 POUNDS OF MARIJUANA WAS FOUND IN AND AROUND THE ACFT.



Brief of Accident (Continued)

File No. - 2152

10/29/86

LEYBA,NM

A/C Reg. No. N8323P

Time (Lcl) - UNK/NR

---

Occurrence #1      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      CRUISE - NORMAL

Finding(s)

1. TERRAIN CONDITION - HIGH VEGETATION
  2. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
  3. FLT WITH INADQT ENROUTE/DESTN FACILITIES - PERFORMED - PILOT IN COMMAND
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2164

9/12/86

OROVADO, NV

A/C Reg. No. N8025K

Time (Lcl) - 0950 PDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage  
DESTROYED

Injuries			
Fatal	Serious	Minor	None
Crew 1	0	0	0
Pass 0	0	0	0

Type of Operation -AERIAL APPLICATION

Flight Conducted Under -14 CFR 137

Accident Occurred During -DESCENT

Fire  
ON GROUND

-----Aircraft Information-----

Make/Model - GRUMMAN G164A-450  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 4500  
No. of Seats - 1

Eng Make/Model - P&W R-985-AN1  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 450 HP

ELT Installed/Activated - NO -N/A  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- CALM

Visibility - 15.0 SM

Lowest Sky/Clouds - 15000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

MCCLINTOCK, NV

Destination

OROVADO, NV

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A  
Runway Lth/Wid - N/A  
Runway Surface - DIRT  
Runway Status - DRY  
HIGH VEGETATION

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 - NO

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 6740

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-----

POWER LINES WERE INADVERTENTLY STRUCK IN FLIGHT WHILE MANEUVERING DURING AERIAL APPLICATION. AFTER STRIKING THE POWER LINES THE AIRCRAFT DESCENDED TO THE GROUND WHERE A FIRE ERUPTED AND THE AIRCRAFT WAS THEN DESTROYED BY FIRE.

Brief of Accident (Continued)

File No. - 2164

9/12/86

OROVADO, NV

A/C Reg. No. N8025K

Time (Lcl) - 0950 PDT

-----  
Occurrence #1        IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    MANEUVERING - AERIAL APPLICATION

Finding(s)

1. OBJECT - WIRE, TRANSMISSION
  2. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
- 

Occurrence #2        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    DESCENT - UNCONTROLLED

-----  
Occurrence #3        FIRE  
Phase of Operation    OTHER

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2163      9/14/86      RENO, NV      A/C Reg. No. N28987      Time (Lcl) - 1915 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL					
Type of Operation - PERSONAL	Fire	Crew	Fatal	Injuries Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -TAKEOFF			0	0	0	2

-----Aircraft Information-----

Make/Model - GRUMMAN AA5	Eng Make/Model - LYCOMING O-360-A41C	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2400	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - UNK/NR	RENO, NV	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	TORRANCE, CA	RENO
Wind Dir/Speed- 300/015 KTS	ATC/Airspace	Runway Ident - 16
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 9000/ 150
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 - 47	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 264
SE LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 19
		Instrument- 67
		Last 30 Days- UNK/NR
		Last 90 Days- 5

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT HAD BEEN WAITING IN LINE FOR TAKEOFF ON RUNWAY 16 FOR OVER AN HOUR, DUE TO TRAFFIC DEPARTING AIR RACES. WHEN CLEARED TO DEPART, WINDS WERE 300 DEG AT 15 KTS, GUSTING TO 22 KTS. PLT ELECTED TO ATTEMPT TAKEOFF, BECAME MOMENTARILY AIRBORNE WITH STALL WARNING HORN SOUNDING. WHEN PLT LOWERED NOSE OF ACFT TO COMBAT STALL, ACFT LNDG GEAR STRUCK A DIRT MOUND PARALLEL TO RIGHT OF RUNWAY. DENS ALT CALCULATED AT 5000 FT.

Brief of Accident (Continued)

File No. - 2163

9/14/86

RENO,NV

A/C Reg. No. N28987

Time (Lc1) - 1915 PDT

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Occurrence #1      LOSS OF CONTROL - ON GROUND  
Phase of Operation      TAKEOFF - GROUND RUN

Finding(s)

1. CLEARANCE TO WRONG RUNWAY - NOT CORRECTED - PILOT IN COMMAND
  2.      IMPROPER DECISION,SELF-INDUCED PRESSURE - PILOT IN COMMAND
  3. WEATHER CONDITION - TAILWIND
  4. WEATHER CONDITION - GUSTS
  5. WEATHER CONDITION - HIGH DENSITY ALTITUDE
  6. JUDGEMENT - POOR - PILOT IN COMMAND
- 

Occurrence #2      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      TAKEOFF - INITIAL CLIMB

---

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,6

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. - 2170      9/20/86      OVERTON,NV      A/C Reg. No. N5481J      Time (Lcl) - 0020 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

Injuries			
Fatal	Serious	Minor	None
1	0	0	0
1	0	0	0

Type of Operation -PERSONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -MANEUVERING

Fire Crew  
NONE Pass

-----Aircraft Information-----

Make/Model - CESSNA 172  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2300  
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-H2AD  
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- 210/015 KTS  
Visibility - 15.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - NIGHT(BRIGHT)

Itinerary

Last Departure Point  
NORTH LAS VEGAS,NV  
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 - 57  
Biennial Flight Review  
Current - UNK/NR  
Months Since - UNK/NR  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 200  
Make/Model- 100  
Instrument- 4  
Last 24 Hrs - 1  
Last 30 Days- 2  
Last 90 Days- 5

Instrument Rating(s) - NONE

-----Narrative-----

THE UNICOM OPERATOR AT BOULDER CITY MADE RADIO CONTACT WITH "81J" AT ABOUT 2300 PDT, AFTER HEARING AN ACFT MANEUVERING IN THE AREA. THE PLT STATED HE DID NOT PLAN TO LND AT BOULDER CITY, BUT SAID HE INTENDED TO FLY "UP THE VEGAS WASH" AREA. AT APRX 2300 TO 2400, WITNESSES NOTED A LOW FLYING ACFT THAT WAS "BUZZING" A BOAT, CAMPERS & VEHICLES IN THE AREA OF VEGAS WASH & THE OVERTON ARM OF LAKE MEAD. AT ABOUT 1000 THE NEXT DAY, THE WRECKAGE WAS SIGHTED ABOUT 150 FT BELOW THE CREST OF A 1622 FT MTN, EAST OF THE OVERTON ARM. TOXICOLOGY CHECKS OF THE PLT'S & PASSENGER'S BLOOD SHOWED ALCOHOL LVLS OF 0.18 & 0.14 MG% (0.18% & 0.14%), RESPECTIVELY.

Brief of Accident (Continued)

File No. - 2170

9/20/86

OVERTON,NV

A/C Reg. No. N5481J

Time (Lcl) - 0020 PST

-----  
Occurrence #1        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    MANEUVERING

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
  2.    PHYSICAL IMPAIRMENT(ALCOHOL) - PILOT IN COMMAND
  3. BUZZING - PERFORMED - PILOT IN COMMAND
  4. LIGHT CONDITION - NIGHT
  5. TERRAIN CONDITION - MOUNTAINOUS/HILLY
  6.    CLEARANCE - MISJUDGED - PILOT IN COMMAND
  7.    IMPROPER USE OF EQUIPMENT/AIRCRAFT,DIVERTED ATTENTION - PILOT IN COMMAND
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,6,7

Factor(s) relating to this accident is/are finding(s) 4,5

Brief of Accident

File No. - 2166      11/08/86      BEATTY,NV      A/C Reg. No. N4797V      Time (Lcl) - 1000 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation - PERSONAL	Fire	Crew 0	Serious 1	Minor 0	None 0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - BELLANCA BL17-30	Eng Make/Model - CONTINENTAL IO-520-D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2600	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 285 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	TRUCKEE,CA	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	PARKER,AZ	SCOTTY'S JUNCTION
Wind Dir/Speed- 290/013 KTS	ATC/Airspace	Runway Ident - 34
Visibility - 50.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 3500/ 50
Lowest Sky/Clouds - 25000 FT SCATTERED	Type of Clearance - VFR	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 - 58	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1265
SE LAND	Months Since - 4	Make/Model- 381
	Aircraft Type - BL17-30	Instrument- 8
		Multi-Eng - UNK/NR
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 3
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WHILE IN CRUISE AT 11,500 FT MSL, FUEL PRESSURE AND ENGINE PWR WERE LOST. PLT TRIED VARIATIONS OF FUEL TANK SELECTIONS AND BOOST PUMP WITH NO SUCCESS. DURING FORCED LANDING ATTEMPT AT REMOTE AIRSTRIIP, PLT MISJUDGED APPROACH, STALLED ACFT ABOUT 100 YDS SHORT OF RUNWAY, MUSHING TO GROUND CONTACT. NO EVIDENCE FOUND OF FUEL PUMP FAILURE, LINE OR DISTRIBUTOR BLOCKAGE. ENGINE TEST RUN SATISFACTORY.



Brief of Accident (Continued)

File No. - 2166

11/08/86

BEATTY,NV

A/C Reg. No. N4797V

Time (Lcl) - 1000 PST

-----  
Occurrence #1        LOSS OF POWER  
Phase of Operation    CRUISE - NORMAL

Finding(s)

1. FUEL SYSTEM - UNDETERMINED
- 

Occurrence #2        FORCED LANDING  
Phase of Operation    LANDING

-----  
Occurrence #3        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

2. PLANNED APPROACH - MISJUDGED - PILOT IN COMMAND
  3. AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND
  4. STALL/MUSH
- 

Occurrence #4        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    DESCENT - UNCONTROLLED

-----  
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2037      1/19/86      FARMINGDALE, NY      A/C Reg. No. N34069      Time (Lcl) - 2109 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -BUSINESS	Fire	0	0	1	0
Flight Conducted Under -14 CFR 91	NONE	0	0	1	0
Accident Occurred During -APPROACH					

-----Aircraft Information-----

Make/Model - CESSNA 177RG	Eng Make/Model - LYCOMING IO-360-A1B6D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2800	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 200 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	KEENE, NH	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	FARMINGDALE, NY	Runway Ident - N/A
Wind Dir/Speed- 060/005 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - .250 SM	Type of Flight Plan - IFR	Runway Surface - ASPHALT
Lowest Sky/Clouds - 200 FT	Type of Clearance - IFR	Runway Status - WET
Lowest Ceiling - 200 FT OBSCURED	Type Apch/Lndg - ILS-COMPLETE	
Obstructions to Vision- FOG		
Precipitation - RAIN		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 31	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - YES	Total - 1563
SE LAND, ME LAND	Months Since - 3	Make/Model - 35
	Aircraft Type - UNK/NR	Instrument - 361
		Multi-Eng - 85
		Last 24 Hrs - 4
		Last 30 Days - UNK/NR
		Last 90 Days - 98

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH TREES IN THE BETHPAGE STATE PARK DURING A RWY 14 ILS APCH AT REPUBLIC AIRPORT, FARMINGDALE, NY. THE PLT HAD INSTRUCTED HIS PASSENGER, A PRIVATE PLT, TO REPORT WHEN HE HAD THE APCH LIGHTS IN SIGHT. THE PLT STATED THE APCH WAS CONTINUED UNTIL AN ALT OF 300 FT WAS REACHED AT WHICH TIME THE GLIDE SLOPE FLAG APPEARED. HE INITIATED A MISSED APCH AT THIS TIME, HOWEVER, THE ACFT CONTACTED TREES. DECISION HEIGHT FOR THE APCH IS 329 FT.

Brief of Accident (Continued)

File No. - 2037

1/19/86

FARMINGDALE, NY

A/C Reg. No. N34069

Time (Lc1) - 2109 EST

-----  
Occurrence #1            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

1. WEATHER CONDITION - FOG
2. WEATHER CONDITION - LOW CEILING
3. WEATHER CONDITION - RAIN
4. IN-FLIGHT PLANNING/DECISION - DELAYED - PILOT IN COMMAND
5. IFR PROCEDURE - IMPROPER - PILOT IN COMMAND
6. DECISION HEIGHT - EXCEEDED - PILOT IN COMMAND

-----  
-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5,6

Factor(s) relating to this accident is/are finding(s) 1,2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2044      5/12/86      SPRING VALLEY, NY      A/C Reg. No. N55352      Time (Lcl) - 1400 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation - PERSONAL	Fire	Crew	Fatal	Injuries		
Flight Conducted Under -14 CFR 91	NONE	Pass	0	Serious	Minor	None
Accident Occurred During -APPROACH			0	0	1	0
			0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 172P	Eng Make/Model - LYCOMING O-320-D23	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2200	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	RAMAPO VALLEY
Wind Dir/Speed- 360/010 KTS	ATC/Airspace	Runway Ident - 08
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2185/ 50
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 39	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 188
SE LAND	Months Since - 22	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 85
		Instrument- 26
		Last 30 Days- UNK/NR
		Last 90 Days- 28

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS MAKING AN APCH TO RWY 08 WHICH IS 2185 FT LONG AND 50 FT WIDE. THE LAST 1/3 OF THE RWY SLOPES DOWN NOTICEABLY. THE ACFT STRUCK PARKED CARS IN A PARKING LOT LOCATED OFF THE DEPARTURE END OF THE RWY. THERE WERE NO WITNESSES TO THE ACCIDENT. THE ARPT HAS SUBSEQUENTLY BEEN CLOSED. THE PLT STATED HE COULD NOT RECALL ANY OF THE EVENTS CONCERNING THE APCH OR ACCIDENT.

Brief of Accident (Continued)

File No. - 2044

5/12/86

SPRING VALLEY,NY

A/C Reg. No. N55352

Time (Lc1) - 1400 EDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. OBJECT - VEHICLE
2. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - DOWNHILL
3. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
4. IMPROPER USE OF PROCEDURE,VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
5. WEATHER CONDITION - CROSSWIND
6. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
7. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,6,7

Factor(s) relating to this accident is/are finding(s) 1,2,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2154	7/23/86	OLCOTT, NY	A/C Reg. No. N9263H	Time (Lcl) - 1830 EDT
-----Basic Information-----				
Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage SUBSTANTIAL	Injuries	
Type of Operation	-PERSONAL	Fire	Fatal	Serious
Flight Conducted Under	-14 CFR 91	Crew	0	0
Accident Occurred During	-LANDING	Pass	0	0
			Minor	None
			0	1
			0	3
-----Aircraft Information-----				
Make/Model	- CESSNA 172 M	Eng Make/Model	- LYCOMING O-320-E2D	
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	
Max Gross Wt	- 2300	Engine Type	- RECIPROCATING-CARBURETOR	
No. of Seats	- 4	Rated Power	- 150 HP	
			ELT Installed/Activated - YES-UNK/NR	
			Stall Warning System - YES	
-----Environment/Operations Information-----				
Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT	
Method	- N/A	LOCKPORT, NY		
Completeness	- N/A	Destination	Airport Data	
Basic Weather	- VMC	SAME AS ACC/INC	PALMER	
Wind Dir/Speed	- CALM	ATC/Airspace	Runway Ident - 26	
Visibility	- 6.0 SM	Type of Flight Plan	- NONE	
Lowest Sky/Clouds	- SCATTERED	Type of Clearance	- NONE	
Lowest Ceiling	- NONE	Type Apch/Lndg	- FULL STOP	
Obstructions to Vision	- NONE		Runway Lth/Wid - 2500 -UNK/NR	
Precipitation	- NONE		Runway Surface - GRASS/TURF	
Condition of Light	- DAYLIGHT		Runway Status - UNK/NR	
-----Personnel Information-----				
Pilot-In-Command	Age - 40	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT		
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)		
PRIVATE	Current - UNK/NR	Total	- 60	Last 24 Hrs - 1
SE LAND	Months Since - UNK/NR	Make/Model	- 3	Last 30 Days- UNK/NR
	Aircraft Type - UNK/NR	Instrument	- 1	Last 90 Days- 6
Instrument Rating(s) - NONE				
-----Narrative-----				
THE PILOT FLYING A CESSNA 172M WITH THREE PASSENGERS ON BOARD MADE A LANDING ON A 2500 FT GRASS RUNWAY. THIS WAS HIS FIRST LANDING ON A GRASS RUNWAY. HE TOUCHED DOWN FAST AND BECAME AIRBORNE, RECOVERED, AND BECAME AIRBORNE AGAIN. HIS AIRSPEED WAS TOO SLOW TO RECOVER AND THE LEFT WING DROPPED. THE AIRCRAFT SETTLED ON THE LEFT MAIN LANDING GEAR AND DEPARTED THE RUNWAY ON THE LEFT SIDE. THE AIRCRAFT STRUCK A TREE WITH THE LEFT WING RECEIVING SUBSTANTIAL DAMAGE. THE PILOT AND THREE PASSENGERS EXITED THE AIRCRAFT UNINJURED.				

Brief of Accident (Continued)

File No. - 2154

7/23/86

OLCOTT,NY

A/C Reg. No. N9263H

Time (Lcl) - 1830 EDT

Occurrence #1        LOSS OF CONTROL - ON GROUND  
Phase of Operation    LANDING - ROLL

Finding(s)

1. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
2.        IMPROPER USE OF PROCEDURE,LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
3. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
4.        IMPROPER USE OF PROCEDURE,LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
6. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

Occurrence #2        ON GROUND COLLISION WITH OBJECT  
Phase of Operation    LANDING - ROLL

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) 1,3,5,6

Factor(s) relating to this accident is/are finding(s) 2,4

Brief of Accident

File No. - 2194      8/09/86      SPRING VALLEY,NY      A/C Reg. No. N4879U      Time (Lcl) - 1000 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries			
Type of Operation -PERSONAL	Fire	Crew	0	0	1	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	1	0	2
Accident Occurred During -APPROACH						

-----Aircraft Information-----

Make/Model - CESSNA T-210	Eng Make/Model - CONTINENTAL TS10-520-R	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 4000	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 310 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	OCEAN CITY,MD	RAMAPO VALLEY
Wind Dir/Speed- 280/010 KTS	ATC/Airspace	Runway Ident - 26
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2185 -UNK/NR
Lowest Sky/Clouds - 2500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - GO AROUND	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 44	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - NO	Total - 218
SE LAND	Months Since - 11	Make/Model- 31
	Aircraft Type - UNK/NR	Instrument- 60
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 83

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT TOOK OFF IN THE CESSNA T-210N WITH 3 PASSENGERS. THE LANDING GEAR WOULD NOT RETRACT, SO HE RETURNED FOR LANDING. JUST PRIOR TO TOUCHDOWN, THE AIRCRAFT DROPPED AND BOUNCED. THE PILOT INITIATED A GO-AROUND AND THE AIRCRAFT BOUNCED ONCE MORE LIGHTLY. THE AIRCRAFT THEN DRIFTED LEFT OFF THE RUNWAY AND STRUCK TREES. JUST PRIOR TO IMPACT THE PILOT SHUT OFF THE MASTER SWITCH AND IGNITION SWITCH. HE WAS ATTEMPTING TO TURN OFF THE FUEL WHEN IMPACT OCCURRED. THE PILOT RECEIVED MINOR INJURIES AND THE RIGHT FRONT SEAT PASSENGER RECEIVED SERIOUS INJURIES. THE TWO MIDDLE SEAT PASSENGERS WERE UNINJURED.



Brief of Accident (Continued)

File No. - 2194

8/09/86

SPRING VALLEY,NY

A/C Reg. No. N4879U

Time (Lc1) - 1000 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT  
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

1. LIGHT CONDITION - DAYLIGHT
2. RECOVERY FROM BOUNCED LANDING - ATTEMPTED - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE,LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
4. GO-AROUND - IMPROPER - PILOT IN COMMAND
5. IMPROPER USE OF PROCEDURE,LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
6. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
7. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
8. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

9. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 6,7,8

Factor(s) relating to this accident is/are finding(s) 2,3,4,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2195      8/27/86      LEROY,NY      A/C Reg. No. N6659S      Time (Lcl) - UNK/NR

-----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	2
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 150H	Eng Make/Model - CONTINENTAL O-200	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
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	UNK/NR
Method - N/A	LEROY,NY	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	LEROY
Wind Dir/Speed- 300/015 KTS		Runway Ident - N/A
Visibility - 20.0 SM	ATC/Airspace	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 5000 FT SCATTERED	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Ceiling -	Type of Clearance - NONE	Runway Status - N/A
Obstructions to Vision- NONE	Type Apch/Lndg - UNK/NR	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 56	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 2203
SE LAND	Months Since - 14	Last 24 Hrs - 0
	Aircraft Type - UNK/NR	Make/Model- 2203
		Last 30 Days- UNK/NR
		Instrument- 139
		Last 90 Days- 14

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE FLT EXPERIENCED AN ENGINE FAILURE SHORTLY AFTER TAKEOFF DUE TO FUEL STARVATION. THE PLT WAS FLYING THE AIRCRAFT ON THE LEFT TANK WHICH HAD NO APPRECIABLE AMOUNT OF FUEL, WHILE THE RIGHT TANK CONTAINED 12 TO 13 GALLONS ON FUEL.

Brief of Accident (Continued)

File No. - 2195

8/27/86

LEROY, NY

A/C Reg. No. N6659S

Time (Lcl) - UNK/NR

-----  
Occurrence #1        LOSS OF POWER  
Phase of Operation    TAKEOFF - INITIAL CLIMB

Finding(s)

1. FLUID, FUEL - STARVATION
  2. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
  3. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
- 

Occurrence #2        FORCED LANDING  
Phase of Operation    DESCENT - EMERGENCY

-----

Occurrence #3        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    LANDING

-----

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2072      8/29/86      MONTGOMERY, NY      A/C Reg. No. N284MC      Time (Lcl) - 1730 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries				
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	Crew	0	0	0	1
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During	-APPROACH		Other	1	1	0	0

-----Aircraft Information-----

Make/Model	- PIPER PA-31-T1	Eng Make/Model	- P&W PT6R-11	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 6500	Engine Type	- TURBOPROP		
No. of Seats	- 8	Rated Power	- 500 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- FSS	Last Departure Point	UNK/NR
Method	- TELEPHONE	ROCHESTER, NY	
Completeness	- FULL	Destination	Airport Data
Basic Weather	- VMC	MONTGOMERY, NY	ORANGE COUNTY
Wind Dir/Speed	- 300/006 KTS	ATC/Airspace	Runway Ident
Visibility	- 40.0 SM	Type of Flight Plan	- 21
Lowest Sky/Clouds	- UNK/NR	Type of Clearance	- 5000/ 100
Lowest Ceiling	- 5000 FT BROKEN	Type Apch/Lndg	Runway Surface
Obstructions to Vision	- NONE		- CONCRETE
Precipitation	- NONE		Runway Status
Condition of Light	- DAYLIGHT		- DRY

-----Personnel Information-----

Pilot-In-Command	Age - 32	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP, CFI	Current - YES	Total - 7373	Last 24 Hrs - 6
SE LAND, ME LAND	Months Since - 7	Make/Model - 285	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 780	Last 90 Days - 69
		Multi-Eng - 4716	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER CANCELING HIS IFR FLIGHT PLAN, THE PA-31 PILOT ENTERED THE TRAFFIC PATTERN FOR RWY 26 ON A CROSSWIND LEG. HE DID NOT SEE ANY TRAFFIC ON DOWNWIND AS HE ENTERED THE PATTERN. HE VISUALLY CLEARED THE AREA BELOW AND TO HIS RIGHT WHILE ON DOWNWIND AND AS HE LOOKED UP AND FORWARD HE SAW THE CESSNA 152 IN FRONT OF HIM. THE CESSNA WAS ALSO ON THE DOWNWIND LEG FOR RWY 26. THE PA-31 PILOT, UPON SEEING THE CESSNA, PULLED UP AND TO THE RIGHT, BUT THE LEFT LANDING GEAR AND UNDERSIDE OF HIS AIRCRAFT DESTROYED THE EMPENNAGE OF THE CESSNA WHICH SUBSEQUENTLY UNCONTROLLED TO GROUND IMPACT. THE PA-31 PILOT WAS ABLE TO LAND HIS AIRCRAFT, BUT THE LEFT GEAR COLLAPSED DURING THE LANDING ROLL.

Brief of Accident (Continued)

File No. - 2072

8/29/86

MONTGOMERY, NY

A/C Reg. No. N284MC

Time (Lcl) - 1730 EDT

-----  
Occurrence #1        MIDAIR COLLISION  
Phase of Operation    APPROACH - VFR PATTERN - DOWNWIND

Finding(s)  
1. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND  
2. PROCEDURES/DIRECTIVES - IMPROPER - PILOT IN COMMAND  
-----

Occurrence #2        MAIN GEAR COLLAPSED  
Phase of Operation    LANDING - ROLL  
-----

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2072      8/29/86      MONTGOMERY, NY      A/C Reg. No. N4845B      Time (Lcl) - 1730 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

Injuries			
Fatal	Serious	Minor	None
Crew 1	1	0	0
Pass 0	0	0	0
Other 0	0	0	1

Type of Operation - INSTRUCTIONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - APPROACH

Fire  
NONE

-----Aircraft Information-----

Make/Model - CESSNA 152  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 1670  
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 110 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 300/006 KTS  
Visibility - 40.0 SM  
Lowest Sky/Clouds - UNK/NR  
Lowest Ceiling - 5000 FT BROKEN  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

ORANGE COUNTY  
Runway Ident - 26  
Runway Lth/Wid - 4000/ 100  
Runway Surface - CONCRETE  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
COMMERCIAL,CFI  
SE LAND,ME LAND

Age - 23  
Biennial Flight Review  
Current - YES  
Months Since - 1  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)

Total - 389	Last 24 Hrs - 1
Make/Model- UNK/NR	Last 30 Days- 25
Instrument- 39	Last 90 Days- UNK/NR
Multi-Eng - 19	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER CANCELING HIS IFR FLIGHT PLAN, THE PA-31 PILOT ENTERED THE TRAFFIC PATTERN FOR RWY 26 ON A CROSSWIND LEG. HE DID NOT SEE ANY TRAFFIC ON DOWNWIND AS HE ENTERED THE PATTERN. HE VISUALLY CLEARED THE AREA BELOW AND TO HIS RIGHT WHILE ON DOWNWIND AND AS HE LOOKED UP AND FORWARD HE SAW THE CESSNA 152 IN FRONT OF HIM. THE CESSNA WAS ALSO ON THE DOWNWIND LEG FOR RWY 26. THE PA-31 PILOT, UPON SEEING THE CESSNA, PULLED UP AND TO THE RIGHT, BUT THE LEFT LANDING GEAR AND UNDERSIDE OF HIS AIRCRAFT DESTROYED THE EMPENNAGE OF THE CESSNA WHICH SUBSEQUENTLY DESCENDED UNCONTROLLED TO GROUND IMPACT. THE PA-31 PILOT WAS ABLE TO LAND HIS AIRCRAFT, BUT THE LEFT GEAR COLLAPSED DURING THE LANDING ROLL.

Brief of Accident (Continued)

File No. - 2072

8/29/86

MONTGOMERY, NY

A/C Reg. No. N4845B

Time (Lcl) - 1730 EDT

-----  
Occurrence #1        MIDAIR COLLISION  
Phase of Operation    APPROACH - VFR PATTERN - DOWNWIND

Finding(s)  
1. VISUAL LOOKOUT - NOT PERFORMED - PILOT OF OTHER AIRCRAFT  
-----

Occurrence #2        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    APPROACH - VFR PATTERN - DOWNWIND  
-----

Occurrence #3        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    DESCENT - UNCONTROLLED

Finding(s)  
2. FLIGHT CONTROL SYSTEM - LOSS, PARTIAL  
-----

-----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. - 2043      9/09/86      WHITE PLAINS, NY      A/C Reg. No. N93AE      Time (Lcl) - 1620 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -BUSINESS  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -CLIMB

Aircraft Damage  
SUBSTANTIAL

Fire  
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	2
Pass	0	0	0	2

-----Aircraft Information-----

Make/Model      - SIKORSKY SK-76  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 7500  
No. of Seats      - 8

Eng Make/Model      - P&W PT-6B-36  
Number Engines      - 2  
Engine Type      - TURBOSHAFT  
Rated Power      - 1000 HP

ELT Installed/Activated - YES-UNK/NR  
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - COMMERCIAL WX SERVICE  
Method      - TELEPHONE  
Completeness      - FULL  
Basic Weather      - VMC  
Wind Dir/Speed- VARIABLE/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  
WHITE PLAINS, NY  
Destination  
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - COMPANY (VFR)  
Type of Clearance      -  
Type Apch/Lndg      - TRAFFIC PATTERN

Airport Proximity  
ON AIRPORT

Airport Data

WHITE PLAINS  
Runway Ident      - UNK/NR  
Runway Lth/Wid      - UNK/NR  
Runway Surface      - ASPHALT  
Runway Status      - DRY

PRECAUTIONARY LANDING

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)

ATP  
SE LAND  
HELICOPTER      ,GYROPLANE

Age - 43  
Biennial Flight Review  
Current      - YES  
Months Since      - 11  
Aircraft Type - 76B

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)

Total	- 8000	Last 24 Hrs	- 1
Make/Model-	1100	Last 30 Days-	UNK/NR
Instrument-	600	Last 90 Days-	84
		Rotorcraft	- 8000

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

APRX 12 SECONDS AFTER TAKEOFF WHILE CLIMBING THROUGH 400 FT THE ACFT EXPERIENCED A TAIL ROTOR PADDLE SEPARATION. THE YELLOW PADDLE BLADE FAILED FIRST FOLLOWED BY THE RED. THE PLT REPORTED HEARING A LOUD BANG FOLLOWED BY A SEVERE VIBRATION. A PRECAUTIONARY LANDING WAS MADE WITHOUT INCIDENT. INSPECTION REVEALED THAT THE COMPLETE PADDLE SPAR HAD FAILED AND SEPARATED. THERE WAS NO EVIDENCE OF A BIRD STRIKE OR FOD DAMAGE. THIS WAS THE FIRST FLT AFTER THE TAIL ROTOR BLADE ASSEMBLY WAS INSTALLED.



Brief of Accident (Continued)

File No. - 2043

9/09/86

WHITE PLAINS, NY

A/C Reg. No. N93AE

Time (Lcl) - 1620 EDT

-----  
Occurrence #1      AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation      CLIMB - TO CRUISE

Finding(s)

1. ROTOR SYSTEM, TAIL ROTOR BLADE SPAR - FAILURE, TOTAL
2. TAIL ROTOR - POOR - MANUFACTURER
3. MATERIAL DEFECT - MANUFACTURER
4. INSUFFICIENT STANDARDS/REQUIREMENTS, MANUFACTURER - MANUFACTURER

-----  
----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. - 2090      11/01/86      COLUMBUS, OH      A/C Reg. No. N220SS      Time (Lcl) - 1603 EST

-----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 - BOEING B-75-N1	Eng Make/Model - CONTINENTAL N-670-6	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
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	GROVE CITY, OH	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	PORT COLUMBUS, OH	PORT COLUMBUS
Wind Dir/Speed- 230/007 KTS	ATC/Airspace	Runway Ident - 23
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4480/ 150
Lowest Sky/Clouds - 4100 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 25000 FT BROKEN	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 37	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 2523
SE LAND	Months Since - 1	Make/Model- 118
	Aircraft Type - BE-A36	Instrument- 562
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 37

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A LANDING ATTEMPT ON ASPHALT SURFACED RUNWAY 23, THE PILOT REPORTED THAT THE AIRCRAFT SWERVED TO THE LEFT UPON TOUCHDOWN. RIGHT ALLERON AND RUDDER WAS APPLIED TO STOP THE TURN. WHEEL BRAKES WERE APPLIED AND THE AIRCRAFT NOSED OVER ON THE SIDE OF THE RUNWAY. THERE WERE NO REPORTS OF MECHANICAL DEFECTS OR MALFUNCTIONS.

Brief of Accident (Continued)

File No. - 2090

11/01/86

COLUMBUS, OH

A/C Reg. No. N220SS

Time (Lcl) - 1603 EST

-----  
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      NOSE OVER  
Phase of Operation      LANDING - ROLL

Finding(s)

3. REMEDIAL ACTION - POOR - PILOT IN COMMAND
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2091      11/18/86      FREMONT, OH      A/C Reg. No. N6786P      Time (Lcl) - 1645 EST

-----Basic Information-----

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage						
Name of Carrier	-NORTHEAST AIRWAYS	SUBSTANTIAL						
Type of Operation	-NON SCHED, DOMESTIC, CARGO	Fire	Crew	Fatal	0	Serious	0	Injuries
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	Minor	0	None
Accident Occurred During	-LANDING							

-----Aircraft Information-----

Make/Model	- CESSNA 402C	Eng Make/Model	- CONTINENTAL TS10-520-VB	ELT Installed/Activated	- UNK/NR
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 6850	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 325 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	MORRISTOWN, NJ	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	FREMONT, OH	FREMONT
Wind Dir/Speed - 040/014 KTS	ATC/Airspace	Runway Ident - 09
Visibility - .500 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 4045/ 40
Lowest Sky/Clouds - 500 FT	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - 500 FT OBSCURED	Type Apch/Lndg - VOR/TVOR	Runway Status - WET
Obstructions to Vision - BLOWING SNOW		
Precipitation - SNOW		
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, ATP, CFI	Current - YES	Total - 5625
SE LAND, ME LAND	Months Since - 1	Last 24 Hrs - 3
	Aircraft Type - BE-58	Make/Model - 240
		Instrument - 312
		Multi-Eng - 800
		Last 30 Days - UNK/NR
		Last 90 Days - 22
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED THAT HE WAS ABOUT FIVE FEET ABOVE THE RWY WHEN HE ENCOUNTERED A GUST OF WIND. THE ACFT ROCKED FROM SIDE TO SIDE DURING THE APCH AND TOUCHED DOWN HARD.

Brief of Accident (Continued)

File No. - 2091

11/18/86

FREMONT, OH

A/C Reg. No. N6786P

Time (Lc1) - 1645 EST

-----  
Occurrence #1        IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - GUSTS
  2.    COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
- 

Occurrence #2        HARD LANDING  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

3. REMEDIAL ACTION - INADEQUATE - PILOT IN COMMAND
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2032      11/25/86      CINCINNATI, OH      A/C Reg. No. N59610      Time (Lcl) - 0643 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage DESTROYED	Injuries			
Type of Operation	-AERIAL OBSERVATION	Fire	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	NONE	Crew 1	0	0	0
Accident Occurred During	-MANEUVERING		Pass 1	0	0	0

-----Aircraft Information-----

Make/Model	- BELL 206B	Eng Make/Model	- ALLISON 250-C20B	ELT Installed/Activated	- YES/NO
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 3200	Engine Type	- TURBOSHAFT		
No. of Seats	- 4	Rated Power	- 250 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - TELEPHONE</p> <p>Completeness - UNK/NR</p> <p>Basic Weather - IMC</p> <p>Wind Dir/Speed- 010/005 KTS</p> <p>Visibility - UNK/NR</p> <p>Lowest Sky/Clouds -</p> <p>Lowest Ceiling - UNK/NR</p> <p>Obstructions to Vision- FOG</p> <p>Precipitation - NONE</p> <p>Condition of Light - NIGHT(DARK)</p>	<p>Itinerary</p> <p>Last Departure Point CINCINNATI, OH</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - SPECIAL VFR</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data LUNKEN FIELD</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 - 31	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1450
SE LAND	Months Since - 3	Make/Model- 112
HELICOPTER	Aircraft Type - BELL 47	Instrument- 2
		Last 24 Hrs - 0
		Last 30 Days- 85
		Last 90 Days- 192
		Rotorcraft - 913

Instrument Rating(s) - NONE

-----Narrative-----

THE OWNER/OPERATOR (OPER) OF A FLYING SERVICE PROVIDED ACFT FOR BROADCASTING STATIONS IN THE AREA. A RADIO STATION HAD CONTRACTED WITH THE OPER TO PROVIDE A HELICOPTER (HELO, N59610) & A PLT TO TAKE A NEWS RPRTR ON A LOCAL TRAFFIC WATCH. THE OPER RPRTD THAT ON THE MORNING OF THE ACDNT, THE CEILING WAS RAGGED & HE SUGGESTED TO THE NEWS RPRTR THAT THE TAKE-OFF BE DELAYED UNTIL DAYLIGHT. THE RPRTR REJECTED THE SUGGESTION, SINCE AN ACFT FOR A COMPETING BROADCASTING STATION WAS ALREADY AIRBORNE. THE OPER HAD A POLICY OF NOT FLYING A HELO WHEN THE CEILING OR VIS WAS LESS THAN 300' OR 1/2 MI, BUT THE DECISION FOR FLT WAS LEFT TO THE PLT. BFR SUNRISE, N59610 WAS CLRD AS LEADER OF A FLT OF 2 FOR A SVFR DEPARTURE IN FOGGY CONDS. THE PLT WAS NOT INSTRUMENT RATED. AFTER DEPARTING, N59610 ENTERED DENSE FOG & SUBSEQUENTLY CRASHED ON WOODED, RISING TERRAIN ABOUT 1 MI SOUTH OF THE DEPARTURE POINT. AT CINCINNATI, THE 0555 WX WAS, IN PART: 600' OVERCAST, 1-1/2 MI VIS WITH FOG; AT 0655 THE CEILING & VIS WERE 200' OVERCAST & 1/2 MI WITH FOG.

Brief of Accident (Continued)

File No. - 2032

11/25/86

CINCINNATI, OH

A/C Reg. No. N59610

Time (Lc1) - 0643 EST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation CRUISE

Finding(s)

1. DISPATCH - IMPROPER - COMPANY/OPERATOR MGMT
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, PRESSURE INDUCED BY OTHERS - COMPANY/OPERATOR MGMT
3. VFR FLIGHT INTO IMC - PERFORMED - PILOT IN COMMAND
4. IMPROPER DECISION, PRESSURE INDUCED BY OTHERS - PILOT IN COMMAND
5. IMPROPER USE OF PROCEDURE, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation MANEUVERING

Finding(s)

6. LIGHT CONDITION - DARK NIGHT
7. TERRAIN CONDITION - RISING

-----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) 2,4,5,6,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2151      9/17/86      TILLAMOOK,OR      A/C Reg. No. N3565L      Time (Lcl) - 1930 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
Crew 0	0	0	1
Pass 0	0	0	0

Type of Operation -PERSONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -LANDING

Fire  
NONE

-----Aircraft Information-----

Make/Model - GREAT LAKES 2T-1A-2  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 1500  
No. of Seats - 2

Eng Make/Model - LYCOMING AEIO-360  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 180 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- 210/005 KTS  
Visibility - 3.000 SM  
Lowest Sky/Clouds -  
Lowest Ceiling - 800 FT OVERCAST  
Obstructions to Vision- FOG  
Precipitation - NONE  
Condition of Light - DUSK

Itinerary

Last Departure Point  
CRESCENT CITY,CA  
Destination  
ASTORIA,WA

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A  
Runway Lth/Wid - N/A  
Runway Surface - DIRT  
Runway Status - HIGH VEGETATION  
SOFT

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - PRECAUTIONARY LANDING

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 24  
Biennial Flight Review  
Current - YES  
Months Since - 23  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 246  
Make/Model- 180  
Instrument- 3  
Last 24 Hrs - 5  
Last 30 Days- UNK/NR  
Last 90 Days- 100

Instrument Rating(s) - NONE

-----Narrative-----

A PRECAUTIONARY LANDING WAS MADE ON A FIELD DUE TO LOW FUEL, LOWERING CEILING AND VISIBILITY, ENSUING DARKNESS, AND THE PILOT NOT KNOWING HIS EXACT POSITION. LANDING WAS MADE ON AN UPHILL FIELD WITH A SLIGHT TAIL WIND. THE AIRCRAFT STRUCK A SWALE AND THEN BECAME AIRBORNE MOMENTARILY. WHEN IT TOUCHED DOWN AGAIN IT STRUCK A FENCE, ROLLED THROUGH ANOTHER FENCE, AND ACROSS A DITCH WHICH COLLAPSED BOTH MAIN GEAR. THE AIRCRAFT THEN ROLLED INVERTED.



Brief of Accident (Continued)

File No. - 2151

9/17/86

TILLAMOOK,OR

A/C Reg. No. N3565L

Time (Lcl) - 1930 PDT

Occurrence #1      IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation      CRUISE - NORMAL

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
2. WEATHER CONDITION - FOG
3. LIGHT CONDITION - DUSK
4. WEATHER CONDITION - LOW CEILING
5. BECAME LOST/DISORIENTED

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Finding(s)

6. PRECAUTIONARY LANDING - ATTEMPTED - PILOT IN COMMAND
7. FLARE - MISJUDGED - PILOT IN COMMAND
8. TERRAIN CONDITION - ROUGH/UNEVEN
9. WEATHER CONDITION - TAILWIND
10. LIGHT CONDITION - DUSK

Occurrence #3      MAIN GEAR COLLAPSED  
Phase of Operation      LANDING - ROLL

Finding(s)

11. TERRAIN CONDITION - DITCH

Occurrence #4      NOSE OVER  
Phase of Operation      LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,5,7,11

Factor(s) relating to this accident is/are finding(s) 2,3,4,8,9,10

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2167      10/02/86      MADRAS,OR      A/C Reg. No. N4693J      Time (Lcl) - 1430 PDT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI	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 - CESSNA 172N	Eng Make/Model - LYCOMING O-320-H2AD	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 160 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	TROUTDALE,OR	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	MADRAS,OR	MADRAS CITY
Wind Dir/Speed- 005 KTS	ATC/Airspace	Runway Ident - 34L
Visibility - 40.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 8200/ 75
Lowest Sky/Clouds - 5000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 37	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 43
	Months Since - N/A	Last 24 Hrs - 3
	Aircraft Type - N/A	Make/Model- UNK/NR
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- 8
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

ON LANDING TOUCHDOWN, AIRCRAFT NOSE TIRE BLEW OUT. THE STUDENT PILOT OVER-CORRECTED WITH CONTROLS AND POWER, CAUSING THE AIRCRAFT TO BALLOON INTO THE AIR AND TOUCH DOWN A SECOND TIME IN A FLAT ATTITUDE, RESULTING IN A HARD LANDING.

Brief of Accident (Continued)

File No. - 2167

10/02/86

MADRAS, OR

A/C Reg. No. N4693J

Time (Lcl) - 1430 PDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. LANDING GEAR, TIRE - BURST

Occurrence #2 HARD LANDING  
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2064      10/04/86      ROSEBURG,OR      A/C Reg. No. N734EP      Time (Lcl) - 0915 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	DESTROYED		Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	1	0	2
Accident Occurred During -TAKEOFF						

-----Aircraft Information-----

Make/Model - CESSNA 172N	Eng Make/Model - LYCOMING O-320-H2AD	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 160 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	ROSEBURG,OR	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	KENNEWICK,WA	ROSEBURG MUNICIPAL
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - UNK/NR
Visibility - .250 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - 100 FT	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 100 FT OBSCURED	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- FOG		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 49	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 625
SE LAND	Months Since - 13	Make/Model- 396
	Aircraft Type - UNK/NR	Instrument- 28
		Multi-Eng - 46
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 49

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT INITIATED THE TAKEOFF FROM A TAXIWAY WITH A 100 FT OBSCURED SKY AND 1/4 VISIBILITY IN FOG. THE NON-INSTRUMENT RATED PLT WAS UNABLE TO MAINTAIN THE RWY HEADING DURING INITIAL CLIMB. THE ACFT DRIFTED TO THE RIGHT OF THE TAXIWAY AND STRUCK TREES LOCATED ON RISING TERRAIN.

Brief of Accident (Continued)

File No. - 2064

10/04/86

ROSEBURG,OR

A/C Reg. No. N734EP

Time (Lc1) - 0915 PDT

-----  
Occurrence #1        IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation    TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - FOG
  2. FLIGHT INTO KNOWN ADVERSE WEATHER - SELECTED - PILOT IN COMMAND
  3. IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
  4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
- 

Occurrence #2        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    TAKEOFF - INITIAL CLIMB

Finding(s)

5. TERRAIN CONDITION - RISING
- 

-----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. - 2150      10/07/86      FOREST GROVE,OR      A/C Reg. No. N986GC      Time (Lcl) - 1410 PDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT		Aircraft Damage		Injuries			
		DESTROYED		Fatal	Serious	Minor	None
Type of Operation	-OTHER WORK USE	Fire		0	0	0	1
Flight Conducted Under	-14 CFR 91	NONE		0	0	0	1
Accident Occurred During	-DESCENT						

-----Aircraft Information-----

Make/Model	- HUGHES 269A	Eng Make/Model	- LYCOMING HIO-360-A1A	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	- 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	HILLSBORO,OR	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	
Wind Dir/Speed	- 130/005 KTS	ATC/Airspace	Runway Ident
Visibility	- 25.0 SM	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- N/A
Lowest Ceiling	- NONE	Type of Clearance	- DIRT
Obstructions to Vision	- NONE	Type Apch/Lndg	- DRY
Precipitation	- NONE		HIGH VEGETATION
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 31	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL,CFI	Current - YES	Total - 656	Last 24 Hrs - 2
SE LAND	Months Since - 3	Make/Model- 128	Last 30 Days- UNK/NR
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 0	Last 90 Days- 58
			Rotorcraft - 160

Instrument Rating(s) - NONE

-----Narrative-----

PLT WAS OVERFLYING FILBERT ORCHARD TO SHAKE NUTS OFF TREES WITH ROTOWASH. PLT ALLOWED ROTOR RPM TO DECAY IN A DOWN WIND TURN 10 FEET AGL. ACFT COLLIDED WITH TREES, THEN GROUND, AND ROLLED OVER.

Brief of Accident (Continued)

File No. - 2150

10/07/86

FOREST GROVE,OR

A/C Reg. No. N986GC

Time (Lcl) - 1410 PDT

-----  
Occurrence #1        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

1. WEATHER CONDITION - TAILWIND
  2. ROTOR RPM - NOT MAINTAINED - PILOT IN COMMAND
- 

Occurrence #2        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

Brief of Accident

File No. - 2193      12/03/86      PENDLETON,OR      A/C Reg. No. N7EC      Time (Lcl) - 1732 PST

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage	Injuries			
Name of Carrier -LIFE GUARD	DESTROYED	Fatal	Serious	Minor	None
Type of Operation -NON SCHED,DOMESTIC,PASSENGER	Fire	Crew 3	0	0	0
Flight Conducted Under -14 CFR 135	NONE	Pass 0	0	0	0
Accident Occurred During -APPROACH					

-----Aircraft Information-----

Make/Model - BELL 206L-1	Eng Make/Model - ALLISON 250-C30P	ELT Installed/Activated - NO -N/A
Landing Gear - HIGH SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 4150	Engine Type - TURBOPROP	
No. of Seats - 5	Rated Power - 650 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - ACFT RADIO	PORTLAND,OR	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	SAME AS ACC/INC	Runway Ident - N/A
Wind Dir/Speed- 100/004 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 3.000 SM	Type of Flight Plan - COMPANY (VFR)	Runway Surface - N/A
Lowest Sky/Clouds -	Type of Clearance - SPECIAL VFR	Runway Status - N/A
Lowest Ceiling - 700 FT OVERCAST	Type Apch/Lndg - NONE	
Obstructions to Vision- FOG		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 36	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 4650
SE LAND	Months Since - 5	Make/Model- 1450
HELICOPTER	Aircraft Type - 206B-3	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 4
		Last 30 Days- 7
		Last 90 Days- 15
		Rotorcraft - 4250

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE HELICOPTER DEPARTED PENDLETON ON AN EMERG MED SVC/MED-EVAC (EMS) FLT TO TRANSPORT A PATIENT TO PORTLAND. AFTER DELIVERING THE PATIENT, THE PLT TOOK OFF ON THE RTN FLT WITH 2 MED PSNL ABOARD. DRG ARRIVAL AT 1658 PST, HE REQUESTED A SPECIAL VFR (SVFR) CLEARANCE TO THE PENDLETON ARPT. THE PLT WAS ADVISED TO HOLD & EXPECT CLEARANCE AT ABOUT 1725. AFTER INBOUND TRAFFIC HAD LANDED, A SVFR CLEARANCE WAS ISSUED. ABOUT 5 MIN LATER, THE PLT TRANSMITTED A MAYDAY CALL THAT HE HAD "INADVERTENT IFR" & WAS NOT CAPABLE OF IFR FLT. AT 1732, THE LAST TRANSMISSION FROM THE PLT STATED HE WAS AT 2200 FT MSL "APPROXIMATELY 5.1 NM FROM . . ." SUBSEQUENTLY, THE HELICOPTER IMPACTED THE GROUND ABOUT 5 MI WEST OF THE ARPT, WHILE DSCNDG IN A RT BANK. NO PREIMPACT PART FAILURE/MALFUNCTION WAS FND; RPRTDLY, THE HELICOPTER HAD DEPARTED PORTLAND WITH THE OIL TEMP GAGE INOP, TRANSPONDER REMOVED & A LEAK IN THE PITOT STATIC SYS. AT PENDLETON, THE 1650 PST WX WAS IN PART: 700 FT OVERCAST, VIS 3 MI WITH FOG. THE PLT WAS NOT CERTIFICATED FOR INSTRUMENT FLT IN HELICOPTERS.



Brief of Accident (Continued)

File No. - 2193

12/03/86/

PENDLETON,OR

A/C Reg. No. N7EC

Time (Lc1) - 1732 PST

Occurrence #1      IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation      APPROACH

Finding(s)

1. PITOT/STATIC SYSTEM - LEAK
2. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT
3. LIGHT CONDITION - DARK NIGHT
4. WEATHER CONDITION - LOW CEILING
5. WEATHER CONDITION - FOG
6. VFR FLIGHT INTO IMC - INADVERTENT - PILOT IN COMMAND

Occurrence #2      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      APPROACH

Finding(s)

7. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
8. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - PILOT IN COMMAND
9. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL INSTRUMENT TIME - 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) 6,7,8

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,9

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2162

12/20/86

YAMHILL,OR

A/C Reg. No. N739LH

Time (Lcl) - 1420 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
Crew 0	0	0	1
Pass 0	0	0	3

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - LANDING

Fire NONE  
Crew  
Pass

-----Aircraft Information-----

Make/Model - CESSNA 172  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2300  
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E2D  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 150 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS  
Method - TELEPHONE  
Completeness - FULL  
Basic Weather - VMC  
Wind Dir/Speed- 270/010 KTS  
Visibility - 40.0 SM  
Lowest Sky/Clouds - 10000 FT SCATTERED  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
KELSO,WA  
Destination  
YAMHILL,OR

Airport Proximity  
ON AIRSTRIP

Airport Data

FLYING M RANCH  
Runway Ident - 26  
Runway Lth/Wid - 2130/ 45  
Runway Surface - GRAVEL  
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - FULL STOP

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE  
SE LAND

Age - 30

Biennial Flight Review

Current - UNK/NR  
Months Since - UNK/NR  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 60	Last 24 Hrs - UNK/NR
Make/Model- 8	Last 30 Days- UNK/NR
Instrument- 3	Last 90 Days- 8

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS LANDING ON A ONE WAY SHORT NARROW AIRSTRIP. HE STATED A GUST OF WIND OCCURRED JUST PRIOR TO TOUCHDOWN. THE AIRCRAFT THEN BOUNCED AND THE PLT ADDED POWER. THE AIRCRAFT THEN BOUNCED SEVERAL TIMES AND THE NOSE GEAR COLLAPSED. THE AIRCRAFT THEN NOSED OVER INVERTED.

Brief of Accident (Continued)

File No. - 2162

12/20/86

YAMHILL,OR

A/C Reg. No. N739LH

Time (Lcl) - 1420 PST

-----  
Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - GUSTS
  2. STALL - INADVERTENT - PILOT IN COMMAND
  3. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
  4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
- 

Occurrence #2      NOSE GEAR COLLAPSED  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

-----

Occurrence #3      NOSE OVER  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

-----

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

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. - 2168      12/30/86      GATES,OR      A/C Reg. No. N4116R      Time (Lcl) - 1715 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

Injuries			
Fatal	Serious	Minor	None
0	0	1	0
0	0	3	0

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-32-300  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 3400  
No. of Seats      - 7

Eng Make/Model      - LYCOMING IO-540-K1A5  
Number Engines      - 1  
Engine Type      - RECIP-FUEL INJECTED  
Rated Power      - 300 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- 090/010 KTS  
Visibility      - 20.0 SM  
Lowest Sky/Clouds      - CLEAR  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - NIGHT(DARK)

Itinerary

Last Departure Point  
AURORA,OR  
Destination  
GATES,OR

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

DAVIS  
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      - FULL STOP

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 37

Biennial Flight Review

Current      - NO  
Months Since      - UNK/NR  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 500	Last 24 Hrs	- UNK/NR
Make/Model-	500	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	UNK/NR
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS ATTEMPTING TO LAND THE AIRCRAFT AT NIGHT ON AN UNLIT GRASS AIRSTRIP. PRIOR TO REACHING THE AIRSTRIP THE PLT COLLIDED WITH AN APPLE TREE. BOTH WINGS WERE SEVERED FROM THE AIRCRAFT AND IT WENT INVERTED BEFORE STRIKING THE GROUND IN A SLIGHTLY NOSE LOW ATTITUDE.

Brief of Accident (Continued)

File No. - 2168

12/30/86

GATES,OR

A/C Reg. No. N4116R

Time (Lcl) - 1715 PST

Occurrence #1      IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      LANDING

Finding(s)

1. OBJECT - TREE(S)
2. LIGHT CONDITION - DARK NIGHT
3. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
4. AIRPORT FACILITIES, RUNWAY EDGE LIGHTS - INADEQUATE
5. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
6. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      LANDING

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,5,6

Factor(s) relating to this accident is/are finding(s) 1,2,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2106      3/01/86      DOYLESTOWN,PA      A/C Reg. No. N2270Q      Time (Lcl) - 1100 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	0	
Accident Occurred During -LANDING						

-----Aircraft Information-----

Make/Model - PIPER PA-28-140	Eng Make/Model - LYCOMING O-320-E3D	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 - FSS	Last Departure Point	ON AIRPORT
Method - IN PERSON	PHILADELPHIA,PA	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	DOYLESTOWN,PA	DOYLESTOWN
Wind Dir/Speed- 330/020 KTS	ATC/Airspace	Runway Ident - 23
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3000/ 50
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - MACADAM
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	TOUCH AND GO	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 43	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 40
	Months Since - N/A	Last 24 Hrs - UNK/NR
	Aircraft Type - N/A	Make/Model- 24
		Last 30 Days- UNK/NR
		Instrument- 1
		Last 90 Days- 4
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PIPER PA-28-140 WAS LANDING ON RWY 23. THE WINDS WERE REPORTED TO BE FROM 320' - 330' WITH A VELOCITY OF 20 KTS AND GUSTS TO 30 KTS. THE STUDENT PILOT LOST CONTROL ON LANDING AND VEARED OFF THE RIGHT SIDE OF RUNWAY. THE AIRCRAFT RECEIVED SUBSTANTIAL DAMAGE AND THE STUDENT PILOT WAS UNINJURED.

Brief of Accident (Continued)

File No. - 2106

3/01/86

DOYLESTOWN, PA

A/C Reg. No. N2270Q

Time (Lc1) - 1100 EDT

Occurrence #1      LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2.    COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
3.    IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
4. WEATHER CONDITION - GUSTS
5.    IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
6. LIGHT CONDITION - DAYLIGHT

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

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. - 2197      5/09/86      HALLSTEAD, PA      A/C Reg. No. N65618      Time (Lcl) - 2145 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	DESTROYED		Fatal	Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew	0	0	1	0
Flight Conducted Under - 14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During - APPROACH						

-----Aircraft Information-----

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 110 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	KIRKWOOD, NY	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	KIRKWOOD
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 33
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3360/ 80
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 34	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 383
SE LAND	Months Since - 6	Last 24 Hrs - UNK/NR
GLIDER	Aircraft Type - UNK/NR	Make/Model- 11
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 2

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRPORT IS LOCATED IN A VALLEY BETWEEN TWO ROWS OF MOUNTAINS ON THE NY/PA BORDER. THE PLT HAD COMPLETED TWO TAKEOFF AND LANDINGS TO A FULL STOP AT NIGHT FOR NIGHT CURRENCY. AFTER TAKEOFF AND LEVELING OFF AT 2,000 FEET MSL AND DOWNWIND FOR A LEFT BASE TO RUNWAY 33, PLT WAS ABEAM APPROACH END OF RUNWAY 33 BEFORE LANDING CHECK COMPLETED, AND A 500 RATE OF DESCENT WAS ESTABLISHED. AFTER A LEFT TURN WAS MADE, PLT TURNED ON LANDING LIGHT, AND SAW THE TREES IMMEDIATELY IN FRONT OF HIM, AND HAD NO TIME TO REACT AND EXPERIENCED IN FLIGHT COLLISION WITH TREES.



Brief of Accident (Continued)

File No. - 2197

5/09/86

HALLSTEAD, PA

A/C Reg. No. N65618

Time (Lcl) - 2145 EDT

-----  
Occurrence #1        IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    APPROACH - VFR PATTERN - BASE TURN

Finding(s)

1. OBJECT - TREE(S)
  2.    PLANNED APPROACH - MISJUDGED - PILOT IN COMMAND
  3.        IMPROPER USE OF PROCEDURE, LACK OF RECENT TOTAL EXPERIENCE - PILOT IN COMMAND
  4. LIGHT CONDITION - NIGHT
- 

Occurrence #2        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    APPROACH - VFR PATTERN - BASE TURN

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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

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2045      5/12/86      WELLSBORO, PA      A/C Reg. No. N4626F      Time (Lcl) - 1500 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL			Injuries			
Type of Operation      -BUSINESS	Fire	Crew	Fatal	Serious	Minor	None	
Flight Conducted Under      -14 CFR 91	NONE	Pass	0	0	0	1	
Accident Occurred During      -LANDING			0	0	0	2	

-----Aircraft Information-----

Make/Model      - CESSNA P206A	Eng Make/Model - CONTINENTAL IO-520	ELT Installed/Activated - YES/NO
Landing Gear      - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt      - 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      - UNK/NR	OLEAN, NY	
Completeness      - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather      - VMC	PERKASIE, PA	WELLSBORO GRAND CANYON
Wind Dir/Speed- UNK/NR	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 - 36	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE      - UNK/NR	Current      - UNK/NR	Total      - 179
SE LAND	Months Since      - UNK/NR	Make/Model- 49
	Aircraft Type      - UNK/NR	Instrument- 0
		Last 24 Hrs - 2
		Last 30 Days- 7
		Last 90 Days- 18

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS CRUISING AT 5,500 FT WHEN THE PLT EXPERIENCED A TOTAL LOSS OF POWER. HE TRIED TO MAKE IT TO THE WELLSBORO ARPT, HOWEVER, HE WAS UNABLE TO AND LANDED THE ACFT IN A FIELD. THE ACFT RAN THROUGH A FENCE AND WAS SUBSTANTIALLY DAMAGED. WHEN THE ENGINE WAS TORN DOWN, IT WAS NOTED THAT THE CRANKSHAFT HAD BROKEN BETWEEN THE #2 ROD BEARING JOURNAL AND THE #2 MAIN BEARING JOURNAL. ALSO DURING THE ENGINE INSPECTION IT WAS NOTED THAT THE ENGINE DID HAVE OIL, BUT METAL PARTICLES WERE PRESENT ON BOTH THE OIL SCREEN AND IN THE OIL.

Brief of Accident (Continued)

File No. - 2045

5/12/86

WELLSBORO, PA

A/C Reg. No. N4626F

Time (Lcl) - 1500 EDT

Occurrence #1      LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION  
Phase of Operation      CRUISE - NORMAL

Finding(s)

1. ENGINE ASSEMBLY, CRANKSHAFT - FAILURE, TOTAL

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Occurrence #3      ON GROUND COLLISION WITH OBJECT  
Phase of Operation      LANDING - ROLL

Finding(s)

2. TERRAIN CONDITION - OPEN FIELD
3. 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) 3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2196      8/14/86      TUNKHANNOCK, PA      A/C Reg. No. N5888Z      Time (Lcl) - 0800 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries			
Type of Operation      -PERSONAL	Fire	Crew	Fatal	Serious	Minor	None
Flight Conducted Under      -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During      -LANDING			0	0	0	0

-----Aircraft Information-----

Make/Model      - PIPER PA-22-108	Eng Make/Model      - LYCOMING O-235-C1B	ELT Installed/Activated - YES/NO
Landing Gear      - TRICYCLE-FIXED	Number Engines      - 1	Stall Warning System - YES
Max Gross Wt      - 1800	Engine Type      - RECIPROCATING-CARBURETOR	
No. of Seats      - 2	Rated Power      - 108 HP	

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing      - NO RECORD OF BRIEFING</p> <p>Method      - N/A</p> <p>Completeness      - N/A</p> <p>Basic Weather      - VMC</p> <p>Wind Dir/Speed- UNK/NR</p> <p>Visibility      - 5.0      SM</p> <p>Lowest Sky/Clouds      - UNK/NR</p> <p>Lowest Ceiling      - UNK/NR</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation      - NONE</p> <p>Condition of Light      - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point TUNKHANNOCK, PA</p> <p>Destination SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan      - NONE</p> <p>Type of Clearance      - NONE</p> <p>Type Apch/Lndg      - NONE</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data SKYHAVEN</p> <p>Runway Ident      - 18</p> <p>Runway Lth/Wid      - 2000/ 300</p> <p>Runway Surface      - GRAVEL</p> <p>Runway Status      - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s) STUDENT</p>	<p>Age      - 25</p> <p>Biennial Flight Review</p> <p>Current      - N/A</p> <p>Months Since      - N/A</p> <p>Aircraft Type      - N/A</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total      - 11</p> <p>Make/Model- 9</p> <p>Instrument- 0</p> <p>Last 24 Hrs      - 0</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 11</p>
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Instrument Rating(s) - NONE

-----Narrative-----

STUDENT PILOT WAS ATTEMPTING A LANDING AT SKY HAVEN AIRPORT AND LANDED SHORT, BOUNCED AND LANDED IN A LEFT TURN. AT THIS POINT, THE PLT COULD NOT MAINTAIN DIRECTIONAL CONTROL AND RAN OFF THE RUNWAY, HIT A BARREL WITH THE RIGHT GEAR AND THE ACFT NOSED OVER.

Brief of Accident (Continued)

File No. - 2196

8/14/86

TUNKHANNOCK, PA

A/C Reg. No. N5888Z

Time (Lcl) - 0800 EDT

Occurrence #1       UNDERSHOOT  
Phase of Operation   LANDING

Finding(s)

1. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND

Occurrence #2       HARD LANDING  
Phase of Operation   LANDING - FLARE/TOUCHDOWN

Finding(s)

2. FLARE - IMPROPER - PILOT IN COMMAND
3. RECOVERY FROM BOUNCED LANDING - POOR - PILOT IN COMMAND
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

Occurrence #3       NOSE OVER  
Phase of Operation   LANDING - ROLL

Finding(s)

6. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,6

Factor(s) relating to this accident is/are finding(s) 5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2038

9/21/86

INDIANA, PA

A/C Reg. No. N6004U

Time (Lcl) - 1645 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	0

Type of Operation - INSTRUCTIONAL

Flight Conducted Under - 14 CFR 91

Accident Occurred During - LANDING

Fire  
NONE

-----Aircraft Information-----

Make/Model - PIPER PA-28-140C

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- 045/005 KTS

Visibility - 5.0 SM

Lowest Sky/Clouds - 4500 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

EBENSBURG, PA

Destination

SAME AS ACC/INC

Airport Proximity

UNK/NR

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)

STUDENT

Age - 30

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	31	Last 24 Hrs	-	3
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Make/Model-	6	Last 30 Days-	UNK/NR
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Instrument-	0	Last 90 Days-	15
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Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS SUBSTANTIALLY DAMAGED DURING A FORCED LANDING FOLLOWING A LOSS OF ENG POWER. EXAMINATION OF THE ACFT SHOWED THE FUEL SELECTOR WAS ON THE THE LEFT TANK WHICH CONTAINED NO USEABLE FUEL. THERE WAS USEABLE FUEL REMAINING IN THE RIGHT TANK. THE PLT STATED THAT THE ACCIDENT COULD HAVE BEEN PREVENTED BY "HAVING THE PRESENCE OF MIND TO SWITCH FUEL TANKS WHEN LEFT TANK WENT DRY".

Brief of Accident (Continued)

File No. - 2038

9/21/86

INDIANA,PA

A/C Reg. No. N6004U

Time (Lcl) - 1645 EDT

Occurrence #1      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      CRUISE - NORMAL

Finding(s)

1. FLUID,FUEL - STARVATION
2. FUEL TANK SELECTOR POSITION - NOT SELECTED - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE,INATTENTIVE - PILOT IN COMMAND
4. FUEL CONSUMPTION CALCULATIONS - INATTENTIVE - PILOT IN COMMAND
5. IMPROPER USE OF PROCEDURE,LACK OF RECENT EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
6. REMEDIAL ACTION - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Occurrence #3      IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      LANDING

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) 1,2,6

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. - 2089      11/29/86      SAN JUAN, PR      A/C Reg. No. N930MA      Time (Lcl) - 0950 AST

-----Basic Information-----

Type Operating Certificate	COMMUTER	Aircraft Damage					
Name of Carrier	-EASTERN METRO EXPRESS	SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-SCHEDULED, INTL, PASSENGER	Fire	Crew	0	0	0	2
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	0
Accident Occurred During	-TAKEOFF						

-----Aircraft Information-----

Make/Model	- DEHAVILLAND DHC-6	Eng Make/Model	- P&W PT6A-27	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 11579	Engine Type	- TURBOPROP		
No. of Seats	- 20	Rated Power	- 620 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	MAYAGUEZ, PR	LUIS MUNUZMARIN INT'L
Wind Dir/Speed- 070/009 KTS	ATC/Airspace	Runway Ident - 08
Visibility - 15.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 10000/ 200
Lowest Sky/Clouds - 1700 FT SCATTERED	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - 4000 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 - 38	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 3086
SE LAND, ME LAND	Months Since - 6	Last 24 Hrs - 4
	Aircraft Type - DHL-6	Make/Model - 700
		Instrument - 430
		Last 30 Days - UNK/NR
		Last 90 Days - 172
		Multi-Eng - 1347

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT ON TAKEOFF ROLL AS THE NOSE WHEEL WAS LIFTED AT APRX 60 KNOTS, THE ACFT VEERED SHARPLY TO THE LEFT, RAN OFF THE RUNWAY AND COLLIDED WITH THE GLIDE SLOPE BUILDING. THE LEFT ENG AND PROPELLER WERE EXAMINED AND BOTH COMPONENTS WERE FOUND TO BE OPERATING NORMALLY AND THE DAMAGE FOUND WAS CONSISTENT WITH A PROPELLER STRIKE AND RESULTANT SUDDEN STOPPAGE. NO EVIDENCE WAS FOUND DURING THE EXAMINATION OF THE ACFT STRUCTURE, FLIGHT CONTROL SYSTEMS OR RIGHT POWERPLANT TO SUGGEST A FAILURE OR MALFUNCTION PRIOR TO IMPACT WITH THE GLIDE SLOPE BUILDING.



Brief of Accident (Continued)

File No. - 2089

11/29/86

SAN JUAN, PR

A/C Reg. No. N930MA

Time (Lcl) - 0950 AST

Occurrence #1      LOSS OF CONTROL - ON GROUND  
Phase of Operation      TAKEOFF - GROUND RUN

Finding(s)

1. AIRCRAFT HANDLING - POOR - PILOT IN COMMAND
2. ROTATION - PREMATURE - PILOT IN COMMAND
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

Occurrence #2      ON GROUND COLLISION WITH TERRAIN  
Phase of Operation      TAKEOFF - GROUND RUN

Finding(s)

5. OBJECT - APPROACH LIGHT/NAVAID

-----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. - 2171      11/09/86      CONWAY, SC      A/C Reg. No. N6537P      Time (Lcl) - 1640 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Injuries				
	SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation - INSTRUCTIONAL	Fire	Crew	0	0	0	2
Flight Conducted Under - 14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During - LANDING						

-----Aircraft Information-----

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 108 HP	

-----Environment/Operations Information-----

<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	CONWAY, SC	
Completeness - N/A	Destination	<b>Airport Data</b>
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 4000 FT	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 4000 FT BROKEN	Type Apch/Lndg - FORCED LANDING	
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 - 712
SE LAND,ME LAND	Months Since - 5	Make/Model- 239
	Aircraft Type - C-152	Instrument- 79
		Multi-Eng - 22
		Last 24 Hrs - 4
		Last 30 Days- UNK/NR
		Last 90 Days- 310

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ONE BLADE OF THE FIXED PITCH PROPELLER SEPARATED 3" FROM THE HUB DURING A ROUTINE INSTRUCTIONAL FLIGHT. THE IMBALANCE RESULTED IN A BROKEN ENGINE MOUNT AND A TOTAL LOSS OF POWER WAS EXPERIENCED. A FORCED LANDING WAS MADE IN A SOFT FIELD DURING WHICH, THE AIRCRAFT NOSED OVER. A METALLURGICAL EXAMINATION OF THE FAILED BLADE, DESIGN NUMBER 1A103, DISCLOSED A FATIGUE CRACK THAT ORIGINATED FROM CHORDWISE SURFACE SCRATCHES UNDERNEATH THE PAINTED FINISH. THE PROPELLER TOTAL TIME IN SERVICE SINCE NEW WAS 3425 HOURS AND IT HAD NOT BEEN REFINISHED DURING THAT TIME.

Brief of Accident (Continued)

File No. - 2171

11/09/86

CONWAY, SC

A/C Reg. No. N6537P

Time (Lcl) - 1640 EST

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Occurrence #1      AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation      CLIMB

Finding(s)

1. PROPELLER SYSTEM/ACCESSORIES, BLADE - FATIGUE
  2. PROPELLER SYSTEM/ACCESSORIES, BLADE - FAILURE, TOTAL
- 

Occurrence #2      LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION  
Phase of Operation      DESCENT - EMERGENCY

Finding(s)

3. MIXTURE CONTROL - LOSS, TOTAL
- 

Occurrence #3      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

-----

Occurrence #4      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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2027      9/06/86      SPRINGFIELD, TN      A/C Reg. No. N2030C      Time (Lcl) - 1130 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		DESTROYED	Fatal	Serious	Minor	None
Type of Operation	- INSTRUCTIONAL	Fire	0	0	0	2
Flight Conducted Under	- 14 CFR 91	ON GROUND	Pass	0	0	1
Accident Occurred During	- LANDING					

-----Aircraft Information-----

Make/Model - BEECH 95	Eng Make/Model - LYCOMING O-360-C1C	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 4000	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 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- 010 KTS</p> <p>Visibility - 15.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN</p> <p style="padding-left: 20px;">TOUCH AND GO</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRPORT</p> <p>Airport Data</p> <p style="padding-left: 20px;">SPRINGFIELD</p> <p>Runway Ident - 03</p> <p>Runway Lth/Wid - 3700/ 75</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">COMMERCIAL,CFI</p> <p style="padding-left: 20px;">SE LAND,ME LAND</p>	<p>Age - 48</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - YES</p> <p style="padding-left: 20px;">Months Since - 1</p> <p style="padding-left: 20px;">Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p style="padding-left: 20px;">Flight Time (Hours)</p> <p style="padding-left: 40px;">Total - 6650</p> <p style="padding-left: 40px;">Make/Model- 75</p> <p style="padding-left: 40px;">Instrument- 550</p> <p style="padding-left: 40px;">Multi-Eng - 890</p> <p style="padding-left: 40px;">Last 24 Hrs - 0</p> <p style="padding-left: 40px;">Last 30 Days- 0</p> <p style="padding-left: 40px;">Last 90 Days- 80</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE INSTRUCTIONAL FLT HAD BEEN IN THE AIR FOR ABOUT 45 MIN WHEN THE INSTRUCTOR TOLD THE PLT TO RETURN TO THE ARPT AND LAND. UPON ENTERING THE TRAFFIC PATTERN THE PLT WAS TOLD TO MAKE A TOUCH AND GO LANDING. HE COMPLETED TWO OF THESE MANEUVERS AND WAS ATTEMPTING THE THIRD TAKEOFF WHEN THERE WAS A REPORTED LOSS OF POWER ON THE LEFT ENG. THE ACFT WAS AIRBORNE AT THE TIME AND TURNED LEFT. THE INSTRUCTOR GOT ON THE CONTROLS AND TURNED BACK TO THE RWY HEADING WHICH PUT THEM OVER A SOD STRIP PARALLEL TO THE ORIGINAL RWY. HE RAISED THE LANDING GEAR AND THE ACFT STARTED A SLOW CLIMB THEN STARTED SETTLING TOWARD THE GROUND. HE SAW THE OBSTRUCTIONS AHEAD AND MOVED THE THROTTLE AND PROP LEVERS AFT. DURING THE ATTEMPTED OFF AIRPORT LANDING THE LEFT WING CONTACTED THE GROUND AND THE ACFT CARTWHEELED. NEITHER OF THE PILOTS FEATHERED THE ENG WHICH PRODUCED THE POWER DIFFERENTIAL. CAUSE OF THE REPORTED POWER LOSS WAS NOT DETERMINED.

Brief of Accident (Continued)

File No. - 2027

9/06/86

SPRINGFIELD, TN

A/C Reg. No. N2030C

Time (Lcl) - 1130 CDT

Occurrence #1      LOSS OF POWER  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)  
1. UNDETERMINED

Occurrence #2      FORCED LANDING  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)  
2. DIRECTIONAL CONTROL - NOT MAINTAINED - DUAL STUDENT  
3. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND(CFI)  
4. EMERGENCY PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND(CFI)

Occurrence #3      DRAGGED WING, ROTOR, POD, OR FLOAT  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)  
5. STALL/MUSH - ATTEMPTED - PILOT IN COMMAND(CFI)

Occurrence #4      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2082      10/20/86      NASHVILLE,TN      A/C Reg. No. N2204Z      Time (Lcl) - 1100 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	1	1
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - BELL 206B III	Eng Make/Model - ALLISON 250-C20B	ELT Installed/Activated - NO	N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - 3200	Engine Type - TURBOSHAFT		
No. of Seats - 5	Rated Power - 420 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	NASHVILLE,TN	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	NASHVILLE METROPOLITAN
Wind Dir/Speed- 110/003 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 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 - 29	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE,ATP	Current - YES	Total - 1453
SE LAND	Months Since - 20	Make/Model- 793
HELICOPTER	Aircraft Type - BELL206	Instrument- 17
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 25
		Rotorcraft - 1402

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS IN A DESCENT TOWARD A BUILDING IN A DOWNTOWN AREA WHICH HE WANTED AERIAL PHOTOGRAPHS OF. AT ABOUT 1700 FT AGL HE REPORTED THE HELICOPTER JERKED HARD AND YAWED TO THE LEFT. HE INITIATED AN AUTOROTATION AND DURING THE DESCENT TO THE SELECTED LANDING SITE HE HAD TO BLEED OFF ROTOR RPM TO CLEAR WIRES ACROSS THE APCH PATH. A HARD LANDING RESULTED IN A STREET INTERSECTION. POST ACCIDENT INSPECTION REVEALED THE SPUR ADAPTER GEARSHAFT FORWARD SPLINES WERE SEVERELY WORN. THE FORWARD END OF THE GEARSHAFT WAS FRACTURED. THE FRACTURE HAD ORIGINATED FROM THE SHAFT SPLINE TEETH. THE OIL DELIVERY TUBE FOR THE FORWARD SPLINE LUBRICATION DID NOT MEET REQUIREMENTS ESTABLISHED BY THE ENGINE MANUFACTURER.

Brief of Accident (Continued)

File No. - 2082

10/20/86

NASHVILLE, TN

A/C Reg. No. N2204Z

Time (Lcl) - 1100 EDT

Occurrence #1      LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION  
Phase of Operation      DESCENT - NORMAL

Finding(s)

1. TURBOSHAFT ENGINE, GAS GENERATOR TURBINE SHAFT - FAILURE, TOTAL
2. MAINTENANCE, INSTALLATION - IMPROPER - OTHER PERSON

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Occurrence #3      HARD LANDING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

3. JUDGEMENT - POOR - PILOT IN COMMAND
4. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2022      11/18/86      GRANDVIEW, TX      A/C Reg. No. N68328      Time (Lcl) - 1130 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED		Fatal	Injuries		
Type of Operation      -INSTRUCTIONAL	Fire	Crew	0	1	0	0
Flight Conducted Under      -14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During      -LANDING						

-----Aircraft Information-----

Make/Model      - CESSNA 152II	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/NO
Landing Gear      - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt      - 1670	Engine Type      - RECIPROCATING-CARBURETOR	
No. of Seats      - 2	Rated Power      - 110 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing      - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method      - N/A	MESQUITE, TX	
Completeness      - N/A	Destination	Airport Data
Basic Weather      - VMC	LOCAL	MESQUITE
Wind Dir/Speed- 020/012 KTS	ATC/Airspace	Runway Ident      - N/A
Visibility      - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid      - N/A
Lowest Sky/Clouds      - 25000 FT	Type of Clearance      - NONE	Runway Surface      - N/A
Lowest Ceiling      - 25000 FT BROKEN	Type Apch/Lndg      - PRECAUTIONARY LANDING	Runway Status      - N/A
Obstructions to Vision- NONE		
Precipitation      - NONE		
Condition of Light      - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 45	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current      - N/A	Total      - 31      Last 24 Hrs - 3
	Months Since      - N/A	Make/Model- 31      Last 30 Days- UNK/NR
	Aircraft Type - N/A	Instrument- 0      Last 90 Days- 18

Instrument Rating(s) - NONE

-----Narrative-----

A STUDENT PLT, WHILE ON A SOLO VFR NAVIGATIONAL TRAINING FLT, BECAME LOST. AFTER 3.5 HOURS OF FLT, THE PLT THINKING SHE WAS ALMOST OUT OF FUEL ELECTED TO MAKE A DOWNWIND LANDING ON A COUNTRY ROAD NEAR GRANDVIEW, TX. THE ACFT CONTACTED TREES AND SUBSEQUENTLY THE GROUND, CAUSING SUBSTANTIAL DAMAGE TO THE ACFT. THERE WAS APRX 1 HOUR AND 20 MINUTES OF FUEL REMAINING ON BOARD THE ACFT AT THE TIME OF THE ACCIDENT.



Brief of Accident (Continued)

File No. - 2022

11/18/86

GRANDVIEW, TX

A/C Reg. No. N68328

Time (Lc1) - 1130 CST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. OBJECT - TREE(S)
2. PRECAUTIONARY LANDING - ATTEMPTED - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, SELF-INDUCED PRESSURE - PILOT IN COMMAND
4. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
5. IMPROPER USE OF PROCEDURE, ANXIETY/APPREHENSION - PILOT IN COMMAND
6. FUEL CONSUMPTION CALCULATIONS - IMPROPER - PILOT IN COMMAND
7. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
8. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
9. WIND INFORMATION - NOT UNDERSTOOD - PILOT IN COMMAND

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) 2,4,6,7

Factor(s) relating to this accident is/are finding(s) 3,5,8,9

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2116      11/21/86      LEANDER, TX      A/C Reg. No. N3230V      Time (Lcl) - 1330 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		Injuries			
		SUBSTANTIAL					
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
					0	0	0

-----Aircraft Information-----

Make/Model	- CESSNA 150L	Eng Make/Model	- CONTINENTAL O-200-A	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1600	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 100 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method	- N/A	GATESVILLE, TX	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	AUSTIN, TX	
Wind Dir/Speed	- 190/008 KTS	ATC/Airspace	Runway Ident
Visibility	- 20.0 SM	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- 7000 FT SCATTERED	Type of Clearance	- N/A
Lowest Ceiling	- 25000 FT BROKEN	Type Apch/Lndg	- NONE
Obstructions to Vision	- NONE		- NONE
Precipitation	- NONE		- NONE
Condition of Light	- DAYLIGHT		- DRY

-----Personnel Information-----

Pilot-In-Command	Age - 53	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - UNK/NR	Total - 6776	Last 24 Hrs - 3
SE LAND	Months Since - UNK/NR	Make/Model - 134	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 2	Last 90 Days - 27

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT MADE AN EMERGENCY LANDING ON A HIGHWAY 20 MILES NW OF AUSTIN DUE TO FULE EXHAUSTION. THE AIRCRAFT RECEIVED SUBSTANTIAL DAMAGE TO THE RIGHT WING. THE PILOT THEN REFUELED THE AIRCRAFT WITH AUTO GAS FROM A PASSING TRUCK AND CONTINUED ON TO HIS DESTINATION.

Brief of Accident (Continued)

File No. - 2116

11/21/86

LEANDER, TX

A/C Reg. No. N3230V

Time (Lcl) - 1330 CST

-----  
Occurrence #1        LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation    CRUISE - NORMAL

Finding(s)

1. FLUID, FUEL - EXHAUSTION
  2. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
  3. AIRCRAFT PREFLIGHT - POOR - PILOT IN COMMAND
  4. FUEL CONSUMPTION CALCULATIONS - POOR - PILOT IN COMMAND
  5. JUDGEMENT - POOR - 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) 1,2,3

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. - 2069      12/03/86      BAYTOWN, TX      A/C Reg. No. N43302      Time (Lcl) - 0228 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	DESTROYED					
Type of Operation -PERSONAL	Fire	Crew	Fatal	Injuries	Minor	None
Flight Conducted Under -14 CFR 91	ON GROUND	Pass	1	0	0	0
Accident Occurred During -MANEUVERING			0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-32-260	Eng Make/Model - LYCOMING O-540-E4B5	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3400	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 260 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	UNK/NR	HUMPHREY
Wind Dir/Speed- 010/005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - UNK/NR	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 38	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - UNK/NR
	Months Since - N/A	Last 24 Hrs - UNK/NR
	Aircraft Type - N/A	Make/Model- UNK/NR
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- UNK/NR
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT TOOK OFF FROM A DECOMMISSIONED, UNLIGHTED ARPT AT NIGHT AFTER TELLING FRIENDS IN A BAR THAT HE WAS GOING TO NEW ORLEANS. LATER, WITNESSES OBSERVED THE ACFT AS THE PLT MADE SEVERAL LOW PASSES OVER AN INTERSTATE HIGHWAY NEAR THE DEPARTURE ARPT. WHILE MANEUVERING (AS IF TO LAND), THE ACFT COLLIDED WITH POWER LINES THAT WERE CROSSING THE ROAD, THEN THE PLANE CRASHED TO THE GROUND & BURNED. NO PREIMPACT PART FAILURE OR MALFUNCTION WAS EVIDENT. A CHECK OF THE PLT'S BLOOD SHOWED AN ALCOHOL LVL OF 0.261%.

Brief of Accident (Continued)

File No. - 2069

12/03/86

BAYTOWN, TX

A/C Reg. No. N43302

Time (Lcl) - 0228 CST

-----  
Occurrence #1            IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation       MANEUVERING

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
2.     PHYSICAL IMPAIRMENT(ALCOHOL) - PILOT IN COMMAND
3. LIGHT CONDITION - DARK NIGHT
4.     IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
5.     IMPROPER USE OF EQUIPMENT/AIRCRAFT,VISUAL/AURAL DETECTION - PILOT IN COMMAND
6. OBJECT - WIRE,TRANSMISSION

-----  
-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4

Factor(s) relating to this accident is/are finding(s) 3,5,6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2073      12/06/86      MONTGOMERY, TX      A/C Reg. No. N3171R      Time (Lcl) - 1400 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

Fatal

0

Crew

0

Pass

0

Injuries

Serious

0

Minor

2

None

0

0

0

-----Aircraft Information-----

Make/Model      - PIPER PA-28R-180  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 2500  
No. of Seats      - 4

Eng Make/Model      - LYCOMING O-360-B1E

Number Engines      - 1

Engine Type      - RECIPROCATING-CARBURETOR

Rated Power      - 180 HP

ELT Installed/Activated - YES/NO

Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC

Wind Dir/Speed- 110/012 KTS

Visibility      - 10.0 SM

Lowest Sky/Clouds      - 18000 FT SCATTERED

Lowest Ceiling      - 25000 FT BROKEN

Obstructions to Vision- NONE

Precipitation      - NONE

Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point

MONTGOMERY, TX

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

CONROE MUNI

Runway Ident      - N/A

Runway Lth/Wid      - N/A

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 - 45

Biennial Flight Review

Current      - YES

Months Since      - UNK/NR

Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total      - 90

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) - NONE

-----Narrative-----

A PRIVATE PILOT CHECK RIDE WAS INTERRUPTED BY A FORCED LANDING ON A GOLF COURSE AFTER HAVING EXPERIENCED SEVERE VIBRATIONS AND A LOSS OF POWER. DURING THE FORCED LANDING THE ACFT COLLIDED WITH A 10 FT TALL TREE AND NOSED DOWN TO TERRAIN IMPACT. INVESTIGATION REVEALED THAT THE #3 CYLINDER HAD SEPARATED FROM THE ENG. THE LARGE DIAMETER CYLINDER HOLD DOWN STUDS SEPARATED IN OVERLOAD, BUT THE LOWER SMALL DIAMETER STUDS WERE INTACT, INDICATING THAT THE CYLINDER HOLD DOWN NUTS HAD BACKED OFF.

Brief of Accident (Continued)

File No. - 2073

12/06/86

MONTGOMERY, TX

A/C Reg. No. N3171R

Time (Lc1) - 1400 CST

-----  
Occurrence #1      LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF  
Phase of Operation      CRUISE

Finding(s)

1. ENGINE ASSEMBLY, CYLINDER - SEPARATION
  2. MISCELLANEOUS - UNDERTORQUED
  3. MAINTENANCE, SERVICE OF AIRCRAFT - INADEQUATE - PILOT IN COMMAND
- 

Occurrence #2      FORCED LANDING  
Phase of Operation      MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

-----

Occurrence #3      NOSE OVER  
Phase of Operation      LANDING - ROLL

-----

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2117      12/20/86      ARLINGTON, TX      A/C Reg. No. N714LL      Time (Lcl) - 1400 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		Injuries			
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-INSTRUCTIONAL	Fire		0	0	1	0
Flight Conducted Under	-14 CFR 91	NONE		0	0	0	0
Accident Occurred During	-LANDING						

-----Aircraft Information-----

Make/Model	- CESSNA 150	Eng Make/Model	- CONTINENTAL O-200	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1600	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 100 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT	
Method	- N/A	ARLINGTON, TX		
Completeness	- N/A	Destination	Airport Data	
Basic Weather	- VMC	SAME AS ACC/INC	ARLINGTON MUN	
Wind Dir/Speed	- 130/006 KTS		Runway Ident	- 16
Visibility	- 6.0 SM	ATC/Airspace	Runway Lth/Wid	- 4000/ 100
Lowest Sky/Clouds	- 10000 FT SCATTERED	Type of Flight Plan	Runway Surface	- CONCRETE
Lowest Ceiling	- 25000 FT OVERCAST	Type of Clearance	Runway Status	- DRY
Obstructions to Vision	- HAZE	Type Apch/Lndg		
Precipitation	- NONE			
Condition of Light	- DAYLIGHT			

-----Personnel Information-----

Pilot-In-Command	Age - 32	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
STUDENT	Current - N/A	Total - 36	Last 24 Hrs - UNK/NR
	Months Since - N/A	Make/Model - 36	Last 30 Days - UNK/NR
	Aircraft Type - N/A	Instrument - 0	Last 90 Days - 4

Instrument Rating(s) - NONE

-----Narrative-----

A STUDENT PILOT ON SOLO FLIGHT IN THE LOCAL AREA OF ARLINGTON AIRPORT (F54) TX. SUBSTANTIALLY DAMAGED A CESSNA 150 DURING A HARD LANDING, BREAKING THE NOSE GEAR AND NOSING OVER INVERTED. THE PILOT RECEIVED MINOR INJURIES.



Brief of Accident (Continued)

File No. - 2117

12/20/86

ARLINGTON, TX

A/C Reg. No. N714LL

Time (Lc1) - 1400 CST

-----  
Occurrence #1        HARD LANDING  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - INADEQUATE - 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
- 

Occurrence #2        NOSE GEAR COLLAPSED  
Phase of Operation    LANDING - ROLL

Finding(s)

4. LANDING GEAR, NOSE GEAR - OVERLOAD
- 

Occurrence #3        NOSE OVER  
Phase of Operation    LANDING - ROLL

-----

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2120      12/24/86      MARBLE FALLS, TX      A/C Reg. No. N53384      Time (Lcl) - 1300 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -CRUISE

Aircraft Damage  
SUBSTANTIAL  
Fire      NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	2

-----Aircraft Information-----

Make/Model      - CESSNA 172  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 2300  
No. of Seats      - 4

Eng Make/Model      - LYCOMING O-320-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- 340/003 KTS  
Visibility      - 15.0 SM  
Lowest Sky/Clouds      - 25000 FT SCATTERED  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
RANDOLF AFB, TX  
Destination  
LOCAL

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

RANDOLF AFB  
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      - VFR  
Type Apch/Lndg      - NONE

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 19  
Biennial Flight Review  
Current      - YES  
Months Since      - 20  
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 86      Last 24 Hrs - 3  
Make/Model- 73      Last 30 Days- UNK/NR  
Instrument- 2      Last 90 Days- 4  
Multi-Eng - UNK/NR      Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

A PILOT ON A CROSS COUNTRY FLIGHT IN THE LOCAL AREA AT RANDOLF AFB, TX. WAS FLYING LOW OVER THE LLANO RIVER ABOUT 50 FT. AGL AND CONTACTED A POWER LINE, SUBSTANTIALLY DAMAGING THE RIGHT WING. THE PILOT CONTINUED ON TO RANDOLF AFB AND LANDED WITHOUT INCIDENT.

Brief of Accident (Continued)

File No. - 2120

12/24/86

MARBLE FALLS, TX

A/C Reg. No. N53384

Time (Lcl) - 1300 CST

---

Occurrence #1            IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation       MANEUVERING

Finding(s)

1. OBJECT - WIRE, TRANSMISSION
  2. VFR PROCEDURES - DISREGARDED - PILOT IN COMMAND
  3. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
  4. JUDGEMENT - POOR - PILOT IN COMMAND
  5. LOW PASS - PERFORMED - PILOT IN COMMAND
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,5

Factor(s) relating to this accident is/are finding(s) 1,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2121      12/25/86      LINDALE, TX      A/C Reg. No. N12525      Time (Lcl) - 1600 CST

-----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						1
						2

-----Aircraft Information-----

Make/Model - CESSNA 172M	Eng Make/Model - LYCOMING 203-20	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 160 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	UNK/NR	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LINDALE, TX	GRASS STRIP
Wind Dir/Speed- 270/004 KTS	ATC/Airspace	Runway Ident - 36
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2000 -UNK/NR
Lowest Sky/Clouds - 10000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - 15000 FT BROKEN	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 32	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 155
SE LAND	Months Since - 7	Make/Model- 15
	Aircraft Type - C-172	Instrument- 2
		Multi-Eng - UNK/NR
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 13
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

A PRIVATE PILOT SUBSTANTIALLY DAMAGED HIS AIRCRAFT WHILE ATTEMPTING A LANDING ON A GRASS STRIP IN LINDALE, TX. THE PILOT OVERSHOT THE AIRSTRIP, AND CRASHED IN A FIELD OFF THE END OF THE RUNWAY.

Brief of Accident (Continued)

File No. - 2121

12/25/86

LINDALE, TX

A/C Reg. No. N12525

Time (Lc1) - 1600 CST

-----  
Occurrence #1            ON GROUND COLLISION WITH OBJECT  
Phase of Operation      LANDING - ROLL

Finding(s)

1. OBJECT - FENCE
  2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
  3. PROPER TOUCHDOWN POINT - MISJUDGED - PILOT IN COMMAND
  4. GO-AROUND - ATTEMPTED - PILOT IN COMMAND
- 

Occurrence #2            ON GROUND COLLISION WITH TERRAIN  
Phase of Operation      LANDING - ROLL

-----  
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2070      12/30/86      ROBERTSON, TX      A/C Reg. No. N9493L      Time (Lcl) - 1622 CST

-----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	- AMERICAN AVIATION AA-1A	Eng Make/Model	- LYCOMING O-235-C2C	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1465	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 108 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 190/007 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="padding-left: 20px;">SLATON, TX</p> <p>Destination</p> <p style="padding-left: 20px;">LUBBOCK, TX</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 style="padding-left: 20px;">SLATON MUNI</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - DIRT</p> <p>Runway Status - WET</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 22	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 242
SE LAND	Months Since - 3	Make/Model- 75
	Aircraft Type - AA1A	Instrument- 0
		Last 24 Hrs - 1
		Last 30 Days- 9
		Last 90 Days- 63

Instrument Rating(s) - NONE

-----Narrative-----

WITNESSES STATED THAT THE AIRCRAFT WAS CIRCLING THE TOP OF A 94 FT TALL OIL WELL MAKEOVER RIG WHEN IT DESCENDED BELOW THEIR LINE OF SIGHT. ANOTHER WITNESS A MILE AWAY STATED THAT THE AIRCRAFT BEGAN SPINNING BEFORE GROUND IMPACT. NO EVIDENCE OF ANY MALFUNCTION IN THE ENGINE OR FLIGHT CONTROLS WAS FOUND.

Brief of Accident (Continued)

File No. - 2070

12/30/86

ROBERTSON, TX

A/C Reg. No. N9493L

Time (Lc1) - 1622 CST

-----  
Occurrence #1        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    MANEUVERING

Finding(s)

1. BUZZING - ATTEMPTED - PILOT IN COMMAND
  2. AIRSPEED(VA) - 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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2017      11/28/86      VERNAL,UT      A/C Reg. No. N5996S      Time (Lcl) - 1730 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage						
	SUBSTANTIAL						
Type of Operation -BUSINESS	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 - BEECH A23-24	Eng Make/Model - LYCOMING IO-360-A2B	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2550	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 200 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	ROOSEVELT,UT	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - N/A
Visibility - 60.0 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 - TRAFFIC PATTERN	Runway Status - SOFT
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 30	Medical Certificate - EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 2688
SE LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 1625
		Instrument- 4
		Last 30 Days- UNK/NR
		Last 90 Days- 400
		Multi-Eng - 1

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT ATTEMPTED TO LAND ON A DIRT ROAD NEAR TWO OIL RIGS. HE SAID HE MADE SEVERAL LOW PASSES TO VIEW THE ROAD SURFACE. DURING THE LANDING ROLL, THE WHEELS OF THE ACFT DUG INTO THE SOFT SURFACE. A LOSS OF CONTROL OCCURRED WHICH RESULTED IN THE ACFT TRAVELING OFF THE ROAD, STRIKING A GAS PIPE LINE AND ENDING UP IN A DITCH.



Brief of Accident (Continued)

File No. - 2017

11/28/86

VERNAL,UT

A/C Reg. No. N5996S

Time (Lcl) - 1730 MST

Occurrence #1      LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING - ROLL

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. TERRAIN CONDITION - SOFT
3. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2      ON GROUND COLLISION WITH OBJECT  
Phase of Operation      LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - HIGH OBSTRUCTION(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2068      12/15/86      SALT LAKE CITY,UT      A/C Reg. No. N164SW      Time (Lcl) - 1927 MST

-----Basic Information-----

Type Operating Certificate	COMMUTER	Aircraft Damage					
Name of Carrier	-SKYWEST AIRLINES, INC.	SUBSTANTIAL					
Type of Operation	-SCHEDULED, DOMESTIC, PASSENGER	Fire	Crew	0	0	0	2
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	2
Accident Occurred During	-APPROACH						

-----Aircraft Information-----

Make/Model	- SWEARINGEN SA227-AC	Eng Make/Model	- GARRETT TPE-331	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 14500	Engine Type	- TURBOPROP		
No. of Seats	- 21	Rated Power	- 1000 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	UNK/NR
Method - TELETYPE	IDAHO FALLS, ID	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	SALT LAKE CITY, UT	SALT LAKE INT'L
Wind Dir/Speed- CALMABLE	ATC/Airspace	Runway Ident - 34L
Visibility - .110 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 12003/ 150
Lowest Sky/Clouds - 200 FT	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - 200 FT OBSCURED	Type Apch/Lndg - ILS-COMPLETE	Runway Status - WET
Obstructions to Vision- FOG		
Precipitation - SNOW GRAINS		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 38	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, ATP, CFI	Current - YES	Total - 8993
SE LAND, ME LAND	Months Since - 5	Make/Model - 6476
	Aircraft Type - SA227	Instrument - 892
		Multi-Eng - 7487
		Last 24 Hrs - 7
		Last 30 Days - 107
		Last 90 Days - 277

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE F/O WAS AT THE CONTROLS FOR THE ILS APCH TO SLC. FOG SEEDING WAS IN PROGRESS, PRODUCING VARIABLE VISIBILITIES. THE APCH COMMENCED WITH RVR WELL ABOVE CAT I MINS. AT DECISION HEIGHT(DH), THE CAPT CALLED "LIGHTS IN SITE". THE F/O CONTINUED THE APCH DESCENT THRU DH. THE ACFT THEN REENTERED IMC AND THE CAPT CALLED FOR MISSED APCH. THE F/O ADDED PWR AND ESTABLISHED A WINGS LEVEL, 10 DEG NOSE-UP ATTITUDE ON THE GYRO HORIZON AS THE CAPT EXECUTED CHECK LIST ITEMS. THE CAPT THEN NOTED THE ACFT WAS HEADING 20 DEGS RIGHT OF COURSE AND THE RIGHT WING DOWN ATTITUDE ON HIS GYRO HORIZON AT WHICH TIME HE CALLED "TURN LEFT AND PULL UP." THE ACFT LEFT MAIN LANDING GEAR CONTACTED A 45 FT HIGH ILS ANTENNA STACK 1049 FT DOWN THE RWY, 400 FT RIGHT OF CENTERLINE. THIS SEPARATED THE LEFT MAIN GEAR. THE ACFT DIVERETED TO PIH WHERE ADDITIONAL DAMAGE WAS SUSTAINED DURING LANDING. TESTS SHOWED THE F/O GRYO HORIZON HAD BAD BEARINGS AND THE "OFF" FLAG WAS INOP. THE F/O'S ALTIMETER ALSO READ 100 FT HIGH.

Brief of Accident (Continued)

File No. - 2068

12/15/86

SALT LAKE CITY,UT

A/C Reg. No. N164SW

Time (Lc1) - 1927 MST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

1. WEATHER CONDITION - FOG
2. WEATHER CONDITION - OBSCURATION
3. WEATHER CONDITION - BELOW APPROACH MINIMUMS
4. MISSED APPROACH - ATTEMPTED - COPILOT

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation APPROACH - MISSED APPROACH (IFR)

Finding(s)

5. FLIGHT/NAV INSTRUMENTS,ALTIMETER - INCORRECT
6. MINIMUM DESCENT ALTITUDE - NOT IDENTIFIED - COPILOT
7. FLIGHT/NAV INSTRUMENTS,ATTITUDE INDICATOR - FALSE INDICATION
8. PROPER ALIGNMENT - NOT MAINTAINED - COPILOT
9. SUPERVISION - INADEQUATE - PILOT IN COMMAND
10. IMPROPER USE OF PROCEDURE,DIVERTED ATTENTION - PILOT IN COMMAND
11. IMPROPER USE OF PROCEDURE,EXPECTANCY - PILOT IN COMMAND
12. OBJECT - APPROACH LIGHT/NAVAID

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation APPROACH - MISSED APPROACH (IFR)

Finding(s)

13. LANDING GEAR,MAIN GEAR - PREVIOUS DAMAGE

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 6,8,9,13

Factor(s) relating to this accident is/are finding(s) 1,2,3,5,7,10,11,12

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2040      1/16/86      LEESBURG, VA      A/C Reg. No. N4325V      Time (Lcl) - 1515 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries				
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-INSTRUCTIONAL	Fire	Crew	0	0	0	1
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During	-LANDING						

-----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	SAME AS ACC/INC	LEESBURG MUNICIPAL
Wind Dir/Speed	- 170/005 KTS	ATC/Airspace	Runway Ident
Visibility	- 10.0 SM	Type of Flight Plan	- 35
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- 3500/ 75
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 - 23	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
STUDENT	Current - N/A	Total - 40	Last 24 Hrs - UNK/NR
	Months Since - N/A	Make/Model - 40	Last 30 Days - UNK/NR
	Aircraft Type - N/A	Instrument - 0	Last 90 Days - 14

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT STATED THAT UNEVEN BRAKING DURING LANDING CAUSED THE AIRCRAFT TO SWERVE OFF THE SIDE OF THE RUNWAY. HE FURTHER ADDED THAT HE APPLIED FULL POWER SHORTLY THEREAFTER DUE TO THE FACT THAT THE AIRCRAFT WAS HEADING FOR A DITCH. THE AIRCRAFT CONTACTED THE DITCH AND TREES BEFORE BECOMING AIRBORNE AFTER WHICH THE PILOT LANDED THE AIRCRAFT WITHOUT FURTHER INCIDENT.

Brief of Accident (Continued)

File No. - 2040

1/16/86

LEESBURG, VA

A/C Reg. No. N4325V

Time (Lcl) - 1515 EST

-----  
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. GO-AROUND - DELAYED - PILOT IN COMMAND
- 

Occurrence #3        IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    DESCENT - EMERGENCY

Finding(s)

4. TERRAIN CONDITION - TREE(S)
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2159      9/10/86      MAPPSVILLE,VA      A/C Reg. No. N64934      Time (Lcl) - 1415 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      - CESSNA 152  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 1670  
No. of Seats      - 2

Eng Make/Model      - LYCOMING O-235  
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      - UNK/NR  
Method      - UNK/NR  
Completeness      - WEATHER NOT PERTINENT  
Basic Weather      - VMC  
Wind Dir/Speed- 230/010 KTS  
Visibility      - 7.0 SM  
Lowest Sky/Clouds      -  
Lowest Ceiling      - 3500 FT BROKEN  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
MELFA,VA  
Destination  
NORFOLK,VA

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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)  
COMMERCIAL  
SE LAND,ME LAND

Age - 23

Biennial Flight Review

Current      - UNK/NR  
Months Since      - UNK/NR  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 620	Last 24 Hrs	- UNK/NR
Make/Model-	438	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	UNK/NR
Multi-Eng	- 64	Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT EXPERIENCED A DROP IN ENGINE POWER DURING CRUISE FLIGHT. HE APPLIED CARBURETOR HEAT AND POWER WAS REGAINED. A PRECAUTIONARY LANDING WAS MADE AT NEARBY ACCOMACK CO ARPT. SEVERAL ENGINE RUNUPS WERE DONE AND THERE WAS NO PROBLEM DETECTED. HE DEPARTED THE ARPT AND ABOUT 10 MINUTES LATER, AT 3500 FT MSL, A 1000 RPM LOSS OF POWER OCCURRED. HE TRIED TO APPLY CARBURETOR HEAT; HOWEVER THE CONTROL KNOB WAS STUCK AND HE WAS UNABLE TO TURN IT ON. AT THE REDUCED POWER SETTING, THE ACFT DESCENDED TO 2000 FT MSL; WHERE TOTAL POWER LOSS OCCURRED. THE PLT MADE A FORCED LANDING ON AN OPEN FIELD. ON TOUCH DOWN THE AIRCRAFT NOSED OVER IN THE SOFT GROUND.

Brief of Accident (Continued)

File No. - 2159

9/10/86

MAPPSVILLE,VA

A/C Reg. No. N64934

Time (Lcl) - 1415 EST

-----  
Occurrence #1        LOSS OF POWER  
Phase of Operation    CRUISE

Finding(s)

1. FUEL SYSTEM,CARBURETOR - ICE
  2. CARBURETOR HEAT CONTROL - MOVEMENT RESTRICTED
  3. EMERGENCY PROCEDURE - ATTEMPTED - PILOT IN COMMAND
- 

Occurrence #2        FORCED LANDING  
Phase of Operation    DESCENT - EMERGENCY

-----

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) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2088      11/25/86      MANASSAS,VA      A/C Reg. No. N4599L      Time (Lcl) - 1635 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 -TAKEOFF					

-----Aircraft Information-----

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 110 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	SAME AS ACC/INC	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	MANASSAS
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 34L
Visibility - 40.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3703/ 100
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 16	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 30
	Months Since - N/A	Last 24 Hrs - UNK/NR
	Aircraft Type - N/A	Make/Model- 30
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 21

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE STUDENT PLT, DURING THE APCH FOR THE TOUCH-AND-GO LANDING, HE APPLIED LEFT RUDDER PRESSURE TO LINE UP THE ACFT WITH THE RWY CENTERLINE. AFTER TOUCHDOWN HE DID NOT ADEQUETELY RELEASE PRESSURE FROM THE LEFT RUDDER AND AS TAKEOFF WAS STARTED THE ACFT VEERED LEFT. THE ACFT WENT OFF THE LEFT SIDE OF THE RWY AFTER THE PLT UNSUCCESSFULLY TRIED TO ESTABLISH DIRECTIONAL CONTROL. THE ACFT NOSED OVER IN SOFT TERRAIN ALONGSIDE THE RWY.



Brief of Accident (Continued)

File No. - 2088

11/25/86

MANASSAS,VA

A/C Reg. No. N4599L

Time (Lcl) - 1635 EST

Occurrence #1      LOSS OF CONTROL - ON GROUND  
Phase of Operation      TAKEOFF - GROUND RUN

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
3. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
4. RUDDER - IMPROPER USE OF - PILOT IN COMMAND

Occurrence #2      NOSE OVER  
Phase of Operation      TAKEOFF - GROUND RUN

Finding(s)

5. TERRAIN CONDITION - SOFT

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4

Factor(s) relating to this accident is/are finding(s) 5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2006      10/28/86      ST. CROIX,VI      A/C Reg. No. N604SS      Time (Lcl) - 0915 AST

-----Basic Information-----

Type Operating Certificate	-COMMUTER	Aircraft Damage		Injuries			
Name of Carrier	-VIRGIN ISLAND SEAPLANE SH	SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-SCHEDULED,DOMESTIC,PASSENGER	Fire	Crew	0	0	2	0
Flight Conducted Under	-14 CFR 135	UNK/NR	Pass	1	5	7	0
Accident Occurred During	-LANDING						

-----Aircraft Information-----

Make/Model	- GRUMMAN G-73	Eng Make/Model	- P&W R1340-S1H1	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- NO
Max Gross Wt	- 12750	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 17	Rated Power	- 600 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		OFF AIRPORT/STRIP	
Method	- N/A	CHRISTIANSTED,VI			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	ST. THOMAS,VI		Runway Ident	- N/A
Wind Dir/Speed	- 080/010 KTS	ATC/Airspace		Runway Lth/Wid	- N/A
Visibility	- 15.0 SM	Type of Flight Plan	- COMPANY (VFR)	Runway Surface	- WATER
Lowest Sky/Clouds	- 1500 FT SCATTERED	Type of Clearance	- NONE	Runway Status	- WATER - CHOPPY
Lowest Ceiling	- NONE	Type Apch/Lndg	- FORCED LANDING		
Obstructions to Vision	- NONE				
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

-----Personnel Information-----

Pilot-In-Command	Age - 47	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - YES	Total - 10340	Last 24 Hrs - 1
SE LAND,ME LAND,SE SEA,ME SEA	Months Since - 2	Make/Model - 195	Last 30 Days - UNK/NR
	Aircraft Type - G-73	Instrument - 122	Last 90 Days - 160
		Multi-Eng - 1676	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLTS LOST AILERON CONTROL SHORTLY AFTER TAKEOFF WHILE IN A LEFT TURN. THE LEFT TURNING TENDENCIES OF THE ACFT COULD NOT BE CORRECTED AND THE ACFT CRASH LANDED IN THE CARRIBEAN SEA. POST CRASH INSPECTION OF THE ACFT REVEALED THE LEFT AILERON CONTROL CABLE WAS TRAPPED WITHIN A BUNDLE OF ELECTRICAL WIRES AND CABLES. THIS OCCURRED WHEN AN ELECTRICAL CABLE FROM A REVERSE CURRENT RELAY IN THE RIGHT WING TO THE MAIN JUNCTION BOX IN THE LEFT CABIN AREA AT THE CENTER WING WAS CHANGED AND SECURED. THE AILERON CABLE CHAFED THROUGH THE PROTECTIVE COVER OF THE LARGE ELECTRICAL CABLE. WHEN CONTACT WAS MADE WITH THE METAL ELECTRICAL CABLE THE AILERON CABLE ARCHED AT SEVERAL POINTS AND SEPARATED AT TWO DIFFERENT POINTS CAUSING A LOSS OF AILERON CONTROL.

Brief of Accident (Continued)

File No. - 2006

10/28/86

ST. CROIX,VI

A/C Reg. No. N604SS

Time (Lcl) - 0915 AST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation CLIMB

Finding(s)

1. ELECTRICAL SYSTEM,ELECTRIC WIRING - INCORRECT
2. MAINTENANCE,SERVICE OF AIRCRAFT - IMPROPER - COMPANY MAINTENANCE PSNL
3. ELECTRICAL SYSTEM,ELECTRIC WIRING - CHAFED
4. ELECTRICAL SYSTEM,ELECTRIC WIRING - ARCING
5. FLT CONTROL SYST,AILERON CONTROL - SEPARATION
6. FLT CONTROL SYST,AILERON CONTROL - LOSS,TOTAL

Occurrence #2 LOSS OF CONTROL - IN FLIGHT  
Phase of Operation CLIMB

Finding(s)

7. AIRCRAFT HANDLING - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #3 FORCED LANDING  
Phase of Operation DESCENT

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

8. TERRAIN CONDITION - WATER,ROUGH

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5,6,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2147      8/01/86      TOLEDO,WA      A/C Reg. No. N5720S      Time (Lcl) - 1607 PDT

-----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	1	0	0
Accident Occurred During -DESCENT			0	0	1	0

-----Aircraft Information-----

Make/Model - SCHWEIZER SGS-2-33	Eng Make/Model - N/A	ELT Installed/Activated - NO	-N/A
Landing Gear - HULL	Number Engines - N/A	Stall Warning System - NO	
Max Gross Wt - 1040	Engine Type - N/A		
No. of Seats - 2	Rated Power - N/A		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	TOLEDO
Wind Dir/Speed- 360/005 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5000/ 150
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 - 49	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 11022
SE LAND,ME LAND	Months Since - 15	Make/Model- 302
HELICOPTER ,GLIDER	Aircraft Type - UNK/NR	Instrument- 110
		Multi-Eng - 22
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 27
		Rotorcraft - 6600

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE WEAK LINK AT THE TOW VEHICLE BROKE DURING LAUNCHING. THE PLT LOWERED THE NOSE OF THE ACFT AND TURNED INTO THE WIND. THE PLT STATED THAT THE ACFT WAS STALLED AND THAT HE WAS UNABLE TO STOP THE DESCENT RATE. THE ACFT STRUCK THE RUNWAY IN A SLIGHT NOSE DOWN ATTITUDE. THE WEAK LINK ROPE WAS NOT AVAILABLE FOR TESTING TO DETERMINE THE STRENGTH OF THE ROPE AND ANY DEFECTS. THE PLT ASSUMED TOO HIGH OF A PITCH ANGLE TOO LOW TO THE GROUND DURING INITIAL CLIMB FOR THIS TYPE OF LAUNCH WITH THE TOW HOOK BEING FORWARD OF THE ACFT'S C.G. BEING APPROXIMATELY 150 FT AGL WHEN THE STALL OCCURRED, THE PLT WAS UNABLE TO FULLY RECOVER PRIOR TO CONTACTING THE RUNWAY.

Brief of Accident (Continued)

File No. - 2147

8/01/86

TOLEDO,WA

A/C Reg. No. N5720S

Time (Lcl) - 1607 PDT

Occurrence #1 MISCELLANEOUS/OTHER  
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. GLIDER LAUNCH/TOW EQUIPMENT - DISCONNECTED

Occurrence #2 LOSS OF CONTROL - IN FLIGHT  
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

2. ALTITUDE - INADEQUATE -
3. STALL - INADVERTENT - PILOT IN COMMAND
4. REMEDIAL ACTION - ATTEMPTED - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2149      8/13/86      EASTON, WA      A/C Reg. No. N5506S      Time (Lcl) - 1800 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries				
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-GLIDER TOW	Fire	Crew	0	0	0	1
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During	-LANDING						

-----Aircraft Information-----

Make/Model	- CESSNA 188	Eng Make/Model	- CONTINENTAL IO 520 D	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3300	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 1	Rated Power	- 300 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP	
Method	- N/A	SAME AS ACC/INC		
Completeness	- N/A	Destination	Airport Data	
Basic Weather	- VMC	LOCAL	EASTON STATE	
Wind Dir/Speed	- CALM		Runway Ident	- 27
Visibility	- 15.0 SM	ATC/Airspace	Runway Lth/Wid	- 2640/ 100
Lowest Sky/Clouds	- CLEAR	Type of Flight Plan	Runway Surface	- GRASS/TURF
Lowest Ceiling	- NONE	Type of Clearance	Runway Status	- DRY
Obstructions to Vision	- NONE	Type Apch/Lndg	- FORCED LANDING	
Precipitation	- NONE			
Condition of Light	- DAYLIGHT			

-----Personnel Information-----

Pilot-In-Command	Age - 39	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - UNK/NR	Total - 178	Last 24 Hrs - 1
SE LAND	Months Since - UNK/NR	Make/Model - 100	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 0	Last 90 Days - 90

Instrument Rating(s) - NONE

-----Narrative-----

THE TOW PLANE WITH GLIDER ATTACHED BEGAN LOSING PWR AT APRX 50 FT AGL DURING TAKEOFF. THE TOW PLT SIGNALLED THE GLIDER PLT FOR TOW RELEASE. THE TWO PLTS LANDED ON THE REMAINING RWY. THE TOW PLANE SKIDDED INTO THE TREES OFF THE END OF THE RWY. INVESTIGATION AFTER THE ACC REVEALED A 1 INCH PIECE OF TEFLON TAPE BLOCKING THE INTAKE SIDE OF THE FUEL PUMP. THE GLIDER IN ATTEMPTING TO LAND ALSO COLLIDED WITH THE TREES.

Brief of Accident (Continued)

File No. - 2149

8/13/86

EASTON,WA

A/C Reg. No. N5506S

Time (Lcl) - 1800 PDT

Occurrence #1      LOSS OF POWER  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. FUEL SYSTEM - BLOCKED(TOTAL)
2. MAINTENANCE,MODIFICATION - IMPROPER - OTHER MAINTENANCE PSNL
3. AIRCRAFT PERFORMANCE,TAKEOFF CAPABILITY - LOSS,PARTIAL

Occurrence #2      FORCED LANDING  
Phase of Operation      LANDING

Finding(s)

4. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND
5. PRECAUTIONARY LANDING - INITIATED - PILOT IN COMMAND
6. GLIDER LAUNCH/TOW EQUIPMENT - DISCONNECTED
7. LOAD JETTISON - PERFORMED - PILOT IN COMMAND

Occurrence #3      ON GROUND COLLISION WITH OBJECT  
Phase of Operation      LANDING - ROLL

Finding(s)

8. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3,4,5,6,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2079      8/30/86      PROSSER,WA      A/C Reg. No. N3002H      Time (Lcl) - 1014 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	NONE	Pass	0	0	0
Accident Occurred During -MANEUVERING					

-----Aircraft Information-----

Make/Model - ERCOUE 415C	Eng Make/Model - CONTINENTAL C85-12F	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1400	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 85 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 140/007 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 60.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 5500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - 25000 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 32	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 300
SE LAND	Months Since - 18	Make/Model- 50
	Aircraft Type - 415C	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS PRACTICING FLY-BYS FOR THE NEXT DAYS AIRSHOW. THE LEFT WING SUSTAINED AN INFLIGHT STRUCTURAL FAILURE. INVESTIGATION REVEALED A PROGRESSIVE CRACK IN THE #7 RIB EMANATING FROM PREVIOUS DAMAGE TO THE LEADING EDGE OF THE LEFT WING TIP. THIS RESULTED THE INFLIGHT STRUCTURAL OVERLOAD OF THE MAIN SPAR.



Brief of Accident (Continued)

File No. - 2079

8/30/86

PROSSER,WA

A/C Reg. No. N3002H

Time (Lcl) - 1014 PDT

Occurrence #1      AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation      MANEUVERING

Finding(s)

1. WING,WINGTIP - PREVIOUS DAMAGE
2. WING,WING RIB - CRACKED
3. MAINTENANCE,MAJOR REPAIR - INADEQUATE - OTHER MAINTENANCE PSNL
4. WING,SPAR - OVERLOAD
5. WING - FAILURE,TOTAL

Occurrence #2      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      DESCENT - UNCONTROLLED

Finding(s)

6. AIRCRAFT HANDLING - NOT POSSIBLE - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2192      9/04/86      AUBURN,WA      A/C Reg. No. N99313      Time (Lcl) - 2130 PDT

-----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

IN FLIGHT

Fatal

0

Crew

0

Pass

Injuries

Serious

0

Minor

0

None

1

0

-----Aircraft Information-----

Make/Model      - ERCOUE 415-C  
Landing Gear      - TRICYCLE-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 - 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      - NIGHT(BRIGHT)

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      - STRAIGHT-IN

FORCED LANDING

Airport Proximity  
ON AIRPORT

Airport Data

AUBURN MUNICIPAL

Runway Ident      - 34

Runway Lth/Wid      - 3400/      60

Runway Surface      - ASPHALT

Runway Status      - WET

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 30

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      - 93      Last 24 Hrs - 2

Make/Model- 93      Last 30 Days- UNK/NR

Instrument- 0      Last 90 Days- 16

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED HE WAS CLIMBING AFTER A TOUCH AND GO, DURING THE CLIMB THE "BLOWN FUSE" LIGHT CAME ON FOR THE GENERATOR. AFTER REPLACING THE FUSE SPARKS STARTED COMING FROM BEHIND THE INSTRUMENT PANEL. SMOKE FILLED THE COCKPIT AS THE PLT TRIED TO SMOTHER THE FLAMES. A 180 DEGREE TURN WAS INITIATED FOR A RETURN TO AUBURN. A SUCCESSFUL EMERGENCY LANDING WAS MADE. THE PLT EXITED THE ACFT AND RAN TO A TELEPHONE TO CALL THE FIRE DEPARTMENT WHO GOT THERE IN ABOUT 15 MINUTES. SUBSEQUENT INVESTIGATION DISCLOSED THE FIRE STARTED NEAR THE AMMETER FUSE CASE.

Brief of Accident (Continued)

File No. - 2192

9/04/86

AUBURN,WA

A/C Reg. No. N99313

Time (Lcl) - 2130 PDT

-----  
Occurrence #1        AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation   CLIMB

Finding(s)

1. ELECTRICAL SYSTEM,AMMETER - SHORTED
  2. MAINTENANCE,REPLACEMENT - NOT MAINTAINED - PILOT IN COMMAND
- 

Occurrence #2        FIRE  
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) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2190      9/06/86      POMEROY, WA      A/C Reg. No. N15390      Time (Lcl) - 0820 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		DESTROYED	Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under	-14 CFR 91	NONE	Pass 0	0	1	0
Accident Occurred During	-LANDING					

-----Aircraft Information-----

Make/Model	- PIPER PA-28-140	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	- 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	SPOKANE, WA	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	Runway Ident
Wind Dir/Speed	- CALM		- N/A
Visibility	- 40.0 SM	ATC/Airspace	Runway Lth/Wid
Lowest Sky/Clouds	- 3000 FT SCATTERED	Type of Flight Plan	- N/A
Lowest Ceiling	- NONE	Type of Clearance	- DIRT
Obstructions to Vision	- NONE	Type Apch/Lndg	- HIGH VEGETATION
Precipitation	- NONE		ROUGH
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 41	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL, MILITARY	Current - YES	Total - 4555	Last 24 Hrs - UNK/NR
SE LAND, ME LAND	Months Since - 14	Make/Model - 20	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - UNK/NR	Last 90 Days - 8
		Multi-Eng - 4480	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT WAS FLYING OVER UNFAMILIAR TERRAIN AT A LOW ALTITUDE IN ORDER TO SPOT ELK. THE PILOT ENCOUNTERED STEEP RISING TERRAIN WHICH HIS AIRCRAFT WAS UNABLE TO OUT CLIMB. DENSITY ALTITUDE AT THE TIME OF THE ACCIDENT COMPUTES TO BE APPROXIMATELY 7,500 FEET. DURING A FORCED LANDING ON A CLEARING THE AIRCRAFT'S LEFT WING STRUCK A TREE STUMP AND THE AIRCRAFT FLIPPED INVERTED.

Brief of Accident (Continued)

File No. - 2190

9/06/86

POMEROY,WA

A/C Reg. No. N15390

Time (Lcl) - 0820 PDT

-----  
Occurrence #1           FORCED LANDING  
Phase of Operation       CLIMB

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
  2. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
  3. WEATHER CONDITION - HIGH DENSITY ALTITUDE
  4. CLEARANCE - NOT POSSIBLE - PILOT IN COMMAND
  5. TERRAIN CONDITION - MOUNTAINOUS/HILLY
- 

Occurrence #2           IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation       LANDING - FLARE/TOUCHDOWN

Finding(s)

6. TERRAIN CONDITION - ROUGH/UNEVEN
- 

Occurrence #3           NOSE OVER  
Phase of Operation       LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4

Factor(s) relating to this accident is/are finding(s) 3,5,6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2191      9/06/86      ST. JOHN, WA      A/C Reg. No. N2262T      Time (Lcl) - 1700 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation - PERSONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under - 14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During - LANDING			0	0	2
					1
					3

-----Aircraft Information-----

Make/Model - CESSNA 185	Eng Make/Model - CONTINENTAL IO-520-D	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3350	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 300 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	GARFIELD, WA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 210/015 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 - ROUGH
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 45	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 966
SE LAND	Months Since - 0	Last 24 Hrs - 0
	Aircraft Type - UNK/NR	Make/Model- 797
		Instrument- 1
		Last 30 Days- UNK/NR
		Last 90 Days- 2

Instrument Rating(s) - NONE

-----Narrative-----

AFTER RUNNING A FUEL TANK DRY IN FLIGHT, THE PLT SWITCHED FUEL TANKS BUT FAILED TO ASSURE THAT THE FUEL SELECTOR WAS IN THE DETENT. THE ENGINE QUIT RUNNING AND A FORCED LANDING WAS MADE IN ROUGH TERRAIN.

Brief of Accident (Continued)

File No. - 2191

9/06/86

ST. JOHN, WA

A/C Reg. No. N2262T

Time (Lcl) - 1700 PDT

-----  
Occurrence #1      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      CRUISE

Finding(s)

1. FLUID, FUEL - STARVATION
  2. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
- 

Occurrence #2      FORCED LANDING  
Phase of Operation      LANDING

Occurrence #3      HARD LANDING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

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. - 2065      9/18/86      PASC0,WA      A/C Reg. No. N6185W      Time (Lcl) - 2230 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	3

Type of Operation -BUSINESS  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -LANDING

Fire  
IN FLIGHT

Crew  
Pass

-----Aircraft Information-----

Make/Model - CESSNA P-210  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 4100  
No. of Seats - 6

Eng Make/Model - CONTINENTAL TSIO-520-P  
Number Engines - 1  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 310 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS  
Method - UNK/NR  
Completeness - UNK/NR  
Basic Weather - VMC  
Wind Dir/Speed- 320/006 KTS  
Visibility - 12.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point  
WALLA WALLA,WA  
Destination  
SEATTLE,WA

ATC/Airspace

Type of Flight Plan - IFR  
Type of Clearance - IFR  
Type Apch/Lndg - FORCED LANDING

Airport Proximity  
ON AIRPORT

Airport Data

TRI-CITIES  
Runway Ident - 12  
Runway Lth/Wid - 7700/ 150  
Runway Surface - ASPHALT  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
COMMERCIAL,CFI  
SE LAND,ME LAND,SE SEA

Age - 37

Biennial Flight Review

Current - YES  
Months Since - 11  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)

Total	-	1965	Last 24 Hrs	-	2
Make/Model	-	510	Last 30 Days	-	UNK/NR
Instrument	-	315	Last 90 Days	-	20
Multi-Eng	-	185	Rotorcraft	-	5

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE IN CRUISE AT 14,000 FEET MSL, A CATASTROPHIC ENGINE FAILURE WITH A FLASH FIRE AT THE TURBOCHARGER OCCURRED. A TURN TO REVERSE DIRECTION FOR A FORCED LANDING WAS INITIATED WHILE MAKING A RAPID DESCENT. AN UNDERSHOOT TO THE RUNWAY OCCURRED WITH THE LANDING GEAR CATCHING ON A WIRE FENCE. THE NOSE GEAR AND LEFT MAIN GEAR SEPARATED FROM THE ACFT WHEN IT STRUCK THE FENCE. THE ACFT THEN TRAVELED A SHORT DISTANCE BEFORE STRIKING THE GROUND IN A FLAT ATTITUDE. THE NUMBER THREE PISTON, CONNECTING ROD, AND CAP HAD SEPARATED IN FLIGHT. A TOP OVERHAUL HAD BEEN PERFORMED ON THE ENGINE 11 MONTHS (163 FLIGHT HOURS) PRIOR TO THE ACCIDENT.



Brief of Accident (Continued)

File No. - 2065

9/18/86

PASCO, WA

A/C Reg. No. N6185W

Time (Lcl) - 2230 PDT

-----  
Occurrence #1        LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION  
Phase of Operation    CRUISE

Finding(s)

1. ENGINE ASSEMBLY, CYLINDER - FAILURE, TOTAL
  2. MAINTENANCE - INADEQUATE - OTHER MAINTENANCE PSNL
- 

Occurrence #2        FIRE  
Phase of Operation    CRUISE

-----  
Occurrence #3        FORCED LANDING  
Phase of Operation    DESCENT - EMERGENCY

-----  
Occurrence #4        IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    LANDING

Finding(s)

3. LIGHT CONDITION - DARK NIGHT
  4. OBJECT - FENCE
  5. LANDING GEAR - OVERLOAD
- 

Occurrence #5        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) 1,2,3,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2071      9/23/86      DEER PARK,WA      A/C Reg. No. N4621N      Time (Lcl) - 1300 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -DESCENT

Aircraft Damage  
DESTROYED  
Fire      NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew		1	0	0	0
Pass		0	0	0	0

-----Aircraft Information-----

Make/Model      - JEROME DODGE B-8-M  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 600  
No. of Seats      - 1

Eng Make/Model - MCCULLOUGH 4318A  
Number Engines - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - UNK/NR

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- 190/014 KTS  
Visibility      - 20.0 SM  
Lowest Sky/Clouds      - 12000 FT  
Lowest Ceiling      - 12000 FT BROKEN  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
DEER PARK,WA  
Destination  
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - TRAFFIC PATTERN  
TOUCH AND GO

Airport Proximity  
ON AIRPORT

Airport Data

DEER PARK  
Runway Ident      - 16  
Runway Lth/Wid      - 6100/ 75  
Runway Surface      - GRASS/TURF  
Runway Status      - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
STUDENT

Age - 31  
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      - 69      Last 24 Hrs - 2  
Make/Model- 46      Last 30 Days- 3  
Instrument- 0      Last 90 Days- 6  
Rotorcraft - 46

Instrument Rating(s) - NONE

-----Narrative-----

THE GYROCOPTER WAS OBSERVED OSCILLATING IN FLIGHT PRIOR TO DESCENDING TO GROUND IMPACT. INVESTIGATION REVEALED INFLIGHT CONTACT BETWEEN THE MAIN ROTOR AND VERTICAL FIN/PUSHER PROPELLER HAD TAKEN PLACE. NO MECHANICAL FAILURE WAS FOUND WHICH WOULD HAVE RESULTED IN THE CONTACT.

Brief of Accident (Continued)

File No. - 2071

9/23/86

DEER PARK,WA

A/C Reg. No. N4621N

Time (Lc1) - 1300 PDT

-----  
Occurrence #1        AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation    APPROACH - VFR PATTERN - DOWNWIND

Finding(s)

1. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
  2. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - 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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2165      10/10/86      SEATTLE,WA      A/C Reg. No. N58239      Time (Lcl) - 0850 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	1

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -LANDING

Fire      Crew      0  
NONE      Pass      0

-----Aircraft Information-----

Make/Model      - HUGHES 500-D  
Landing Gear      - SKID  
Max Gross Wt      - 3000  
No. of Seats      - 5

Eng Make/Model - ALLISON 250-C20B  
Number Engines - 1  
Engine Type      - TURBOSHAFT  
Rated Power      - 375 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- 360/007 KTS  
Visibility      - 7.0 SM  
Lowest Sky/Clouds      - CLEAR  
Lowest Ceiling      - OVERCAST  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
SEATTLE,WA  
Destination  
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - FULL STOP

SIMULATED FORCED LANDING

Airport Proximity  
ON AIRPORT

Airport Data

BOEING FIELD  
Runway Ident      - 31L  
Runway Lth/Wid      - 10000/ 200  
Runway Surface      - ASPHALT  
Runway Status      - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
COMMERCIAL,ATP  
SE LAND,ME LAND  
HELICOPTER

Age - 36  
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      - 4500      Last 24 Hrs - 3  
Make/Model- 1000      Last 30 Days- UNK/NR  
Instrument- UNK/NR      Last 90 Days- 100  
Multi-Eng - 30      Rotorcraft - 4170

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A PRACTICE AUTOROTATION A LOSS OF POWER OCCURRED. THE PILOT ATTEMPTED ENGINE RECOVERY BUT WAS UNABLE TO RESULTING IN A HARD LANDING IN WHICH THE MAIN ROTOR BLADE FLEXED, SEVERING THE TAIL BOOM. THE THROTTLE LINKAGE ON THE PILOTS SIDE WAS FOUND TO HAVE BEEN OUT OF ADJUSTMENT, CAUSING THE ENGINE POWER TO FALL BELOW IDLE.

Brief of Accident (Continued)

File No. - 2165

10/10/86

SEATTLE,WA

A/C Reg. No. N58239

Time (Lcl) - 0850 PDT

-----  
Occurrence #1        LOSS OF POWER  
Phase of Operation    LANDING

Finding(s)

1. THROTTLE/POWER LEVER, LINKAGE - LOOSE
  2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
- 

Occurrence #2        HARD LANDING  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

-----  
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2169      11/06/86      MARYSVILLE, WA      A/C Reg. No. N9536R      Time (Lcl) - 1748 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Injuries			
	DESTROYED	Fatal	Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew 2	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -MANEUVERING					

-----Aircraft Information-----

Make/Model - BEECH BE35K	Eng Make/Model - CONTINENTAL IO-470-C	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2950	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 250 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	KENT, WA	
Completeness - PARTIAL, LMTD BY PILOT	Destination	Airport Data
Basic Weather - IMC	LOCAL	
Wind Dir/Speed- 190/010 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 3000 FT SCATTERED	Type of Clearance - VFR FLIGHT FOLLOWING	Runway Surface - GRASS/TURF
Lowest Ceiling - 4500 FT OVERCAST	Type Apch/Lndg - NONE	Runway Status - WET
Obstructions to Vision- NONE		
Precipitation - RAIN		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 20	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 356
SE LAND	Months Since - 2	Last 24 Hrs - 10
	Aircraft Type - C-172	Make/Model- 3
		Last 30 Days- 8
		Instrument- 42
		Last 90 Days- 64
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

A WITNESS OBSERVED THE ACFT IMPACT IN AN OPEN FIELD DURING A HEAVY RAIN. RAIN, FOG, AND TURBULENCE IN THE CLOUDS WERE REPORTED IN THE AREA AT THE TIME. THE ACFT IMPACTED IN A RIGHT TURN. THE NEW INSTRUMENT RATED PLT WAS GETTING COMPLEX ACFT TIME IN PREPARATION FOR HIS COMMERCIAL CHECK RIDE IN A SIMILAR ACFT 2 DAYS HENCE. THE NEW ATR PLT (ACFT OWNER) WAS IN THE RIGHT SEAT. RADIOS AND THROW OVER CONTROL WHEEL WAS ON THE LEFT SIDE POSITION.

Brief of Accident (Continued)

File No. - 2169

11/06/86

MARYSVILLE, WA

A/C Reg. No. N9536R

Time (Lcl) - 1748 PST

Occurrence #1        IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation    CRUISE

Finding(s)

1. WEATHER CONDITION - RAIN
2. WEATHER CONDITION - TURBULENCE IN CLOUDS
3. LIGHT CONDITION - DARK NIGHT
4. WEATHER EVALUATION - MISJUDGED - PILOT IN COMMAND
5.        IMPROPER DECISION, SELF-INDUCED PRESSURE - PILOT IN COMMAND

Occurrence #2        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    MANEUVERING

Finding(s)

6. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
7. DESCENT - INADVERTENT - PILOT IN COMMAND
8.        IMPROPER DECISION, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 6,7

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,8

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2175      11/24/86      REPUBLIC,WA      A/C Reg. No. N52069      Time (Lcl) - 1648 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Injuries			
	DESTROYED	Fatal	Serious	Minor	None
Type of Operation -BUSINESS	Fire	Crew 1	0	0	0
Flight Conducted Under -14 CFR 91	ON GROUND	Pass 0	0	0	0
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - CESSNA 177RG	Eng Make/Model - LYCOMING IO-360-A1B6D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2800	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 200 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - IMC	SPOKANE,WA	FERRY COUNTY
Wind Dir/Speed- 340/010 KTS	ATC/Airspace	Runway Ident - 16
Visibility - 25.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3500/ 60
Lowest Sky/Clouds - 75 FT PART OBS	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 2500 FT OVERCAST	Type Apch/Lndg - NONE	Runway Status - SNOW - DRY
Obstructions to Vision- BLOWING SNOW		
Precipitation - SNOW		
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 - UNK/NR	Total - 2000
SE LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - C-177	Make/Model- 1290
		Instrument- 0
		Multi-eng - 0
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

A WITNESS OBSERVED THE ACFT TAXI OUT OT THE RWY IN LIGHT SNOW SHOWERS AND TAXI TO THE NORTH END OF THE RWY. DURING THE TAKEOFF THE AREA WAS COVERED WITH A HEAVY SNOW SHOWER, WITH WINDS FROM THE NORTH GUSTING TO 20-25 MPH. THE ACFT WAS OBSERVED TO DEPART TO THE SOUTH WITH ITS LIGHTS ON IN THE SNOW AND CRASH ABOUT .25 MILE WEST OF RWY.



Brief of Accident (Continued)

File No. - 2175

11/24/86

REPUBLIC,WA

A/C Reg. No. N52069

Time (Lcl) - 1648 PST

Occurrence #1      IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. LIGHT CONDITION - NIGHT
2. WEATHER CONDITION - GUSTS
3. WEATHER CONDITION - SNOW
4. PLANNING-DECISION - INADEQUATE - PILOT IN COMMAND
5. VFR FLIGHT INTO IMC - INADVERTENT - PILOT IN COMMAND

Occurrence #2      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      CLIMB

Occurrence #3      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      DESCENT - UNCONTROLLED

Finding(s)

6. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5,6

Factor(s) relating to this accident is/are finding(s) 1,2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2176      11/25/86      WAITSBURG,WA      A/C Reg. No. N6849H      Time (Lcl) - 1400 PST

-----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

Fatal

Crew                          0  
Pass                          0

Injuries

Serious                      0  
Minor                          1

None                          0  
0

-----Aircraft Information-----

Make/Model        - PIPER J-3  
Landing Gear      - TAILWHEEL-ALL FIXED  
Max Gross Wt      - 1220  
No. of Seats       - 2

Eng Make/Model - CONTINENTAL C-85

Number Engines - 1

Engine Type      - RECIPROCATING-CARBURETOR

Rated Power      - 85 HP

ELT Installed/Activated - YES/NO

Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing        - NO RECORD OF BRIEFING

Method            - N/A

Completeness      - N/A

Basic Weather      - VMC

Wind Dir/Speed- CALM

Visibility         - 50.0      SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling     - NONE

Obstructions to Vision- NONE

Precipitation      - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

HUNTSVILLE,WA

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident       - N/A

Runway Lth/Wid    - N/A

Runway Surface     - DIRT

Runway Status      - DRY

HIGH VEGETATION

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 36

Biennial Flight Review

Current            - YES

Months Since      - 2

Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total              - 302      Last 24 Hrs - 2

Make/Model- 181      Last 30 Days- UNK/NR

Instrument- 2      Last 90 Days- 18

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT ELECTED TO CIRCLE COYOTES AT A VERY LOW ALTITUDE. DURING THE SECOND TURN THE AIRCRAFT FELT MUSHY.  
THE AIRCRAFT'S LEFT WING TIP STRUCK THE GROUND FOLLOWED BY THE AIRCRAFT STRIKING THE GROUND HARD AND FLAT.

Brief of Accident (Continued)

File No. - 2176

11/25/86

WAITSBURG,WA

A/C Reg. No. N6849H

Time (Lcl) - 1400 PST

-----  
Occurrence #1        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    MANEUVERING

Finding(s)

1. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
  2. 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) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2161      12/28/86      MATLOCK,WA

A/C Reg. No. N9365F

Time (Lcl) - 1600 PST

-----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 -DESCENT

Fire NONE  
Crew  
Pass

-----Aircraft Information-----

Make/Model - HUGHES 269  
Landing Gear - SKID  
Max Gross Wt - 2050  
No. of Seats - 3

Eng Make/Model - LYCOMING HIO-360-A1A  
Number Engines - 1  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 180 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- 220/008 KTS  
Visibility - 3.000 SM  
Lowest Sky/Clouds -  
Lowest Ceiling - OVERCAST  
Obstructions to Vision- FOG  
Precipitation - RAIN  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
MATLOCK,WA  
Destination  
SHELTON,WA

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A  
Runway Lth/Wid - N/A  
Runway Surface - N/A  
Runway Status - WET

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,COMMERCIAL  
SE LAND  
HELICOPTER

Age - 36  
Biennial Flight Review  
Current - YES  
Months Since - 6  
Aircraft Type - UNK/NR

Medical Certificate - UNK/NR  
Flight Time (Hours)

Total	-	1757	Last 24 Hrs	-	2
Make/Model-	1307	Last 30 Days-	UNK/NR		
Instrument-	0	Last 90 Days-	51		
		Rotorcraft	-	1307	

Instrument Rating(s) - NONE

-----Narrative-----

DURING TAKEOFF THE AIRCRAFT NOSED OVER INVERTED AND THEN STRUCK THE GROUND. THE PILOT FOUND AFTER THE ACCIDENT THAT A STRAP HAD HOOKED UNDER THE SKID OF THE AIRCRAFT.

Brief of Accident (Continued)

File No. - 2161

12/28/86

MATLOCK,WA

A/C Reg. No. N9365F

Time (Lc1) - 1600 PST

-----  
Occurrence #1        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    TAKEOFF - INITIAL CLIMB

Finding(s)

1. LANDING GEAR,SKID ASSEMBLY - FOREIGN OBJECT
  2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
- 

Occurrence #2        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2095      5/27/86      PLATTEVILLE,WI      A/C Reg. No. N84118      Time (Lcl) - 1800 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	1
Accident Occurred During -LANDING						

-----Aircraft Information-----

Make/Model - CESSNA 182P	Eng Make/Model - CONTINENTAL O-470-R	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2950	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 230 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	HAYWARD,WI	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	PLATTEVILLE,WI	GRANT COUNTY
Wind Dir/Speed- 120/012 KTS	ATC/Airspace	Runway Ident - 07
Visibility - 5.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 3600/ 75
Lowest Sky/Clouds - 25000 FT	Type of Clearance - VFR	Runway Surface - ASPHALT
Lowest Ceiling - 2500 FT OVERCAST	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - WET
Obstructions to Vision- HAZE	FULL STOP	
Precipitation - RAIN		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 64	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2013
SE LAND	Months Since - 2	Make/Model- 1865
	Aircraft Type - C-182P	Instrument- 395
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 21

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT LANDED THE ACFT ON RWY 7 WHICH WAS WET. WINDS AT THE TIME WERE FROM 120 DEGS AT 12 KTS. THE PLT STATED THAT THE WIND CAUSED THE ACFT TO SKID AND TRAVEL OFF THE LEFT SIDE OF THE RWY. THE ACFT NOSED OVER AFTER CONTACTING SOFT SOIL ALONGSIDE THE RWY.

Brief of Accident (Continued)

File No. - 2095

5/27/86

PLATTEVILLE, WI

A/C Reg. No. N84118

Time (Lcl) - 1800 CDT

-----  
Occurrence #1      LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - CROSSWIND
  2. TERRAIN CONDITION - WET
  3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
- 

Occurrence #2      OVERRUN  
Phase of Operation      LANDING - ROLL

Finding(s)

4. BRAKES(NORMAL) - INADEQUATE - PILOT IN COMMAND
  5. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
- 

Occurrence #3      NOSE OVER  
Phase of Operation      LANDING - ROLL

Finding(s)

6. TERRAIN CONDITION - SOFT
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,5

Factor(s) relating to this accident is/are finding(s) 1,2,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2096      6/10/86      BRODHEAD,WI      A/C Reg. No. N98739      Time (Lcl) - 2020 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
	Fire	Crew	Serious	Minor	None
Type of Operation -PERSONAL	NONE	Pass	0	1	0
Flight Conducted Under -14 CFR 91			0	0	1
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - PIPER J3	Eng Make/Model - CONTINENTAL A-65-8F	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1220	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 65 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	BRODHEAD,WI	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 170/004 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 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 - DUSK		

-----Personnel Information-----

Pilot-In-Command	Age - 45	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 356
SE LAND	Months Since - 8	Make/Model- 25
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 5

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS MAKING A LOW PASS OVER A FRIEND'S HOUSE. HE WAS WAVING TO THE PEOPLE ON THE GROUND AND WHEN HE LOOKED UP HE WAS TOO CLOSE TO A TREE TO AVOID HITTING IT. THE PLANE THEN DESCENDED TO THE GROUND.



Brief of Accident (Continued)

File No. - 2096

6/10/86

BRODHEAD,WI

A/C Reg. No. N98739

Time (Lcl) - 2020 CDT

-----  
Occurrence #1        IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    MANEUVERING

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
  2. BUZZING - NOT USED - PILOT IN COMMAND
  3. OBJECT - TREE(S)
  4.    CLEARANCE - INADEQUATE - PILOT IN COMMAND
- 

Occurrence #2        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    MANEUVERING

-----  
Occurrence #3        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    DESCENT - UNCONTROLLED

-----  
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4

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. - 2003

7/31/86

RAWLINS, WY

A/C Reg. No. N85JU

Time (Lcl) - 1245 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL				
Flight Conducted Under	-14 CFR 91				
Accident Occurred During	-DESCENT				

Type of Operation -PERSONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -DESCENT

Fire Crew  
ON GROUND Pass

-----Aircraft Information-----

Make/Model - THORP T-18  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 1563  
No. of Seats - 2

Eng Make/Model - LYCOMING O-320-D2A  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 160 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- 280/005 KTS  
Visibility - 60.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
WENDOVER, UT  
Destination  
CHEYENNE, WY

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

RAWLINS MUN  
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 - 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	- 170	Last 24 Hrs	- UNK/NR
Make/Model-	40	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACCIDENT ACFT, A THORP T-18, WAS ONE OF FOUR ACFT (QUICKIE II, VARIEZE, LONGEZE) IN A LOOSE FORMATION THAT WAS EN ROUTE TO THE ANNUAL EAA CONVENTION AT OSHKOSH, WI. THE ACFT DEPARTED REDDING, CA, AT 0500 PDT, REFUELED AT WENDOVER, UT, AND DEPARTED THERE AT 1100 MDT. AT ABOUT 1230 MDT, WHILE IN CRUISE FLT AT 9500 FT MSL OVER I-80, ABOUT 5 MI WEST OF RAWLINS, WY, THE SPINNER ON THE QUICKIE II CAME LOOSE AND BROKE OFF A PROP BLADE. THE PLT DECLARED AN EMERGENCY AND MADE A SUCCESSFUL DOWNWIND DEAD-STICK LANDING AT ROWLINS ARPT. THE OTHER ACFT CIRCLED OVERHEAD. THE THORP WAS LAST SEEN PULLING UP AND BANKING RIGHT. NONE OF THE PILOTS SAW THE THORP T-18 CRASH. TWO GROUND WITNESSES SAID THAT THE ACFT WAS EITHER "WIG-WAGGING ITS WINGS" OR DOING AEROBATICS. THE PLT WAS SAID TO BE "A RELATIVELY LOW TIME PLT" WITH ABOUT 40 HRS IN MAKE/MODEL. ADDITIONALLY, IT WAS SAID THAT THIS FLT WAS THE PLT'S "FIRST REALLY LONG X-COUNTRY."

Brief of Accident (Continued)

File No. - 2003

7/31/86

RAWLINS,WY

A/C Reg. No. N85JJ

Time (Lcl) - 1245 MDT

Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      MANEUVERING

Finding(s)

1. AIRSPEED(VS) - BELOW - PILOT IN COMMAND
2.      IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND
3. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #2      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      DESCENT - UNCONTROLLED

Finding(s)

4. TERRAIN CONDITION - HIGH TERRAIN
5. TERRAIN CONDITION - ROUGH/UNEVEN
6. ALTITUDE - INADEQUATE - PILOT IN COMMAND
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

Factor(s) relating to this accident is/are finding(s) 2,4,5,6,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2153

8/04/86

LANDER,WY

A/C Reg. No. N3621W

Time (Lcl) - 1952 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

Fatal

Injuries

Serious

Minor

None

Type of Operation -PERSONAL

Fire

Crew

0

1

0

0

Flight Conducted Under -14 CFR 91

ON GROUND

Pass

2

3

0

0

Accident Occurred During -CLIMB

-----Aircraft Information-----

Make/Model - PIPER PA-32-260

Eng Make/Model - LYCOMING O-540-E4B5

ELT Installed/Activated - YES/NO

Landing Gear - TRICYCLE-FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 3400

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 6

Rated Power - 260 HP

-----Environment/Operations Information-----

Weather Data

Itinerary

Airport Proximity

Wx Briefing - NWS

Last Departure Point

OFF AIRPORT/STRIP

Method - IN PERSON

LANDER,WY

Completeness - FULL

Destination

Airport Data

Basic Weather - VMC

SALT LAKE CITY,UT

Wind Dir/Speed- 260/007 KTS

Visibility - 50.0 SM

ATC/Airspace

Runway Ident - N/A

Lowest Sky/Clouds - 6000 FT SCATTERED

Type of Flight Plan - NONE

Runway Lth/Wid - N/A

Lowest Ceiling - NONE

Type of Clearance - NONE

Runway Surface - N/A

Obstructions to Vision- NONE

Type Apch/Lndg - NONE

Runway Status - N/A

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 - UNK/NR

Total - 837

Last 24 Hrs - 3

SE LAND

Months Since - UNK/NR

Make/Model- 472

Last 30 Days- UNK/NR

Aircraft Type - PA32

Instrument- 45

Last 90 Days- 64

Multi-Eng - 24

Instrument Rating(s) - NONE

-----Narrative-----

THE FLT DEPARTED LANDER, WYOMING, ARPT IN HIGH DENSITY ALTITUDE CONDITIONS AND IN AN OVER GROSS WEIGHT CONDITION. THE ACFT WAS OBSERVED FLYING LOW OVER RISING TERRAIN UNTIL IT IMPACTED THE GROUND. THE ACFT WAS DESTROYED IN A POST ACCIDENT FIRE AND TWO PAX WAS FATALLY INJURED.

Brief of Accident (Continued)

File No. - 2153

8/04/86

LANDER,WY

A/C Reg. No. N3621W

Time (Lcl) - 1952 MDT

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Occurrence #1        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    CLIMB

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
  2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
  3. TERRAIN CONDITION - HIGH TERRAIN
  4. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
  5. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND
  6. PROPER CLIMB RATE - NOT POSSIBLE - PILOT IN COMMAND
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2119

8/08/86

WORLAND,WY

A/C Reg. No. N1590P

Time (Lcl) - 1720 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	0	0

Type of Operation -PERSONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -LANDING

Fire  
NONE

-----Aircraft Information-----

Make/Model - PIPER PA-18  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 1750  
No. of Seats - 2

Eng Make/Model - LYCOMING O-320-A2A  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 150 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 230/012 KTS  
Visibility - 40.0 SM  
Lowest Sky/Clouds - 4000 FT SCATTERED  
Lowest Ceiling - 10000 FT BROKEN  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
CASPER,WY  
Destination  
SAME AS ACC/INC

Airport Proximity  
ON AIRPORT

Airport Data

WORLAND MUNI  
Runway Ident - 28  
Runway Lth/Wid - 3000/ 100  
Runway Surface - DIRT  
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

Age - 37

Biennial Flight Review

Current - YES  
Months Since - UNK/NR  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 346	Last 24 Hrs - UNK/NR
Make/Model- 179	Last 30 Days- UNK/NR
Instrument- 0	Last 90 Days- 27

Instrument Rating(s) - NONE

-----Narrative-----

ON LANDING, WIND GUST LIFTED LEFT WING AND TAIL SECTION. ACFT NOSED OVER.

Brief of Accident (Continued)

File No. - 2119

8/08/86

WORLAND,WY

A/C Reg. No. N1590P

Time (Lcl) - 1720 MDT

Occurrence #1 ON GROUND ENCOUNTER WITH WEATHER  
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - GUSTS
2. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND

Occurrence #2 NOSE OVER  
Phase of Operation LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1









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